cvb ecoLogistics

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William's Recycling Centre

Red Lion Farm Site

A L P Ambrose Minerals Planning & Development Consultancy

Red Lion Farm Site

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PLANS

Description	Scale	Reference
OS Location Plan	1/25,000	SWR/SH/MRF/1
Site Location	1/2,500	SWR/SH/MRF/2
Existing Site Layout	1/300	SWR/SH/MRF/3
Proposed Site Layout	1/300	SWR/SH/MRF/4
Recycling Building	1/200	SWR/SH/MRF/5
Landscape Plan	1/750	SWR/SH/MRF/6
Parking Plan	1/.750	SWR/SH/MRF/7

Annex 1	Nature Conservation and Habitat Inventory
Annex 2	Bat Survey
Annex 3	Noise Report
Annex 4	Ground water and Flooding map
Annex 5	Company Information article
Annex 6	Zaun Hi-Sec fence information
Annex 7	SPEL Class 1 Interceptor Details
Annex 8	JCB Waste master details
Annex 9	Weighbridge details
Annex 10	Corus Colorcoat specification

1. Introduction

This application is submitted on behalf of Williams Recycling Limited (WRL). Williams Recycling is a paper handling company and part of the Netherlands based CVB Ecologistics one of the largest independent collectors of waste paper.

The applicant seeks planning permission, on the site known as Red Lion Farm, for the demolition of the existing buildings and erection of a new building for the purposes of recycling to achieve recovery of the recyclates from segregated collection schemes, civic amenity sites, construction and demolition sites and waste producers whose arisings occur within the locality, an integral office within that building with a first floor viewing gallery, and a new external weighbridge,.

The description of the planning consent sought is:

> ***Demolition of existing buildings; erection of offices and storage/sorting building for recycling and recovery, and weighbridge.***

Sorting is the process of separating the incoming materials into a manageable single stream for transportation. Typically arisings are comingled in type being as examples: papers, card, bottles etc which are bulky and difficult to transport taking up a large volume of space for very little weight. To make transportation over longer distances viable both in terms of sustainability and economically it is essential to get the maximum volume to weight ratio of a single type of material. It is necessary therefore to reduce the volume of the materials by reducing its size; this is achieved by passing the materials through a series of sorters which divert the various types of materials into separate collection points where they are baled or contained for onward transportation.

This operation provides for the production a pre sorted product which is sent for onward recovery, reuse and recycling at other sites. The previous operation comprised the use of recycling and baling activities in the open. It is intended that all operations shall be carried out within the new sorting building. WRL will produce recognised products using a system of Factory Process Controls in a controlled environment that allows them to produce an assured and consistent product. The setting up of the systems and the investment in the correct plant and equipment is highly capital intensive and this site will only act as a

forwarding facility of materials that can be further processed at factories to produce a marketable product. There are no other facilities in the area dedicated to handling recoverable materials for this purpose.

These types of sites provide an essential element in the management of waste materials capable of being recovered and put to beneficial uses. Satellite sites provide for the collection and storage of waste feedstock before delivery into other larger sites where sophisticated recycling and recovery can be achieved. Waste materials are collected at civic amenity sites, construction sites and manufacturing facilities where they are segregated from other waste into designated containers. Once full these containers are delivered to satellite sites where the material is sorted by plant to allow for further onward transportation to specific recovery facilities. Recent legislation requiring large building projects to implement Site Waste Management Plans has further helped to segregate materials for recycling at source on construction sites coupled with escalating prices for landfill.

This facility is required to service the provision of recycling within the local area and potentially the local waste segregation contracts.

The operations are to be carried out in the building to ensure no impacts to adjacent neighbours and to provide a cost effective waste management solution that helps to achieve the zero waste to landfill targets at competitive cost.

The site, which has been a recycling facility since before 1971, has existing basic infrastructure in place and has historically been used for industrial purposes associated with the processing of primarily plastic waste.

An office and weighbridge will be required on the site to administer the operations of the satellite site. The site will be made up of storage areas, weighbridge, welfare building and vehicle access roads and plant needed for the processing and handling of the materials.

The essential part of any segregated waste collection scheme operated by any waste contractor is to have their vehicles available for collection services. Time spent travelling to remote disposal facilities is time wasted and it is being recognised that smaller local facilities able to serve more than one area are becoming essential to the provision of efficient services. These types of facilities also remove the difficulty of allowing such vehicles on to

landfill sites where they are frequently damaged or suffer punctures and invariably get stuck in bad weather.

2. Supporting Information

The information contained within this supporting documentation to the formal Planning Application is given to help promote the understanding of the operations involved and thereby to assist in the planning process.

The supporting documentation has been expanded to include additional information which will only be relevant to certain individual consultees who may be consulted at various stages of the development procedures. Others, who may be interested in the development scheme, will be able to better understand the concept of the overall project by reference to this statement.

The application statement and site design have been prepared giving consideration to the purposes of the current legislation governing planning and environmental matters. The aim being, to ensure as far as is practicably possible, that the development will not knowingly permit the introduction into the environment of any substances or energy liable to cause hazards to human health, harm to living resources and ecological systems, loss of any amenity, or interference with the legitimate use of the environment by the general public and especially those that are neighbours to the development.

3. The Site

The site is located on the northern side of the A5 Watling Street at Smockington. The intersection of the A5 and M69 Junction 1 is just over two kilometres to the northwest. The M1 can be accessed either at Crick at the A5 intersection Junction 18 or at Lutterworth Junction 20. All provide good access for traffic entering and leaving the site to the main highway network.

The site falls within the administrative boundaries of Leicestershire County and Hinckley and Bosworth Borough Councils.

The site is presently used but the main buildings are showing signs of dilapidation.

The site is surrounded by generally agricultural land. The boundary with the A5 is dominated by 10 – 12 metre high coniferous trees.

The site has numerous hardcore and concrete pads, part of the former industrial infrastructure.

The site benefits from an existing access point on to the A5, and this has historically been used by all HGV traffic, it is not intended to make any alterations to the access point on to the public highway other than to improve the visibility splay and remove the wall and building within the line of sight within the site boundary.

The site access, from the Watling Street, is made up in either macadam or concrete providing 13m radius turnouts from an access width of 9 metres with a gate set back 15 metres from the back edge of the kerb. This is shown on the site layout plan.

There is adequate room for parking and manoeuvring of vehicles within the boundaries of the site as shown on the layout plan.

The boundary of the site is fenced in chain link fence to 2.5 metres in height to create a definitive site boundary. It is proposed to replace this fence with Zaun metal fencing which is more secure to provide a barrier between the edge of the site and the adjacent areas.

The area of the operational site is 1.66 hectares, the applicant controlling all the land together with surrounding land to the north and east totalling an additional 3.35 hectares.

Ordnance Survey Grid reference for the centre of the site is SP 454 899 which sits at approximately 116m above Ordnance Datum and is relatively flat.

4. Planning History and Vision

The site usage has been associated with the processing of waste materials since before 1971.

A Certificate of Lawful Use or Development (CLUED) was issued by Leicestershire County Council on 5th November 2010.

The site also benefits from an Environmental Permit originating from a CoPA licence issued on 17th September 1992 by Leicestershire County Council.

The site is intended to be developed to provide a modern environment in which to undertake the activities with which the site has historically been associated.

In order to mitigate the views into the site from the Lutterworth Road which are at present unrestricted the applicant will plant additional trees along the north western boundary of the land under its control. This will be dealt with by a Section 106 Agreement as the planting of trees does not in itself require consent.

5. Environmental Management

WRL, as waste operatives, are Registered Waste Carriers and the site will be operated under a Permit regulated by the Environment Agency.

6. Development of the Site

The facility will be developed to increase the potential for recycling from the local area where materials are collected by Local Waste Collection Authorities on segregated rounds; and bring and drop sites where material is segregated at civic amenity sites, sometimes called household waste recycling sites, operated by local authorities and other commercial clients. Local authorities are rolling out more segregated schemes and this application recognises those positive steps to achieving greater recycling rates and makes provision for handling those waste streams. The incoming materials and processed materials will be segregated on site as shown illustratively on the site plan. There is a certain element of seasonal activity particularly associated with materials from civic amenity sites as smaller quantities are generated through the winter periods. It is intended that both road and sea containers shall be used to move the materials from the site to recovery and recycling operations elsewhere.

The applicant will supply their containers to developers and local authorities to segregate at source their waste materials. This is consistent with controlling the quality of the feedstock and satisfying the site waste management plans for construction activities. The local area has an enormous potential to generate waste through its regeneration programme and the

provision of local recycling outlets are essential if materials are to be recovered rather than disposed of.

As we strive towards zero waste to landfill and the economic drivers of landfill tax and protection of our environment focus our attention, the provision of local infrastructure to provide local outlets becomes more and more essential.

The philosophy of the WRL is to conduct its operations with precision and with no impact upon its neighbours. The facility will be operated to achieve these objectives.

6.1 Incoming Materials Deposit Area

The reception area is contained within the proposed new building. Material will be tipped or ejected on to the ground by the incoming vehicles where the height of the material will be restricted to the height of the perimeter container wall (5m) and to a maximum tonnage of 500 tonnes, (the current restriction is 1000 tonnes). The materials will be pushed up to contain it using a front loading shovel if required. Access to the deposition area will be through fast opening and closing roller shutter doors, which will be kept closed other then when vehicles are entering or leaving the building.

6.2 Plant Processes

The incoming materials shall be processed by static plant. The proposed machinery will consist of sorters and segregation plant electrically operated with electric hydraulic balers.

A grab loading machine will be used to place the materials on the sorting deck from where it is moved towards the recovery plant by the moving deck. This is a slow speed activity as the intention is not to reduce the size of the materials by crushing or damaging but to segregate different fractions of material. From the discharge points the baled material is moved by fork lift truck, to where it is stocked in the outgoing materials stockpile area. The plant is anticipated to process up to 15 tonnes per hour.

6.3 Stockpiles of Outgoing Materials

The area for deposition of segregated materials will be again constrained by the location of the storage areas.

All materials in the stockpile areas will either be baled or containerised.

The material is therefore not capable of producing dust or becoming windblown as part of this type of operation.

A maximum storage capacity of 1000 tonnes will be applied as this is consistent with the capacity of the containers likely to be used for movements and potential demand.

6.4 Total Site Throughput

The throughput of the site is anticipated to be to a maximum of 75,000 tonnes per annum which would be made up of materials in various categories and is consistent with Standard Rules Permits.

Materials would arise from both municipal or construction and demolition arisings none of which may be classified as hazardous within the European Waste Codes.

6.5 Existing site infrastructure

The existing infrastructure on the site including the former farm house at the access junction, the weighbridge, the process building and baler, the storage and process building and the stores shall be demolished. These elements of the site shall be demolished once the replacement building and structures are in place in accordance with the proposed layout plan.

The drains and sewer systems will remain substantially unaltered from the main collection points but work within the site as shown on the layout plans shall be undertaken to improve their efficiency.

6.6 Office Building and Weighbridge

The office building will be used to administer the incoming and outgoing loads all of which will pass over the site weighbridge. The weighbridge and office will be established in the locations shown on the plan to offer the best position for vehicle manoeuvring. The weighbridge office will be the existing building on the site and once the new office blocks are established it may be used as a messing facility for site operatives or demolished.

The office building will be an integral unit, and will have the benefit of an internal WC which will be directed to the existing bio disc system which has a consented discharge.

A surface mounted dedicated weighbridge will provide for accurate measurement of the incoming and outgoing loads. Details of the precise unit will be subject to discussion with the supplier but indicative indications of type are contained in annex 9.

6.7 Internal Roads

The site benefits from hard standing roads/pavements lain across the site to carry the loading capacity of the vehicles.

In line with good site operating practices the internal roads/pavements will be kept clean and during periods when dust may arise from normal trafficking operations a water bowser and or rain guns will be used to damp down the internal roads.

Details of the construction of the pavements are shown on the layout plan.

6.8 Existing Access

The existing access which is currently impeded by a wall and the old office building will be improved and used by all traffic using the new facility. Thirteen (13) metre radius turnouts will be provided and the site gate shall be retained in the set back position from the edge of the kerb line by fifteen (15) metres. The access shall be maintained in good working order free from potholes and rutting.

6.9 Water Source Protection Zone

The site does not sit upon a Source Protection Zone being on relatively impermeable Mercian mudstones overlain by some drift deposits of clay and sandy clays.

6.10 Flood Risk

The site is not within a flood risk zone or where flood defences have been installed. The activities on site do not propose any alterations or engineering operations that would impact on the current flood regime in the locality. See annex 4.

6.11 Foul Water

Toilets both male and female will be provided on site in the office block.

The discharge of foul water will be to the existing bio disc plant which has a consented discharge.

It is not envisaged that any major alterations to this drainage system will be required other than to provide new internal connections.

6.12 Surface water

In the absence of an adequate potable supply to the site it is intended to capture all roof water from the site for the purposes of fire fighting, toileting and wash down.

The discharge of any over flow from the system will be directed to the existing water course running to the north of the site.

7. Hours of Operation

The current regulated hours of the facility are:

0700 - 1900 Monday to Friday;

0700 - 1200 Saturdays.

The proposed reduced hours of operation of the facility will be:

0700 - 1800 Monday to Friday;

0700 - 1200 Saturdays.

It is not proposed to open the site outside of these hours except with the prior consent of the planning authority.

8. Staffing Numbers

Staffing numbers are likely to be as follows:

Description	Number
Loader drivers	4
Plant operators	4
Weighbridge and clerical	4
Site Manager	1
Fitter	1
Labourer	1
Total	15

At least one member of staff will have achieved recognised competency from either WAMITAB or CIWM for operating a permitted facility.

9. Vehicle Movements and Site Access

We are advised that the maximum number of vehicles which historically entered and left the site could be as many as 30 per day although recently due to the economic situation numbers had declined.

The site will be accessible to REL and RCV type vehicles of the local waste collection authorities, their contractors and local contractors engaged in construction and demolition as well as WRL's own vehicles.

The use of multimodal containerised shipments is becoming more popular whereby containers which may be used on sea, road or rail are being employed to increase transport efficiency and with the DIRFT terminal in close proximity to the site and the wider distribution patterns for specific waste streams available it is likely that these types of containers may become more widely use.

It is estimated that the maximum number of laden heavy goods vehicles entering the site would not exceed 10 in any day. This assumes an average loading of approximately 12 tonnes split across the range of vehicle types. These vehicle numbers are distributed evenly throughout the day time working pattern.

The current access is in good order and is to be improved to the highway and visibility splays consistent with the guidance in the Department of Transports Design Manual for Roads and Bridges, Volume 6 directive 41/95 consistent with the road speed.

10. Site Safety and Environmental Considerations

The nature of the operations is unlikely to give rise to complaint it being essentially a simple enclosed process. The site has been designed to keep potential sources of nuisance, noise and dust within the confines of the site.

10.1 Nature Conservation and Habitat Inventory

A search has been under taken of the MAGIC site to determine the presence of any nature conservation or habitat inventories with 500 metres of the site.

MAGIC was the first web-based interactive map service to bring together environmental information from across government departments. Partnership working has ensured that MAGIC has provided a sustained operational service to an extensive and diverse range of users far exceeding its original objectives and expectations of stakeholders.

Defra is the custodian of MAGIC with Natural England managing the service under the direction of a cross-government Steering Group.

The MAGIC report is attached as Annex 1 and shows that there are no features within 500 metres of the site.

The nearest feature of note is the SSSI of Burbage Wood and Aston Firs located to the north at over 3.6 kilometres away.

10.2 Noise

The noise environment is generally elevated because of the presence of the road distribution networks.

All plant and machinery will be maintained in good condition in accordance with both good site practice and the manufacturer's recommendations. All baffles and silencers will be checked daily for effectiveness and adequate arrangements will be in place to ensure sufficient spares and fitters are available to keep the machinery in proper working order.

It is not anticipated that any noise issues would be attributable to the site however to demonstrate this, an independent noise report is annexed to this statement, which concludes that there will be no impact upon any residential or nearby property and indicates that there will be a reduction in impact from the operations once contained within the new building.

10.3 Dust

Provision will be made for either fixed or mobile devices to damp down pavements and roads into and within the site from the public highway in the event that dust is likely to arise.

A good system of housekeeping will be adopted which will include for the regular mechanical sweeping of the internal roads and working areas.

It is considered that the potential sources of noise and dust from typical materials handling may be caused by:

- Vehicular traffic travelling on badly maintained roads and working areas.
- Materials handling including unloading of feedstock from vehicles, placement of stockpiles of recovered materials and loading of materials destined for transfer from the facility.
- Mechanical and mobile plant processes including shovel loading machines, excavators, crushing plant.
- Excessive drop heights for materials during deposit, processing and loading of vehicles prior to transfer from the facility.

In order to avoid any potential conflict and ensure good housekeeping the following rules shall be applied:

Vehicular Traffic

- A speed limit within the site for vehicles will be imposed limiting vehicles to no more than 5 mph.
- All trafficking of vehicles will be on hard regularly surfaced roadways that will be swept mechanically when necessary.
- The internal routes will be designed to be as short and efficient as operations allow.
- Internal roadway routes will be well maintained to provide a hard regular surface capable of effective sweeping and in a condition not capable of generating dust from the construction material forming the road.
- Outgoing materials and reclaimed products will be carried in the sheeted cargo bay or enclosed container of a heavy goods vehicle.
- Vehicle cleanliness and general maintenance will be required to be of a high standard.
- When necessary the roads shall be dampened with the wandering hoses referred to later.

Materials Handling

- Each incoming load will be inspected by a member of staff who will decide whether the vehicle contents should be "dampened down" before and during tipping the load into the deposit area.
- All material or recovered material drop heights will be kept to a minimum in keeping with good and safe working practice.
- Wheeled loaders will be used in preference to tracked ones to minimise crushing beneath tracks.
- Wheeled loading shovels shall be used to load vehicles for export of the product from stockpiles using bale handling equipment.

Dust Management System

The working areas within the deposit bay will benefit from fixed side walls created by the concrete precast panels. A mobile high pressure water lance installation designed specifically for the purpose of spot dust suppression will be connected to the water supply and the pressure system will work from a portable pneumatic pump powered by portable wheel mounted motor. The wandering hose lances will be able to reach into the feedstock bay to provide immediate action to any particular incident likely to give rise to dust.

A static dust management system will be provided. It will be connected directly to the stored water supply and the water holding tank and will be fitted with a pressure system, to achieve the necessary 3 bar flux to suppress liberated dust. The spraying systems will be designed to ensure that;

- The capacity of the system, a function of specific gravity, nozzle capacity, pressure, and friction loss in the pipe fittings is sufficient to suppress liberated dust
- The spray angle and coverage, a function of spray/misting pattern, distance from the nozzle orifice to the application, pressure, and spray angle is sufficient to suppress liberated dust

- The spray drop size (atomisation) a function of nozzle type, capacity, spraying pressure, and spray pattern type is sufficient to suppress liberated dust and will not be subject to migration beyond the site boundary.

The system shall comprise of a system designed by experts to achieve its intended purpose of suppressing dust.

10.4 Odour

The incoming feedstock of materials will have no odour and will generate no odour during the processing.

If within the stockpiles odorous or admixture materials are found they shall be immediately contained within a covered skip and removed from site for deposit at a permitted facility.

10.5 Bioaerosols

Bioaerosols are microscopic, airborne particles including bacteria, fungal spores, protozoa and organic constituents of microbial and fungal origin that arise during composting activities. Composting is the biological decomposition of organic materials, under conditions that are predominantly aerobic, and that allow the development of thermophilic temperatures as a result of biologically produced heat.

The conditions to allow composting decomposition by mixing materials and vegetative matter cannot occur on this type of site as the material is devoid of vegetative matter and source segregated.

Bioaerosols will not therefore arise from the type of operation proposed. Reference the EA Position Paper on Bioaerosols and HSE 2010 RR786 Bioaerosol emissions from waste composting and the potential for worker exposure.

10.6 Litter

Litter should not be present in the loads but some extraneous materials are inevitable in loads arising from some sites.

Litter can be effectively controlled at facilities by implementing procedures for the storage and processing of the wastes, ensuring that the risk of windblown litter is reduced.

Litter prevention and control methods may include general housekeeping procedures (litter picking regimes), netting of areas during shredding, site inspection frequencies and specific actions to be undertaken during high wind conditions.

10.7 Lighting

No exterior artificial lights are anticipated to be needed at this juncture. If they are required in the future they will be agreed with the County before installation if mounted 3 metres or more above ground level.

10.8 Surface water run off

The processing of materials within the new building does not cause any leaching problems as there is no contact with rain water passing through processed or unprocessed stockpiles. Internal sumps will be installed within the deposit bay to contain any water within any incoming load.

The site areas are presently drained through a system of gullies and pipes before discharge to the water course without an interceptor. A new interceptor shall be installed to ensure the quality of the discharge from the trafficking areas is of an acceptable standard. See annex for details.

This system will be maintained in good order to ensure the cleanliness of the site.

10.9 Off site Landscaping

In order to mitigate the views into the site from the Lutterworth Road into Burbage it is proposed to provide an area of 0.31 hectares of native planting.

The type and species of stock are described on the location plan and shown as a green hatched area.

The area will be retained for the benefit of the site.

11. The Local Plan Documents for Leicestershire

The development plan in this instance consists of the East Midlands Regional Plan (March, 2009), the Leicestershire, Leicester and Rutland Waste Local Plan (saved policies) (September, 2002), the adopted Waste Development Framework Core Strategy and Development Control Policies Document (October, 2009), and the Hinckley & Bosworth Local Plan (saved policies). The relevant policies and proposals are set out below.

The East Midlands Regional Plan (EMRP) sets out a broad, long-term development strategy for the region, and includes priorities for the environment and other matters including waste treatment and disposal in Policy 38. The overall regional context for waste policy is set by the Regional Waste Strategy (RWS), which is based on: working towards zero growth in waste by 2016; reducing the amount of waste sent to landfill; exceeding government targets for recycling and composting; and, taking a flexible approach to other forms of waste recovery on the basis that technology in this area is developing quickly.

The EMRP states that waste management capacity will need to more than double by 2020 in order to meet targets set out in the RWS. WPAs are advised to protect existing and allocated sites, whilst increasing the capacity of existing facilities, and site redevelopment for the recycling, recovery and treatment of waste should be supported where this will not significantly affect the environment and local communities. In seeking to address the recognised shortfall, sub area guidance for Leicestershire advises that a centralised pattern of larger facilities based on the three cities should provide the focus for future waste management infrastructure. In some circumstances, smaller transfer stations may be needed to reduce overall transport distance and associated environmental impacts.

Policy WLP 7 of the Leicestershire, Leicester and Rutland Waste Local Plan states that the assessment of all proposals for waste management development will take account (inter-alia) of the following factors where appropriate:

(i) the nature of the material to be managed;

(ii) the effect on, and relationship to, sensitive nearby land uses by reason of noise, dust, odour, litter, fumes, or any other potential nuisance, including reference to national and local air quality standards;

(iii) the visual impact on the landscape and the surrounding area;

(vi) transportation implications including the nature and volume of traffic likely to be generated by the proposed operation;

(vii) the effect on statutory nature conservation sites and other sites of more local scientific interest;

(ix) the effect on water resources;

(xii) the effect on the installations of statutory undertakers;

(xiv) the contribution that the proposed development makes to the implementation of the waste hierarchy;

(xviii) the provisions of the development plan and other guidance, being policies and proposals of local planning authorities and any relevant strategies;

(xix) the benefits of the proposal in terms of employment generation, economic benefit and regeneration of disturbed land; and,

(xxiv) the siting and visual appearance of the buildings, plant, machinery or operations.

Policy WCS3 of the adopted Waste Development Framework Core Strategy and Development Control Policies Document (WDF) set out the strategy for non strategic waste sites taking into account the principles of Policy WCS4. The policy encourages the location of sites: in the Broad Locations for Strategic Sites indicated in the Key Diagram; in or close to the main urban areas of Hinckley or Melton Mowbray; within sustainable urban extensions; or, within or adjacent to an existing waste facility where it can be demonstrated that transport, operational and environmental benefits arise from co-location.

Policy WCS4 sets out the site-specific strategy for locating waste sites, which should be to locate sites in accordance with the objectives of Policies WCS2 and WCS3 and the following sequential approach:-

(i) priority one will be given to land with an existing waste management use, where transport, operational and environmental benefits can be demonstrated as a consequence of the co-location of waste management facilities;

(ii) thereafter, priority, in no order of preference, will be given to:

a) land forming part of new major development proposals;

b) existing industrial/employment land;

c) other previously-developed land;

d) contaminated or derelict land;

e) existing mineral workings;

f) unused and under-used agricultural and forestry buildings and their curtilages;

(iii) finally, consideration will be given to greenfield sites, providing that there is no unacceptable harm to the environment or communities.

Policy WCS5 states that the strategy for reuse, recycling, waste transfer and composting facilities is to allow new waste management development, provided the proposal does not cause unacceptable harm to the environment or communities.

Policy WCS10 states that the strategy for environmental protection is to protect and enhance the natural and built environment of the framework area by ensuring that:

(i) there are no unacceptable adverse impacts from waste developments on:

a) natural resources including water, air and soil;

b) the character and quality of the landscape;

c) residential amenity;

(ii) the highest standards of operational practice for the management, working, and where appropriate restoration and aftercare of sites are adopted; and

(iii) development is designed to a high standard, incorporates sustainable construction principles and includes appropriate landscaping.

Policy WCS14 states that the strategy for the transportation of waste is to locate new waste management developments:

(i) in close proximity to arisings in order to minimise the need to transport waste; or

(ii) in close proximity to the County's lorry route network and where road traffic generated by the development can avoid residential areas and minor roads in order to minimise the impact of transporting waste by road.

Policy WDC8 states that planning permission will not be granted for waste management development which is likely to generate unacceptable adverse effects from noise, emissions or traffic to adjoining land uses and users and those in close proximity to the waste management development.

Policy WDC10 states that planning permission will not be granted for waste management facilities involving the transport of waste by road where:

(i) there is a practicable alternative to road transport which would be environmentally preferable;

(ii) the proposed access arrangements would be unsafe and inappropriate to the proposed development and the impact of the traffic generated would be detrimental to road safety to an unacceptable degree; and

(iii) the highway network is unable to accommodate the traffic that would be generated and have an unacceptable impact on the environment of local residents.

12. Waste Strategy 2007

The policies of deliverance of new facilities has been reiterated in Waste Strategy 2007, moving on from Waste Strategy 2000, where the Government recognises the importance of supporting the waste management industry to provide the infrastructure required to address the nations burgeoning waste mountain. This coupled with the drive to zero waste emphasises the importance that local infrastructure has in delivery waste management options in the local areas of waste arisings.

This waste strategy and its Annexes, together with Planning Policy Statement 10 *Planning for Sustainable Waste Management* (PPS10) is part of the implementation for England of the requirements within the Framework Directive on Waste, and associated Directives, to

produce waste management plans. These are the national level documents of a tiered system of waste planning in England, which together satisfies the requirements of the various Directives. At regional level there are Regional Spatial Strategies (RSSs), and at local level, development plan documents.

The requirement for waste management plans in these directives is partly transposed by section 44A of the Environmental Protection Act 1990. Section 44A requires the Secretary of State to produce, and modify from time to time, a national waste strategy in respect of England. This strategy (and its Annexes) is also a strategy for dealing with waste diverted from landfill in England, as required by the Landfill Directive.

A key to more efficient recovery of materials and energy is the **greater segregation and sorting of waste** at (or close to) its source by households and businesses. This requires planning for and investment in collection, sorting, reprocessing and treatment facilities by local authorities, businesses and the third sector.

13. Waste Review 2011

In May this year the Government issued the most recent review of waste policy and in its opening paragraphs addressing Ambition and the Case for Action stated:

This Government is committed to being the greenest ever. How we deal with our waste is important for a range of broader concerns such as material security, energy, climate change and environmental protection. While good progress has been made over the last decade to reduce the volume of waste sent to landfill and increase recycling, we can and must go further and faster. If we do, we will see the benefits not only in a healthier natural environment and reduced impacts on climate change, but also in the competitiveness of our businesses through better resource efficiency and innovation, helping to create a new, green economy. In conducting this Review we have been guided by the "waste hierarchy", which is both a guide to sustainable waste management and a legal requirement. The hierarchy gives top priority to waste prevention, followed by preparing for re-use, recycling, other types of recovery (including energy recovery), and last of all disposal (e.g. landfill). and environmental protection. While good progress has been made over the last decade to reduce the volume of waste sent to landfill and increase recycling, we can and must go further and faster.

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In conducting this Review we have been guided by the "waste hierarchy", which is both a guide to sustainable waste management and a legal requirement. The hierarchy gives top priority to waste prevention, followed by preparing for re-use, recycling, other types of recovery (including energy recovery), and last of all disposal (e.g. landfill). In many cases, carbon acts as a good proxy for the overall environmental impacts of waste: generally speaking, the higher up the waste hierarchy waste is treated, the smaller the greenhouse gas impacts. **As part of this, we will promote resource efficient product design and manufacture and target those waste streams with high carbon impacts, both in terms of embedded carbon (food, metals, plastics, textiles1) and direct emissions from landfill (food, paper and card, textiles, wood). We will promote the use of life cycle thinking in all waste policy and waste management decisions and the reporting of waste management in carbon terms, as an alternative to weight-based measures.**

In driving waste up the hierarchy, we must ensure that the UK meets its EU obligations and targets on waste management. At the same time, we need to make it easy for people to do the right thing and get the balance right between the service householders and business receive, our environmental objectives and the costs and benefits of different policy options.

14. The Draft National Planning Policy Framework

In July this year the Government produced the long awaited draft National Planning Policy Framework (NPPF).

The NPPF is intended to bring together Planning Policy Statements, Planning Policy Guidance Notes and some Circulars into a single consolidated document.

The draft NPPF contains a number of references to the presumption in favour of sustainable development, and the need to support economic growth through the planning system.

The presumption in favour of sustainable development is central to the policy approach in the Framework, as it sets the tone of the Government's overall stance and operates with and through the other policies in the document. Its purpose is to send a strong signal to all those

involved in the planning process about the need to plan positively for appropriate new development; so that both plan-making and development management are proactive and driven by a search for opportunities to deliver sustainable development, rather than barriers.

The Government recognises the importance of attaching significant weight to the opinions of the local people who will be affected by development proposals and local decision making is a fundamental tenet of their principles of development management.

Significantly important policies and principles of the NPPF are set out below with the references for ease of referral;

Page	Para	Text
3	10	Delivering sustainable development means: **planning for prosperity (an economic role)** • use the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure **planning for people (a social role)** • use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being. **planning for places (an environmental role)** • use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-

		carbon economy.
3	11	These three components should be pursued in an integrated way, looking for solutions which deliver multiple goals. There is no necessary contradiction between increased levels of development and protecting and enhancing the environment, as long as development is planned and undertaken responsibly. The planning system must play an active role in guiding development to sustainable solutions.
3	13	The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. A positive planning system is essential because, without growth, a sustainable future cannot be achieved. Planning must operate to encourage growth and not act as an impediment. Therefore, significant weight should be placed on the need to support economic growth through the planning system.
4	14	At the heart of the planning system is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking. Local planning authorities should plan positively for new development, and approve all individual proposals wherever possible.
	17	The application of the presumption will have implications for how communities engage in neighbourhood planning. Critically, it will mean that neighbourhoods should • planning should proactively drive and support the development that this country needs. Every effort should be made to identify and meet the housing, business, and other development needs of an area, and respond positively to wider opportunities for growth. Decision-takers at every level should assume that the default answer to development proposals is “yes”, except where this would compromise the key sustainable development principles set out in this Framework

		• plan positively to support local development, with the power to promote more development than is set out in the Local Plan. • planning policies and decisions should enable the reuse of existing resources, such as through the conversion of existing buildings, and encourage, rather than restrict, the use of renewable resources (for example, by the development of renewable energy) • planning policies and decisions should actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable
5	19	A set of core land-use planning principles should underpin both plan-making and development management. These principles include: • considering the future use of land, planning policies and decisions should take account of its environmental quality or potential quality regardless of its previous or existing use; • planning policies and decisions should seek to protect and enhance environmental and heritage assets in a manner appropriate to their significance, and reduce pollution. Where practical and consistent with other objectives, allocations of land for development should prefer land of lesser environmental value.
15	53	The primary objective of development management is to foster the delivery of sustainable development, not to hinder or prevent development.
18	71	The Government is committed to securing sustainable economic growth. In particular, there is an urgent need to restructure the economy, to build on the country's inherent strengths and to meet the twin challenges of global competition and of a low carbon future

40	146	When located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.
43	152	To help increase the use and supply of renewable and low-carbon energy, local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable or low-carbon sources. They should: • have a positive strategy to promote energy from renewable and low-carbon sources, • support community-led initiatives for renewable and low carbon energy, including developments outside such areas being taken forward through neighbourhood planning; and • identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.
		When determining planning applications, local planning authorities should apply the presumption in favour of sustainable development and: • not require applicants for energy development to demonstrate the overall need for renewable or low-carbon energy and also recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; and • approve the application if its impacts are (or can be made) acceptable. Once opportunity areas for renewable and low-carbon energy have been mapped in plans, local planning authorities should also expect subsequent applications for commercial scale projects outside these areas to demonstrate that the proposed location meets the criteria

		used in identifying opportunity areas
46	196	The Government's objective is that planning should help to deliver a healthy natural environment for the benefit of everyone and safe places which promote wellbeing.

15. Planning Policy Guidance

15.1 Proximity Principle

The Government subscribes to the "principle of proximity" as may be seen in the latest guidance in PPS 10. This advocates that all waste should be disposed of, or otherwise managed, as close as practicable to the point at which it is generated. The main reasons for this are:

(i) it encourages all those who create waste to take more responsibility by requiring them to consider carefully the effects of managing the waste they create;

(ii) it is more likely to accord with the principles of sustainable development by avoiding environmental damage which could be caused by transporting waste over long distances;

(iii) it may assist the local economy; and

(iv) overall costs should be lower.

15.2 Recycling

Recycling is an important element of an integrated waste management policy, because of its major potential benefits although it can, like any other process, have disadvantages. The costs of collection, transport and reprocessing may, in certain circumstances, make the prices of recycled materials higher than competing materials. It can, therefore, be difficult to establish a viable market. Recycling should, however, be encouraged where it is economically and environmentally beneficial.

Most types of waste offer opportunities for recycling, including household, industrial and commercial wastes.

16. PPS 10

PPS 10 "Planning for Sustainable Waste Management" was issued by the Office of the Deputy Prime Minister in July 2005 and revised in March 2011. The Statement sets out the Government's national policies of different aspects of land-use planning in England. It replaces PPG 10 and forms part of the national waste management plan for the UK. It recognises that many Waste Local Plans are out of kilter with the drive to secure new waste management facilities close to the point of arising and more waste up the hierarchy.

In considering planning applications for waste management facilities, waste planning authorities should concern themselves with implementing the planning strategy in the development plan and not with the control of processes which are a matter for the pollution control authorities. This includes the principle of "driving waste management up the hierarchy" which means that waste planning authorities should always try to ensure that waste is managed by the best possible environmental means, represented by the highest levels of the hierarchy i.e. waste prevention, preparing for reuse and recycling. The aim being to prevent waste in preference to recovering waste after use, wherever possible.

The planning and pollution control regimes are separate but complementary. Pollution control is concerned with preventing pollution through the use of measures to prohibit or limit the release of substances to the environment to the lowest practicable level. It also ensures that ambient air and water quality meet standards that guard against impacts to the environment and human health. The planning system controls the development and use of land in the public interest and should focus on whether development is an acceptable use of the land, and the impacts of those uses on the development and use of land.

Waste planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced.

In considering new applications it states:

... locational needs, together with the wider environmental and economic benefits of sustainable waste management, are material considerations that should be given ***significant*** *weight in determining whether proposals should be given planning permission.*

17. Conclusions

- The proposed development is in line with Government guidance and will provide an improved facility to help achieve targets set to recycle and recover waste.
- The development is within the framework of policies contained within the Local Development Framework.
- There are no environmentally sensitive receptors close to the site that will be compromised by the proposals.
- The site is ideally located to handle existing waste streams and satisfy the proximity principle.
- The use of existing land will add to the opportunity to maintain its viability.
- The project offers the potential to develop Best Practicable Environmental Option for local recycling.
- The opportunity to generate local jobs for local people should be given some considerable weight.
- The applicants are competent in their international sphere of operations.

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