

08/01579/MMFUL: PROPOSED INTEGRATED MATERIALS RECYCLING FACILITY FOR THE SEPARATION AND PACKING OF CO-MINGLED DRY RECYCLABLES, TOGETHER WITH AN INTEGRATED ELECTRICAL APPLIANCE RECYCLING PLANT AND TEMPORARY TRANSFER STATION, STOREYS BAR ROAD, FENGATE, PETERBOROUGH

VALID: 18 DECEMBER 2008

APPLICANT: E C HARRIS

AGENT: AXIS

REFERRED BY: HEAD OF PLANNING SERVICES

REASON: COUNCIL DEVELOPMENT

DEPARTURE: NO

CASE OFFICER: SUSAN MARSH

TELEPHONE: 01733 8638521

E-MAIL: susan.marsh@peterborough.gov.uk

1 SUMMARY/OUTLINE OF THE MAIN ISSUES

This application is being considered by the Planning Committee as the application is for a modern Integrated Materials Recycling Facility which is part of the Council's longer term plans to provide a facility for the treatment and disposal of the city council's waste, to increase recycling and to divert as much residual waste as possible from landfill. The site is also in Council ownership.

The main considerations are:

Policy Issues

- National and Regional Waste Planning Policy
- Local Waste Planning Policy
- Other relevant policy considerations

Site Specific Issues

- Highway and Access Issues
- Landscaping
- Archaeology
- Amenity Issues – noise, dust, litter etc

Issues raised by Objectors

The Interim Head of Planning Services recommends that the application is APPROVED subject to appropriate conditions.

2 PLANNING POLICY

In order to comply with section 38(6) of the Planning and Compulsory Purchase Act 2004 decisions must be taken in accordance with the development plan policies set out below, unless material considerations indicate otherwise.

Relevant National Policy Documents:

Waste Strategy for England 2007 (Waste Strategy)

Planning Policy Statement 1: Delivering Sustainable Development (PPS 1)

Planning Policy Statement: Planning and Climate Change Supplement to PPS1 December 2007 (PPS1 Supplement)

Planning Policy Statement 7: Sustainable Development in Rural Areas (PPS7)

Planning Policy Statement 9: Biodiversity and Geological Conservation (PPS9)

Planning Policy Statement 10: Planning for Sustainable Waste Management (PPS10)

Planning Policy Guidance 13: Transport (PPS13)

Planning Policy Guidance 16: Archaeology and Planning (PPG16)

Planning Policy Statement 22: Renewable Energy (PPS22)

Planning Policy Statement 23: Planning and Pollution Control (PPS23)

Relevant Regional Planning Documents

East of England Plan 2008

The relevant policies:

- SS1 – Achieving sustainable Development
- ENG1 – carbon dioxide emissions and energy performance
- ENG2 – renewable energy targets
- ENV2 – landscape conservation
- ENV3 – biodiversity and earth heritage
- ENV4 – agricultural land and soils
- ENV7 – quality of built environment
- WAT1 – water efficient developments
- WAT4 – flood risk management
- PB1 – Peterborough Key Centre for Development and Change
- WM1 – waste management objectives
- WM2 – waste management targets
- WM3 – reduction of imported waste
- WM4 – waste to be managed within sub regions
- WM5 – capacity to manage apportioned waste
- WM6 – sustainable waste management procedures in construction projects
- WM7 – hazardous waste management
- MW7 – possible hazardous waste and other regionally significant facilities

Development Plan Policies

Relevant policies are listed below with the key policies highlighted.

Cambridgeshire and Peterborough Structure Plan 2003

There are no relevant policies remaining in force

Cambridgeshire and Peterborough Waste Local Plan 2003

- WLP1 – regional self sufficiency, proximity and waste hierarchy.
- WLP2 – proposals to contain resource recovery from waste
- WLP3 – proposals for major waste development or extensions to will only be permitted where there is a demonstrated need. To ensure that there is not excessive provision leading to unacceptable importation of waste catchment area or tonnage restrictions may be imposed.
- WLP4 – acceptable highway network and associated traffic would not cause unacceptable harm
- WLP5 – disposal of waste near to point of generation
- WLP7 – protection of landscape character
- WLP9 - compatibility with neighbouring land uses and no unacceptable harm to environment or human health
- WLP12 – archaeology
- WLP15 – no significant adverse impact or risk for ground water resources
- WLP16 – no unacceptable risk of flooding and floodplain protection
- WLP17 – no hazard to air traffic
- WLP18 – preferred sites for major waste management facilities
- WLP19 – protect existing waste management sites and safeguarding waste management sites from development that would prejudice its future use for that purpose
- WLP22 – waste transfer stations acceptable in B2 areas
- WLP23 – non inert recovery facilities acceptable in B2 general industrial areas
- WLP37 – permission will be granted only where operations can be carried out as to minimise disturbance, mitigate any adverse impact of the development, and where appropriate restoration can be achieved to beneficial after use

Consultation on the Preferred Options 2 stage of the Cambridgeshire and Peterborough Core strategy and Site Specifics DPD's was undertaken in September/October 2008.

The Peterborough Local Plan (First Replacement) 2005

DA1 – townscape and urban design
DA2 – Effect of development on Amenity and Character of an area
DA3 – Materials
DA7 – Design of the Built Environment for full accessibility
DA11 – Design for Security
DA12 – Light Pollution
DA13 – Noise
DA18 – protecting waste disposal and treatment facilities
CBE1 –Archaeological remains of national importance
CBE2 – other areas of archaeological importance
LNE9 – landscaping implications of development proposals
LNE10 – Detailed elements of landscaping scheme
LNE14 – Sites of International nature Conservation Importance
LNE15 -Sites of National Nature Conservation Importance
LNE19 – Protection of Species
OIW1 – General Employment Areas (includes OIW1.03 Eastern General Employment Area)
T1 – Transport Implications of new development
T3 – Accessibility to development by pedestrians and those with mobility difficulties
T5 – accessibility to development – cyclists
T7 – Public transport accessibility to development
T8 – connections to the existing highway network
T9 – cycle parking requirements
T10 – car/motorcycle parking requirements
U1 – Water supply, sewage disposal and surface water drainage
U2 – Sustainable surface water drainage
U3 – Development in the Padholme Surface Water Catchment
U5 – Floodland and Washland
U6 – development at Risk of Flooding
U12 – Protection of Utility Mains and Plant
IMP1 – Securing satisfactory development

Consultation has recently been completed on both the Preferred Options stage of the Peterborough Core strategy DPD and the Issues and Options stage of the Peterborough Site Specifics DPD.

Other Material Considerations

Location and Design of Major Waste Management Facilities SPD

c) Planning Obligation (S106)

As the council is landowner in this instance an internal agreement needs to be made to address the financial issues that would normally be dealt with by a Section 106 agreement.

The matters include the following:

- Contribution towards strategic highway network,
- Contribution towards public transport including local link bus service
- Contribution towards Padholme Catchment Flood Alleviation Scheme

A catchment area restriction is also required to limit the area from which waste can be sourced in the interest of sustainability. In this instance it is dealt with by planning condition.

3 DESCRIPTION OF PROPOSAL

The Integrated Materials Recycling Facility (IMRF) scheme requires the relocation of the existing Materials Recycling Facility (MRF), currently located off Fourth Drove, into an adjacent industrial building formerly occupied by Ray Smith which is accessed off Storeys Bar Road, and the extension of that building to house associated waste management uses.

The existing Ray Smith building would house the offices, the MRF and the Electrical Appliance Recycling Facility (EARP) which is currently located in Newark Road. The proposed extension would provide space for a reception hall for discharging materials and for storage of recyclables following bulking up and the temporary waste transfer facility.

This building is a large industrial profiled metal clad building of 58,278 sq.m. with a metal clad roof. The frontage contains office accommodation with the remainder being open to the roof and used for industrial purposes. Access is currently solely to and from Fengate/Storeys Bar Road.

It is proposed to extend this industrial building in the following ways:

- an extension of some 2024m. to the rear (south eastern elevation) to house the MRF, offices/welfare facilities, waste transfer station and to provide storage area for the baled recyclables.
- A minor extension to the south west elevation providing 264 sq.m. to house the compressor and plant room associated with the EARP facility; and
- A minor extension to the north east elevation providing 180 sq.m. to housed the granulator, parts store and workshop associated with the EARP facility; and

Part of the roof of the building will also need to be increased in height to enable plant and equipment to be accommodated.

The MRF would be fully enclosed and would be fitted with the process lines from the existing facility augmented with new equipment as required. The relocation of the MRF would increase recycling capacity by 25,000 tonnes per annum as the new facility would be capable of processing 100,000 tonnes per annum of dry recyclables including mixed paper, card, plastic cans and bottles. This would include recyclables sourced from the municipal waste streams (20,000tpa); commercial and industrial sources (55,000tpa) as well as from other local authorities. There would be sufficient storage capacity to house all the baled recyclables prior to delivery elsewhere for processing. To provide maximum flexibility to collecting authorities/ companies and for receiving materials reprocessors it is intended to process materials 24 hours a day, seven days a week – as permitted at the current MRF.

The EARP would permit the recycling, recovery and safe dismantling of electrical appliances and would have a throughput capacity of 20,000 appliances per annum.

The temporary waste transfer station would provide three important functions, all of which are related to local landfill availability. Firstly, there could be a time lag between the closure of Dogsthorpe landfill site (currently permitted until 31st December 2013) and when the Energy from Waste (EfW) facility becomes operational during which time a bulking facility would be required to reduce the number of HGV trips to landfill elsewhere. Should the landfill not close in the currently permitted timescale the transfer station will not be required for this purpose. Secondly, there will be shutdown periods for maintenance when the EfW is not operational and the transfer station would be utilised during these periods for the storage of residual waste. This is unlikely to be for more than 20 days per annum. Thirdly, because the waste is being overtipped at Dogsthorpe landfill site, there may be occasions of extreme weather conditions when temporary closures occur and it is necessary to take the waste to more distant facilities. In which case the waste transfer station would be used for bulk transfer.

In addition to the above the proposals would include:

- Hardstanding for vehicle manoeuvring to the rear;
- A new vehicular access from Fourth Drove and egress from Fengate;
- New incoming weighbridges and gatehouses;
- Internal vehicle circulation area;
- A surface water attenuation system (including a flood compensation swale);
- Acoustic screen fencing (3m and 6m) along the south western boundary; and
- Ancillary infrastructure including a pump house, sprinkler tanks, diesel tanks, vehicle wash down area, cycle shelter and a smoking shelter.

Many of these elements will be utilised by all of the facilities proposed as part of the larger integrated waste management facility incorporating the Energy from Waste Plant and the Anaerobic Digester in addition to the MRF/EARF proposed in this application.

Visits to the facility are anticipated from members of the public, interested local bodies, school parties and others about once a month on an appointment basis. The anticipated numbers of visitors does not justify a dedicated education room and it is proposed that, as is currently the case, a business meeting room/education room will be used.

The building would be re-clad in dark grey, goosewing grey and silver metallic painted steel exterior cladding. Ancillary buildings would be similarly clad.

The workforce associated with the development would comprise 21 operatives transferred from the existing MRF; 6 staff transferred from the existing EARP; and 15 office staff from the existing MRF.

There are currently 37 car parking spaces and an additional 10 spaces, including a disabled space, are proposed along the southern elevation of the building. No specific lorry parking is proposed as short term parking can be accommodated within the service yards.

A flood compensation swale is also proposed to be constructed on currently unutilised land to the rear of the yard and adjoining the fireworks factory.

4 DESCRIPTION OF SITE AND SURROUNDINGS

The MRF would be located on the Fengate Industrial Estate on the eastern fringe of the urban area of Peterborough approximately 2.5km from the city centre.

The former Ray Smith building is bounded by the existing MRF development to the northeast, Fengate/Storeys Bar Road to the northwest, vacant brownfield land to the southeast and existing small industrial units to the southwest. Further to the north east, beyond Fourth Drove, is Peterborough Power station.

The nearest residential buildings are the mobile home park approximately 680m to the south west. The residential area of Parnwell lies some 2km to the north east.

5 PLANNING HISTORY

Application Number			Decision
00/00943/ADV	Illuminated name sign and logo	6.09.2000	Permission
00/01056/FUL	Installation of 4 intake and 4 extract flues on roof	3.09.2000	Permission
98/01372/FUL	Erection of factory and offices for B1(c), B2 or B8 uses	8.11.1999	Permission

6 CONSULTATIONS/REPRESENTATIONS

INTERNAL

Building Control Officer – Building regulation consent will be required but no application yet submitted.
Wildlife Officer - The ecological scope and approach is acceptable and has gone into more detail than might be expected. The reference to the Nene Washes is noted and the possible need for Appropriate Assessment.

Landscape Architect – No objections to the extension/recladding. Suggests that the car parking is transferred from the front to the side of the building so that planting can be introduced here emphasising the Council's green aspirations. The tree planting should be continued from the adjoining frontage. This is an opportunity to commission a piece of art work celebrating the MRF.

Head of Transport and Engineering – The proposal is ideally situated in an industrial area and so no objection is raised in principle. However, the application is lacking in detail and clarification is required on a number of matters prior to determination.

Travel Plans – As the development will include PCC staff the travel plan needs to tie in elements of the PCC travel plan. The travel plan also needs to be more specific. Cycle parking should be installed and a contribution is sought towards the current Local Link bus service.

Public Protection – Implementation of Management Plan - Prior to commencement a method statement or construction management plan, including risk assessments, is required detailing measures to be taken to minimise noise and dust nuisance. A named environmental co-ordinator should be considered for controlling issues raised by authorities and the public. Community relations – noise is more readily accepted by local residents if steps have been taken to prevent unnecessary noise. A documented procedure is required. Noise is more likely to be an issue the longer the operations and noisier construction phases should be planned for when residents are likely to be spending greater periods indoors. Training is required. Regular monitoring required. Less noisy plant and machinery should be used when possible and enclosed, screened and regularly serviced

Archaeology – The proposed development falls within an area of high archaeological importance. However, archaeological excavations were carried out here in the 1970's, 1980's and 1990's so most of the archaeology has been recorded. Nevertheless pockets of archaeological interest survive on the site, notably the area of the proposed flood compensation swale and these should be fully investigated and recorded. A PPG16 condition should be imposed on a permission requiring this investigation to take place prior to construction.

It is also recommended that the scheme should be appraised in terms of its possible effects on the waterlogged archaeology preserved at Flag Fen and its effects on the operation of the visitor centre as a visitor attraction.

EXTERNAL

Natural England – has no objection to the proposals in relation to legally protected/BAP species as it is considered unlikely that there will be any significant impacts to species as a result of the development. Precautionary measures are identified in relation to nesting birds, reptiles and invasive species and these should be pulled together in an Environmental Management Plan for the site and full details of any habitat creation in the south-eastern corner should be agreed in writing with the LPA including provisions for long term management.

Environment Agency – the development is located outside the floodplain and there is less than 0.5ha of new development. Accordingly the Agency does not wish to comment on the proposed surface water management plan. The development may require an Environmental Permit. A number of informatives are proposed in respect to pollution prevention, foul drainage and waste.

Anglian Water – no response received

English Heritage – no response received

Atkins (Padholme catchment) – some concerns regarding the flood risk assessment. Conditions recommended. Contribution required towards Padholme catchment scheme.

HSE – no response received

EEDA – no response received

EERA – the proposal is not considered to be of regional significance and so no comment made

NEIGHBOURS AND OTHER REPRESENTATIONS

Letters of objection have been received from the Rural and Environmental Forum, 2 local residents and Peterborough for Responsible Waste Management (ProFoRWM) with 3 additional signatories, Peterborough Friends of the Earth and the Peterborough and Fenland Green Party. Objection is raised on the basis of the following matters:

- Contrary to development plan policies that seek to reduce the impact on the environment;
- Will not deliver the level of recycling indicated as co-mingled collection is ineffective and more waste should be sourced separated;
- Fails to show how waste generation is tackled at source;
- For the facility to run at capacity a large proportion of the recyclable waste will need to be brought in from elsewhere which conflicts with policies WLP1 and WLP5 and RSS policy WM3 that require sustainable waste management, reduction in transportation and in imported waste especially from London;
- Does not demonstrate self sufficiency or compliance with the proximity principle, the waste hierarchy or with the Waste Strategy 2007;
- Much granulised and pellettised waste finishes up in landfill and should not be counted towards recycling targets;
- It is unclear how much material from the MRF will finish up in landfill;
- Questions the way in which recycled materials are used i.e. glass used for road aggregate instead of making new containers;
- Adverse impact on the surrounding environment and on Flag Fen;
- Site is not allocated for major waste management development in policy WLP18;
- Unacceptable in design terms –an ugly warehouse;
- Reduction in local amenity – Eye, Thorney, Stanground, Fletton, the parkways and Parnwell will be particularly badly affected;
- Clarification sought on detailed matters such as proximity of parts of the site to the adjacent fireworks factory and details of travel plan including location of bus stops and provision of cycle parking;
- The impact of HGV's is 'significant' – unclear whether this applies to the whole site or this application;
- Queries whether the cumulative impact of traffic in the wider area has been taken into account;
- Questions whether the impact of the whole development (including the EfW and the ED plant) been taken into account in assessing environmental impacts;
- The relocation of the MRF and the EARF achieves nothing;
- Questions whether the Environment Lifestyle tool been used to assess criteria;
- How did the Council involve local communities and how representative are they?
- Need has not been demonstrated or that the Council checked with other authorities as to what other waste facilities are being provided;
- There is no need for the facility – kerbside is preferred to co-mingling;
- The MRF is too large;
- Excessive provision should not be made - contrary to policy WLP3;
- The RSG building would be better used to house the future MBT/Anaerobic Digester
- The proposal will not increase the range of materials recycled – there is already spare capacity in the existing MRF;
- The proposal will not assist in achieving municipal recycling targets;
- Proposals conflict with RSS policy WM4 – waste apportionment and need to manage waste within its own area;
- Conflict with PPS10 as it does not promote reduction and reuse of waste materials;
- Restrictions required on catchment area for sourcing waste, tonnages and waste types;

Objections have also been received from occupiers/landlord of two of the business units to the south of the site. For the following reasons:

- Perceived breach of covenant (*not a planning issue*) – this relates to storage within defined areas, maintenance of landscaped strips and tree planting for screening.
- Noise nuisance
- Odours
- Vermin
- Vibrations from plant and machinery
- Increased traffic on Dobson Way
- Potential development of their land

COUNCILLORS

Cllr Todd and Goldspink – no comments received

7 REASONING

a) Introduction

The proposal is part of a larger project for an integrated waste management facility in one area to provide a long term solution to managing Peterborough's municipal waste. The relocation of the Materials Recycling Facility (MRF) would be the first phase of this scheme which is also intended to include an Energy from Waste facility (EfW) on the site of the current MRF and a biological treatment facility for compostable waste on land to the rear of the Ray Smith site.

The intention is to move the current MRF facility to utilise a building on an adjacent site within the Fengate industrial area. As it is a larger building than the current one it will enable all the sorting, bulking up and storage operations, including the storage of baled recyclable materials awaiting transportation for processing elsewhere, to be accommodated within the building and a higher volume of waste to be processed. Co-location with other waste management facilities is also possible due to the larger area available.

b) Policy issues

National and Regional Planning Waste Policy

National planning policy guidance set out in Waste Strategy 2007 and PPS10 requires waste to be managed sustainably in accordance with the waste hierarchy and at the nearest appropriate facility. The MRF and the EARF deal with waste at the upper end of the waste hierarchy and enable either its reuse or recycling rather than disposal to landfill. In this instance there are a limited number of facilities for some types of recyclable waste, such as co-mingled recyclate which includes glass, and this will, therefore, be the nearest facility for managing some recyclables even though it is sourced some distance from this facility.

PPS10 also seeks the co-location of facilities and with complementary activities. In this instance the development currently proposed would provide the Council with an opportunity to co-locate several waste management facilities including the MRF as part of a larger integrated waste management scheme to deal with the city's waste management needs.

Regional waste policy is set out in The East of England Plan. Policy WM1 seeks the adequate and timely provision of facilities required for the recovery and disposal of the region's waste; minimising environmental impact of development; maximising reuse and recycling and giving weight to the locational needs of some types of waste management facility together with the wider environmental and economic benefits of sustainable waste management. It is considered that the proposal accords with this policy.

Policy WM2 sets out challenging targets for all authorities and commercial waste producers to minimise waste, to eliminate landfilling of untreated municipal and commercial waste by 2021 and to maximise recycling and recovering value from waste. It states that a step change in recycling, composting and recovery will be required. Policy WM4 sets out the apportionment of waste within the Region.

Policy WM3 states that there should be a progressive reduction in imported waste and that after 2015 imported waste from London, which is the primary source of waste imports to the East of England region, should be restricted to landfill of residual waste. It also states that allowance should only be made for non landfill facilities taking waste from primarily outside the region where there is a clear benefit which would not be viable without a wider catchment and would enable the recovery of more locally arising wastes. The explanatory information states that each region should take responsibility for managing its own waste, recovering maximum value from waste.

In this instance planning permission for the existing MRF, which was issued by the Development Commission, imposed no limitations either on the annual throughput or on the distance from which waste can be sourced. This facility operates on a commercial basis and has built up a wide business base over the years improving the viability of the facility and its ability to collect and sort a wide range of recyclables for the benefit of the residents of Peterborough. Therefore, whilst it is essentially a facility which bulks up recyclables from the Peterborough area it also sources recyclable waste from a much wider area and is able to manage some recyclates, such as co-mingled glass, for which there are few outlets available in the country. The proposed facility would take some 20,000 tonnes of recyclate from the municipal waste stream in Peterborough. It is anticipated that in the longer term the facility would take at least 50% of its annual throughput of commercial and municipal waste from within the Region. However, it is likely that recyclates will continue to be imported from a wider area because of market demand and the fact that it is able to handle a wide range of recyclates, some of which (such as co-mingled glass) cannot currently be handled at other facilities. It is considered that the proposal accords with policy WM3. It should be recognised that whilst the Region aspires to manage its own waste it is not reasonable or realistic for a development in Peterborough, which is on the very margins of the Region, to source all its recyclate from within the Region and that whilst overall the Regions may make sufficient provision for its own waste management needs there will be some transfer of wastes between regions which should not affect the overall policy aspirations. The East Midlands Regional Plan seeks to promote the management of waste up the waste hierarchy in accordance with the Waste Strategy 2007 and for the Region, with the exception of the Peak sub-region, to make provision for waste management capacity to meet its own waste management needs. However, there is currently a capacity shortfall of recycling and treatment facilities in the East Midlands region and most waste goes to landfill. This would indicate that there is a market opportunity in the East Midlands which may be more proximate to the facility than parts of the east of England area.

Policy WM5 states that Local Development Documents should identify the additional capacity reduced to manage wastes, the sites suitable for the facilities for the anticipated need. The Cambridgeshire and Peterborough Minerals and Waste Development Plan acknowledges the existence of the current MRF and the need for further recycling capacity over the Plan period.

It is concluded that overall the proposed facility meets policy aspirations to manage waste higher up the waste hierarchy by reuse or recycling, to send waste to the nearest appropriate facility and to co-locate complementary waste management facilities.

Local Waste Planning Policy

Locational Policy

In the context of current policy the MRF may be considered to be a 'major waste management' facility which contributes to the long term management of waste in the Plan area. Policy WLP18 sets out a number of sites where major waste management development would be considered favourably. The current or proposed site for the MRF are not within this list. When this list was produced the existing MRF had already been up and running for a number of years and any development here would need to be considered in the context of policy WLP19 which seeks to safeguard existing and proposed sites for waste management development.

The current proposal needs to be considered on the basis of policies WLP22 and WLP23. WLP22 states that waste transfer stations will be acceptable on land identified for general industrial use (B2). Policy WLP23 states that proposals for non-inert materials recovery facilities for source segregated or co-mingled materials will be considered favourably on sites identified in policy WLP18 as preferred sites or on land identified for general industrial uses. The proposed use of an existing building permitted for industrial purposes within the Fengate industrial area for waste management uses accords with these policies.

Need for the Development and Movement of waste

The facility is replacing an existing facility on an adjacent site, improving its efficiency and increasing throughput from 75,000 tonnes per annum to 100,000 tonnes of which it is anticipated that at least half would be sourced from either the City Council area or the Region in the longer term.

The existing throughput is taken into account in the background work on existing waste facilities and future requirements for the Cambridgeshire and Peterborough Preferred Options 2 Development Plan Documents and there is an acknowledgement that further capacity will be required in the Plan area. Improving the capacity of the MRF and the recovery of 'white goods' will increase recycling rates.

Policy WLP1 seeks to achieve sustainable waste management taking into account regional self sufficiency, proximity and the waste hierarchy.

Policy WLP3 states that proposals for major waste management development will normally only be permitted where there is a demonstrated need. To ensure that there is not excessive provision restrictions may be imposed on area from which waste is sourced, tonnages or types of waste imported taking into account regional self sufficiency, proximity and waste hierarchy. It may be argued that as this facility is seeking to manage waste higher up the waste hierarchy it should not be subject to the limitations being imposed on waste being brought to a landfill site. This view is supported by guidance set out in PPS10 and the PPS10 Companion Guide paragraph 6.46 which states that authorities should not restrict the movement of waste across borders where this would meet other objectives (such as moving waste up the waste hierarchy) or otherwise be considered appropriate in planning terms. Paragraph 3 of PPS10 seeks to deliver sustainable waste management by driving waste management up the waste hierarchy and treating waste as a resource. The delivery of planning strategies should encourage competitiveness. In a recent planning appeal relating to an extension to an extension to the Eastcroft Energy from Waste facility in Nottingham the Inspector declined to impose a condition restricting the origin of incoming waste on the basis that it would conflict with the advice set out in PPS10 Companion Guide that Waste Planning authorities should not arbitrarily restrict the movement of waste across borders.

However, it may still considered appropriate in sustainability terms to ensure that the recyclables are sourced locally as far as possible, that transportation is limited and the facility does manage locally generated waste from within the Region. A catchment area is therefore put forward in condition 16 which seeks to restrict the area from which waste is imported whilst still allowing flexibility for handling recyclables for which this is the nearest appropriate facility and not unnecessarily restricting the commercial viability of the facility which would be to the detriment of local residents and could adversely impact on the provision of facilities in the Plan area. The imposition of a catchment area is in line with, although not the same as, the stance taken by Cambridgeshire County Council on the Dunarbon site which will handle the municipal waste including recyclables and with other MRF's in different parts of the country – some of which have very restrictive catchment areas imposed. The catchment restriction proposed recognises the wide spread nature of usage of the facility and the fact that it is close to the edge of both the Plan area and the Region is, potentially more likely to source recyclables from outside than is the case with Donarbon.

c) Site Specific Issues

Highways and Access issues

Access to the facility would be from Fourth Drove and egress on to Storeys Bar Road/Fengate. This access would be used by staff and some visitors to the facility and some staff car parking is proposed to the northern side of the building together with a space for coach parking for visitors. It is also the access that would be used for the Energy from Waste facility and the Anaerobic Digester if planning permission is subsequently granted from these. Other staff and visitor parking is also proposed at the frontage of the building.

There are a number of matters of detail to be addressed. Revised plans have been produced and it is anticipated that outstanding matters can be resolved prior to the Planning Committee or addressed by condition.

A Travel Plan is also proposed which seeks to encourage staff and visitors to use alternative means, other than the car, to travel to the facility. Cycle parking would be provided and a contribution is required towards the local bus. The Travel Plan would be the subject of a planning condition as it is not possible to finalise the details until an operator is appointed to run the facility. This would ensure that policies T3, T5 and T7 which requires new development to be accessible by pedestrians, those with mobility difficulties, cyclists and public transport is complied with.

Subject to a contribution towards the strategic highway network the facility is considered to comply with policies WLP4 and T1 as the access and highway network serving the site are suitable and there is considered to be no overriding harm to the environment, road safety or amenity.

Landscaping

The facility would be housed in an existing industrial style building with hardstanding to the side and rear. Part of the hardstanding at the rear will be lost as a result of the extension proposed and the remainder is required for vehicle turning. The only opportunity that there is for additional landscaping is on the grassed area in front of the car parking at the front. The applicant has agreed to tree and shrub planting in principle here and a landscape condition is proposed. However, there will be limited opportunity for planting due to the need to maintain visibility splays and the location of underground services.

The Council's landscape architect's suggestion of relocating the existing car parking at the front to the side of the building is not realistic as there is limited space to the side to be used for parking and this is now further restricted by the need to make provision for a coach parking space for visitors close to the rear pedestrian entrance to the facility.

A small area of new habitat is intended to be created in the south eastern corner of the development which would accord with policy LNE10. The long term management of this will be the subject of a condition requiring the submission of a scheme.

Archaeology

The proposed development falls within an area of high archaeological importance. However, archaeological excavations were carried out here in the 1970's, 1980's and 1990's so most of the archaeology has been recorded. Nevertheless the council's archaeologist has said that pockets of archaeological interest survive on the site, notably in the area of the proposed flood compensation swale and these should be fully investigated and recorded. A PPG16 condition can be imposed requiring this investigation to take place prior to construction.

This is a site that has already been developed. There should not be any adverse impact on archaeological remains as most of the site has already been excavated and recorded as a result of previous development proposals. The proposal is considered to accord with policies WLP12 and CBE2 provided a condition is imposed requiring an investigation to take place of any remaining areas prior to construction of the flood swale.

Flooding Issues

The site is within the Padholme catchment area. A contribution is required towards the scheme put in place for this area to prevent flooding. Atkins has raised issues in respect to the lack of a sequential test but as the development is located on that part of the site least vulnerable to flooding, as advocated by PPS25 and is entirely within Flood Zone 1, where there is no requirement to undertake a sequential test. Whilst part of the site falls within flood zone 2 this is limited to short sections of internal access road and there is an alternative access which is entirely in flood zone 1.

Impact on Local Amenity

The main impacts on the amenity of local occupiers would be as a result of litter, dust, noise, vibration or vermin.

The proposed facility would have sufficient internal capacity to house the baled recyclable waste within the building. This means that there would be no external storage of this baled waste as is currently the situation with the current facility. This would improve the overall appearance of the MRF and there would also be no litter resulting from the storage of the baled waste. This accords with both the SPD 'Location and design of major waste management facilities' and policies WLP9 and LNE9.

All the processing and loading /unloading activities will take place within the building with the doors only being opened to allow the ingress and egress of vehicles. This will limit the amount of noise and keep it within acceptable limits.

There is no reason to suggest that vibration from machinery and plant should be any more of an issue from this facility than from any other industrial use to which the building might be put. The building previously housed heavy industrial equipment associated with manufacture of car parts.

Dust is normally associated more with inert builders waste. In this instance all waste being sorted, baled and stored before onward processing will be enclosed and it is not waste which particularly tends to generate dust. Should the yard become dusty then steps can be taken to dampen it down.

Noise and vibration, dust and litter can be managed through planning conditions or the Environmental Permit.

There is no reason why the facility should attract rats and other vermin if the waste is contained. If this was an issue it would be dealt with through a site management plan under the Environmental Permit.

It is likely that there will be noise and dust generation during construction of the extensions and the relocation of machinery from the current building. A construction management plan will be required by condition of the permission and this will provide controls on dust management, noise generation and hours of operation amongst other matters of relevance at this stage.

d) Issues brought up in representations

Many of the representations raise objections on the basis of the Council's waste management strategy and type of waste management facilities that are proposed as a whole to manage the municipal waste generated within the City Council area in the future. The type of facilities to be developed as part of an integrated waste management scheme have been subject of wide ranging and ongoing public consultation since 2001 and extensive investigations by a councillor-led cross-party Members' Waste and Recycling Working Group (MWRWG). The City Council approved the plans, now submitted to the council as planning authority, on 28 February 2007. There has been subsequent involvement of local communities in the development of the IWMF proposals. There has been ample opportunity for environmental groups and members of the public to participate in the consultation process.

Further objection has been raised on the basis that co-mingled waste is not an efficient way to collect recyclables and that much of the value of the materials is lost because of contamination. Kerbside collection has been put forward instead. The applicant has indicated that the granulator is primarily required to deal with the carcasses of electrical appliances (generally white plastics) and is a more efficient way of transporting this material. The use of glass for road surfacing material is also questioned and yet it is only one of the many ways glass is recycled. The Waste Management Authority has been pro-active in promoting recycling, finding markets for recyclables and finding ways of improving both recycling rates and types of materials to be recycled. It is of the view that collected co-mingled waste is the most effective way of collecting recyclables even if this results in some contamination and reduction in value of this material.

The application is also criticised for not setting out how the Council is dealing with waste minimisation and reducing waste at source. This is part of the Council's commitment to managing waste and part of the 65% strategy. However, the function of the proposed MRF is to separate and bulk up recyclable waste prior to processing elsewhere. Waste minimisation is largely tackled by education.

These issues are not directly relevant to the consideration of this application which is for a new facility to deal with the recyclables collected and for the co-location of other waste management facilities. It is not the remit of this Committee to consider the principle of how the Council has chosen to manage the collection, recycling and disposal of its residual waste arisings.

Impact on industrial units to south of site – It is considered that the occupiers of the industrial units should not be adversely affected by odour, noise or vermin as the operations, including the tipping, storage and sorting of the waste will take place within an enclosed building. There would also be conditions imposed through either the planning permission or the Environmental Permit to require schemes to be in place to ensure that there is positive management of odour and litter and that noise remains within acceptable limits. The building was previously in industrial use with heavy plant and equipment in the building, some storage outside and the yard being used by HGV's and other vehicles.

It is intended to construct fencing between 3 and 6m in height along the boundary with Dobson Way which should provide visual and acoustic screening for the industrial units from the activities taking place at the IMRF. Some tree planting may take place along this boundary though this is not considered necessary from a planning point of view and would only be undertaken if required as part of the terms of the covenant. Additionally, some works are proposed to the building to remove the roller doors on the elevation facing Dobson Way and also ventilation openings will be faced away from the business park as far as practicable which should further limit noise or dust affecting those located to the south of the site.

The proposal would not result in the generation of additional traffic on Dobson Way as the side access to the facility, would only be used to provide emergency access for vehicles although there will be pedestrian access. The 10 staff car parking spaces and coach parking space on the south side of the building can be accessed via the main entrance off Fourth Drove with egress on to Fengate. Dobson Way would not, therefore, be affected by day to day vehicle movements.

8 CONCLUSIONS

The proposal is considered to be acceptable having been assessed in the light of all material considerations, including weighting against relevant policies of the development plan and specifically:

The building was constructed for B2, general industrial purposes, and is considered suitable in policy terms as a location for waste management development.

The proposal relates to the relocation of an existing facility currently located on an adjacent site. The building is large enough to enable all the activities relating to the recycling operations to be contained within it thereby minimising the impact on the surrounding area and potentially improving amenity by reducing or preventing litter, noise, dust and other amenity impacts. It will also allow the co-location of some other waste management operations - the waste transfer station and the EARF – essential to the effective management of waste in the city and increasing recycling rates.

The facility will facilitate sustainable waste management by increasing recycling in accordance with the waste hierarchy. It is acknowledged that the throughput of the facility will be greater than that generated as recyclable municipal waste within the Council area. However, other waste will be commercial waste generated here or municipal waste which is being sent to the 'nearest appropriate facility' for the particular waste type due to the paucity of waste management facilities throughout the country. The current facility has no restrictions on its operations but the applicant has agreed to a catchment area restriction to be applied to the new facility.

Overall it is considered that the proposal complies with national planning guidance and regional and local development plan policies and will be beneficial in environmental terms. It is essential to the Council's integrated waste management plans to increase recycling of as wide a range of materials as possible and to increasing recycling rates. It is recommended that the application be approved.

9 RECOMMENDATION

The Head of Planning Services recommends that this application is APPROVED subject to the following conditions:

C1 Commencement

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended.

C2 Approved details

The development hereby permitted shall be carried out in accordance with the details submitted by way of the application:

Planning Application Document

- 1. Planning Application**
- 2. Design and Access Statement**

3. Supporting Statement
4. Planning Application Drawings

Drawings:

Land Ownership Plan no. 16030/A1/100 rev B dated 10.11.08
Existing Site Layout no. 16030/A1/101 rev.B dated 26.09.08
Proposed Site Layout no. 16030/A1/102 rev. E dated 24.03.09
Existing Building Elevations no. 16030/A0/120 rev.A dated 30.10.08
Proposed Building Elevations no. 16030/A0/121 rev.C dated 02.10.08
Existing Building Layout no. 16030/A0/110 rev.A dated 02.10.08
Proposed Building Layout no. 16030/A0/111 rev. G dated 24.03.09
Proposed Gatehouse Plans and Elevations no. 16030/A1/130 rev B dated 28.10.08
Proposed Site elevations no. 16030/A1/140 rev A dated 31.10.08
Proposed Boundary Treatment Layout no.16030/A3/150 rev. A October 2008
Proposed Acoustic Fence Details 16030/A1/151 rev A dated 29.10.08
Proposed Drainage layout no. 5077375/DRA/GA/310 rev. A dated 25.2.09
Transport Addendum produced by Atkins March 2009 dated 24.03.09

Letters from Martin Pollard at Axis dated 5th March 2009, 11th March 2009, 20th March 2009 and 25th March 2009.

The details of which are approved except as may be amended by the following conditions.

Reason: In accordance with the application and for the avoidance of doubt of the nature and extent of the development hereby permitted.

C3 Maximum Throughput

The annual throughput of the materials recycling facility shall not exceed 100,000 tonnes.

Reason: To accord with the details of the application and policy WLP3 of the Cambridgeshire and Peterborough Waste Local Plan 2003.

C4 Hours of Operation

During construction

Construction works including the delivery of materials and removal of waste materials to and from the site shall only take place between:

7.00 – 19.00 hours Monday to Saturday

During normal operation

The movement of materials shall be restricted to:

06.00 – 20.00 hours Monday to Saturday

06.00 – 18.00 hours Sundays

unless otherwise agreed in writing by the Local Planning Authority

Reason: In the interests of local amenity in accordance with policy DA2 and DA13 of the Peterborough Local Plan (First Replacement) 2005 and WLP9 of the Cambridgeshire and Peterborough Waste Local Plan 2003.

C5 Landscape details (hard and soft landscaping works)

No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include any planting at the frontage of the site, the means of enclosure of the site; trees, shrubs and hedges to be retained and planted; car parking areas, vehicle and pedestrian circulation areas; hard surface materials; minor artefacts and structures; proposed and existing functional services above and below ground (e.g. drainage power, communication cables, pipelines etc indicating lines, manholes, supports etc); retained historic features and proposals for restoration, where relevant.

Any shrubs dying, being severely damaged or becoming seriously diseased within 5 years shall be replaced with trees and shrubs of such size and species as may be agreed with the Local Planning Authority in the planting season immediately following any such occurrences.

Reason; In order to improve the visual amenity of the areas in accordance with policies DA1, DA2, LNE9 and LNE10 of the Peterborough Local Plan (First Replacement) 2005 and policies WLP7 and WLP9 of the Cambridgeshire and Peterborough Waste Local Plan 2003.

C6 Landscape Management Plan

A landscape management plan, including long term design objectives for 5 years following implementation, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development for its permitted use. The landscape management plan shall be implemented in accordance with the approved details.

Reason: In order to protect and safeguard the visual amenity of the area in accordance with policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement) 2005 and policy WLP9 of the Cambridgeshire and Peterborough Waste Local Plan 2003.

C7 Flood Resilience Measures

Details of flood resilience measures, including long term maintenance measures to ensure that the building is adequately protected from flooding, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure that adequate measures are taken so that there is no unacceptable risk of flooding in accordance with policy WLP16 of the Cambridgeshire and Peterborough Waste Local Plan 2003 and policy U3 of the Peterborough Local Plan (First Replacement) 2005.

C8 Design of Fencing

All new and replacement fencing shall be designed to allow free flow of floodwater to ensure that the floodplain can be utilized during a flood event unless it can be demonstrated that adequate flood plain mitigation is in place.

Reason: To ensure that adequate measures are taken to mitigate the impact of flooding in the vicinity of the development in accordance with policies U3 and U5 of the Peterborough Local Plan (First Replacement) 2005.

C9 Retention of Swale

The proposed flood swale shall be retained in perpetuity or unless or until other measures are put in place for floodplain compensation.

Reason: To ensure that adequate measures are taken to mitigate the impact of flooding in the vicinity of the development in accordance with policies U3 and U5 of the Peterborough Local Plan (First Replacement) 2005.

C10 Flood Evacuation Plan

A flood evacuation plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The Plan shall be implemented on site in accordance with the approved details.

Reason: To ensure that occupants of the building can safely gain access/egress during flood conditions in accordance with policies U3 and U5 of the Peterborough Local Plan (First Replacement) 2005 and policy WLP16 of the Cambridgeshire and Peterborough Waste Local Plan 2003.

C11 Contaminated Land

No development shall take place until a risk assessment, to identify the likelihood of contamination mobilisation and spread, has been undertaken and submitted to the Local Planning Authority for approval in writing together with mitigation measures to be undertaken if contamination is identified and the timing of those measures. The scheme shall be implemented in accordance the approved details.

Reason: In order to protect and safeguard the amenity of local residents or occupiers in accordance with Planning Policy Guidance 23 and policies DA14 and DA15 of the Peterborough Local Plan (First Replacement) 2005.

C12 Noise

A noise management plan shall be submitted to include steps to be taken to ensure that plant and machinery to minimise the noise created including plant modification, enclosures, screening, location and maintenance and the monitoring of noise from the facility.

Any assessment of noise levels should give consideration to low frequencies which, unless suppressed to a low energy level, can cause resonant excitation of windows and lightweight building panels at considerable distances.

The noise management plan shall ensure that with the plant operating, noise levels measured at the site boundary shall not increase by more than 3 dB LAeq,1hour above ambient.

Reason: To protect the amenity of local residents or occupiers in accordance with policies DA2 and DA13 of the Peterborough Local Plan (First Replacement) 2005 and policy WLP9 of the Cambridgeshire and Peterborough Waste Local Plan 2003.

C13 Lighting

Lighting shall only be used during the operational hours of:

**06.00 – 20.00 Monday to Saturday, and
06.00 – 16.00 Sundays and Bank Holidays**

when natural illumination falls below safe working levels.

The lighting shall comprise high-pressure sodium flat glass lanterns and shall be angled downwards and designed not to spill materially beyond the site boundary. Details of this lighting and of the low level lighting to be used to illuminate walkways and car parking areas during the hours of darkness shall be submitted to and approved by the Local Planning Authority prior to the commencement of development.

Reason: To prevent glare and minimise light pollution to the surrounding area in accordance with policies DA2 and DA12 of the Peterborough Local Plan (First Replacement) 2005 and WLP9 of the Cambridgeshire and Peterborough Waste Local Plan 2003.

C14 Lighting

The use of columns for lighting the facility shall not exceed the obtrusive light limitations for sky glow, light into windows, source intensity and building luminance specified in the Institution of Lighting Engineers document 'Guidance Notes for the Reduction of light Pollution (Revised)(2005) or such standards that replace them in whole or in part when the development is implemented.

The applicant shall be required to demonstrate compliance with this requirement by measurement or calculation should reasonable concern arise from resultant lighting levels.

Reason: In order to protect the amenity of local residents and highway safety in accordance with policy DA2 and DA12 of the Peterborough Local Plan (First Replacement) 2005 and policy WLP9 of the Cambridgeshire and Peterborough Waste Local Plan 2003.

C15 Site Waste Management Plan

No development including demolition or enabling works shall take place until a Site Waste Management Plan for the demolition and construction phases of the development setting out how waste arising from the construction phase of the proposed plant is to be managed has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented in full.

Reason: To ensure that waste arising from the development is minimised and that which is produced is handled in such a way that maximises opportunities for re-use or recycling in accordance with policy WLP2 of the Cambridgeshire and Peterborough Waste Local Plan 2003 and the Site Waste Management Plans Regulations 2008.

C16 Environmental Management Plan

An Environmental Management Plan, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development.

The scheme shall set out how the ecological enhancement of the features specified in the habitat creation in the south eastern corner of the site in the application will be implemented and maintained.

The plan shall be carried out as approved for a period of five years from implementation unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect features of nature conservation importance and to enhance the nature conservation value of the site in accordance with Planning Policy Statement 9.

C17 Programme of Archaeological Work

No development shall take place within the site until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work, in accordance with a written scheme of mitigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that archaeological remains are not disturbed or damaged by foundations and other groundwork but are, where appropriate, preserved in situ, in accordance with Planning Policy Guidance 16 and policies CBE1 and CBE2 of the Peterborough Local Plan (First Replacement) 2005 and policy WLP12 of the Cambridgeshire and Peterborough Waste Local Plan 2003.

C18 Waste catchment area restriction

At least 50% by weight of the consented capacity of the materials recycling facility shall be sourced from the following area:

- 1. the administrative area of Peterborough City Council**
- 2. the administrative area of Cambridgeshire County Council, and**
- 3. a radius of up to 50km from the site.**

Weighbridge records shall be submitted to the Local Planning Authority annually, on a date to be agreed with the operator, and shall set out the originating location and type of waste imported to the facility or shall be made available to the Local Planning Authority within one week of such request.

Reason: To limit the area from which waste can be imported to seek to ensure that waste is treated at the nearest appropriate facility and that transportation is limited as far as practicable in accordance with policy WM3 of the east of England Plan 2008 and policy WLP3 of the Cambridgeshire and Peterborough Waste Local Plan 2003.

C19 Travel Plan

Prior to the commencement of operations a detailed travel plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: In accordance with policies T1 and T7 of the Peterborough Local Plan (First Replacement) 2003.

C20 Provision and retention of cycle parking

No building shall be occupied until space has been laid out within the site in accordance with the approved plan for 15 bicycles to be parked, and that area shall not thereafter be used for any purpose other than the parking of cycles.

Reason: In order to protect and safeguard the amenity of the local residents or occupiers, in accordance with Policy T9 of the Peterborough Local Plan (First Replacement) 2005.

C21 Provision of Footpath along Fengate

Development shall not commence before full details of a 2m wide footway along the east side of Fengate from Dodson Way to Fourth Drove including pedestrian crossing points have been submitted to and approved in writing by the Local Planning Authority. The footway shall be constructed in accordance with the approved plans prior to occupation of the site.

Reason: In the interests of Highway safety, in accordance with Policies T1, T3, T5, T7 and T8 of the Adopted Peterborough Local Plan (First Replacement) 2003.

C22 Cause danger or inconvenience (highway safety)

Lighting shall be arranged so that no danger or inconvenience is caused to users of the adjoining public highway. Details of the proposed lighting shall be submitted to the Local Planning Authority and approved in writing prior to its first use.

Reason: To avoid glare/dazzle which could lead to danger to highway users, in accordance with Policy T1 of the Adopted Peterborough Local Plan (First Replacement) 2003.

C23 Provision of temporary facilities (turning, parking and loading)

Temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction. These facilities shall be in accordance with details which have been approved in writing by the Local Planning Authority.

Reason: In the interests of Highway safety, in accordance with Policy T1 of the Adopted Peterborough Local Plan (First Replacement) 2003.

C24 Access details before commencement - layout

Development shall not commence before full details of the “access only” from Fourth Drove and “egress only” on to Fengate have been submitted to and approved in writing by the Local Planning Authority. Part closure of the existing access off Fourth Drove shall be included within the design. The accesses shall be fully implemented prior to occupation of the site in accordance with the approved plans.

Reason: In the interests of Highway safety and to ensure that the new highways are adequately constructed, drained and lighted, in accordance with Policies T1, T3, T5, T7 and T8 of the Adopted Peterborough Local Plan (First Replacement) 2003.

C25. Construct pedestrian/cycle access before occupation

The building shall not be occupied until a means of access for pedestrians and/or cyclists has been constructed in accordance with plans to be approved by the Local Planning Authority.

Reason: In the interests of Highway safety, in accordance with Policies T3 and T5 of the Adopted Peterborough Local Plan (First Replacement) 2003.

C26. Construction Management Plan

Prior to the commencement of development a construction management plan, including risk assessments, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

The scheme shall:

- 1. detail measures to be undertaken to minimise noise and dust during construction operations and monitoring thereof,**
- 2. specify whether a named environmental co-ordinator is to be employed or in the absence of such a person the competent person who will deal with issues raised by authorities and the public.**
- 3. specify measures to be taken to foster good community relations set out in a documented procedure,**
- 4. specify duration of construction operations and hours of operation,**
- 5. measures to be undertaken to minimise and monitor construction noise;**
- 6. a scheme and programme of measures for the monitoring and suppression of dust for the control of dust arising from building construction and site works during construction and normal plant operation. Such scheme shall accord with the requirements of Minerals Planning Statement 2 Annex 1 or such requirements that replace them in whole or part when the development is implemented. A summary of Best Practice Site Management Measures for the control of dust shall be provided as part of the submitted scheme;**
- 7. a scheme of chassis and wheel cleaning for construction vehicles including contingency measures should these facilities become in-operative and a scheme for the cleaning of affected public highways;**
- 8. a scheme to demonstrate that all construction vehicles can enter the site immediately upon arrival, there is adequate space within the site to enable contractors vehicles to park,**

turn and load and unload clear of the public highway and details of the haul routes across the site;

The development shall thereafter be carried out in accordance with the approved plan, unless otherwise agreed in writing with the Local Planning Authority

Reason: In the interest of highway safety and to ensure that adequate measures are taken to minimise the impact of construction operations on the amenity of local residents and workers in accordance with policy WLP9 of the Cambridgeshire and Peterborough Waste Local Plan 2003 and policy DA2 of the Peterborough Local Plan (First Replacement) 2005.

C27 Bunding of Tanks

Any facilities, above ground, for the storage of oils, fuels or chemicals should be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system should be sealed with no discharge to any watercourse, land or underground strata. Any associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge into the bund.

Reason: To prevent pollution of ground and surface water resources in accordance with policy WLP15 of the Cambridgeshire and Peterborough Waste Local Plan 2005.

C28 Soakaways etc

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through trapped gullies, with an overall capacity compatible with the site being drained unless otherwise agreed in writing with the Local Planning Authority.

The applicant shall ensure that any existing oil interceptors at the site have sufficient capacity to operate effectively when taking into account any additional discharge of surface water from the proposed development. No contaminated runoff shall be discharged to the surface water drainage system.

Reason: To prevent pollution of surface waters in accordance with policy WLP15 of the Cambridgeshire and Peterborough Waste Local Plan 2003 and policy U3 of the Peterborough Local Plan (First Replacement) 2005.

Informatives

Environment Agency Informatives:

Waste

In accordance with the Site Waste Management Plans Regulations 2008, the developer will need to produce a Site Waste Management Plan setting out how waste arising from the construction phase of the proposed plant is to be managed. It is recommended that waste from the development is re-used, recycled or otherwise disposed of in accordance with Waste Management Legislation, and in particular the Duty of Care under Section 34 of the Environmental Protection Act 1990. Further information is available on request from the Environment Agency – contact the Environmental Management Team on 01522 785541 (please ask for Richard Williams).

Foul Drainage

It is recommended that the sewerage undertaker is consulted regarding the availability of capacity within the foul water sewer. If there is not capacity in the sewer then the Environment Agency should be reconsulted with alternative methods of disposal.

Environmental Permit

This development may require an Environmental Permit under the Environmental Permitting Regulations 2007. The applicant is advised to contact the Environment Agency on 08708 506506 to discuss this potential requirement further.

Local Highway Authority Informatives

INF15 NR&SWA 1991

The development is likely to involve works within the public highway in order to provide services to the site. Such works must be licenced under the New Roads and Street Works Act 1991. It is essential that, prior to the commencement of such works, adequate time be allowed in the development programme for; the issue of the appropriate licence, approval of temporary traffic management and booking of road space. Applications for NR & SWA licences should be made to Transport & Engineering – Street Works Co-Ordinator on 01733 453467.

INF16 Off-site Highway Works S278 highway works agreements

The development involves extensive works within the public highway. Such works must be the subject of an agreement under Section 278 of the Highways Act 1980. It is essential that prior to the commencement of the highway works, adequate time is allowed in the development programme for; approval by the council of the designer, main contractor and sub-contractors, technical vetting, safety audits, approval of temporary traffic management, booking of road space for off-site highway and service works and the completion of the legal agreement. Application forms for S278 agreements are available from Transport & Engineering - Development Team on 01733 453421.

Copy to Councillors Collins, Goldspink, Todd