

DR/51/13

committee DEVELOPMENT & REGULATION

date 22 November 2013

MINERALS AND WASTE DEVELOPMENT

Proposal: **Continuation of use as a composting facility without compliance with condition 22 (Vehicle Movements) attached to planning permission ESS/09/07/COL to allow an increase in the permitted vehicular movements from 24 (12in and 12out) to 44 (22in and 22out).**

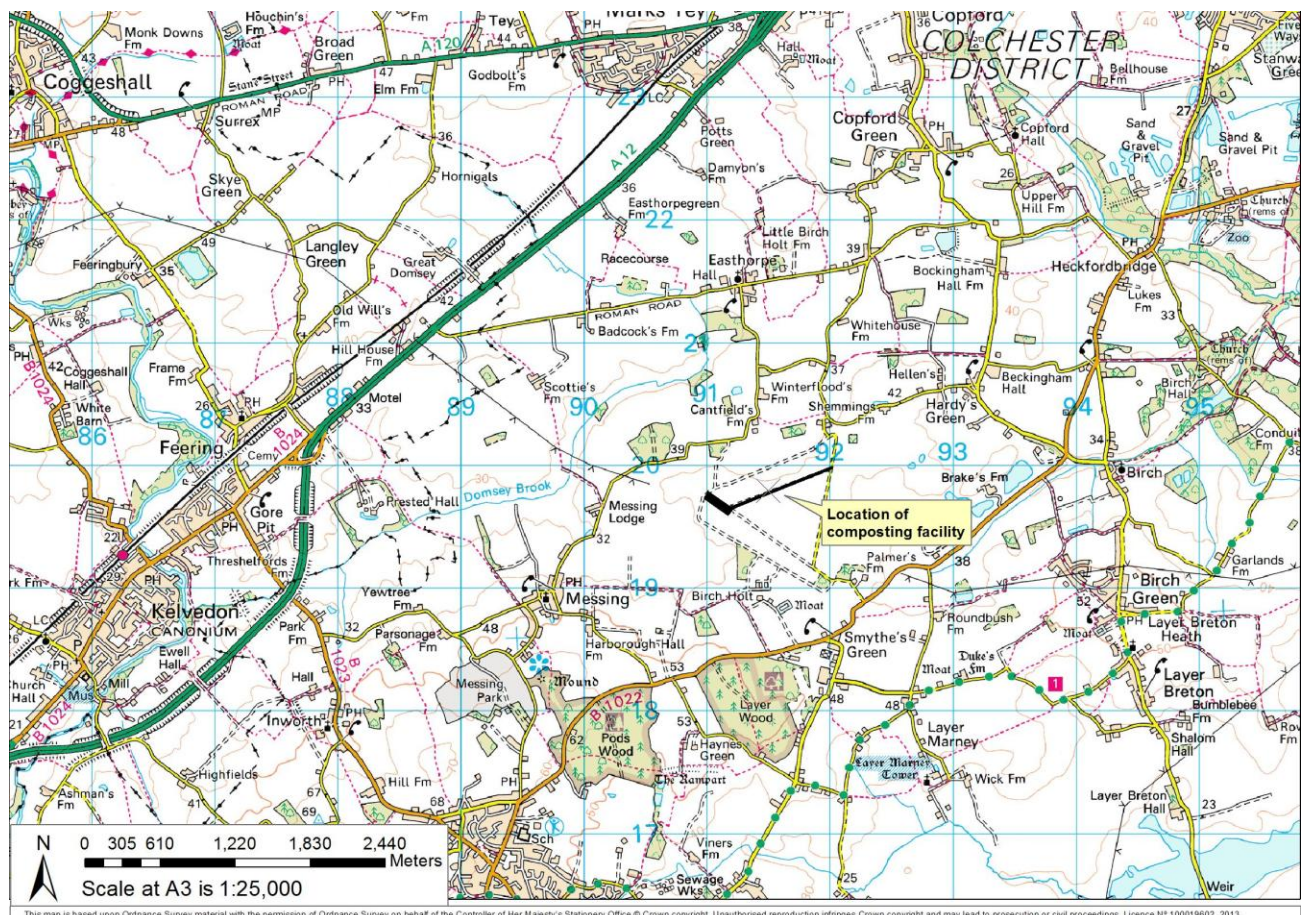
Location: **Birch Airfield Composting, Blind Lane, Birch, North Colchester, Essex, CO5 9XE**

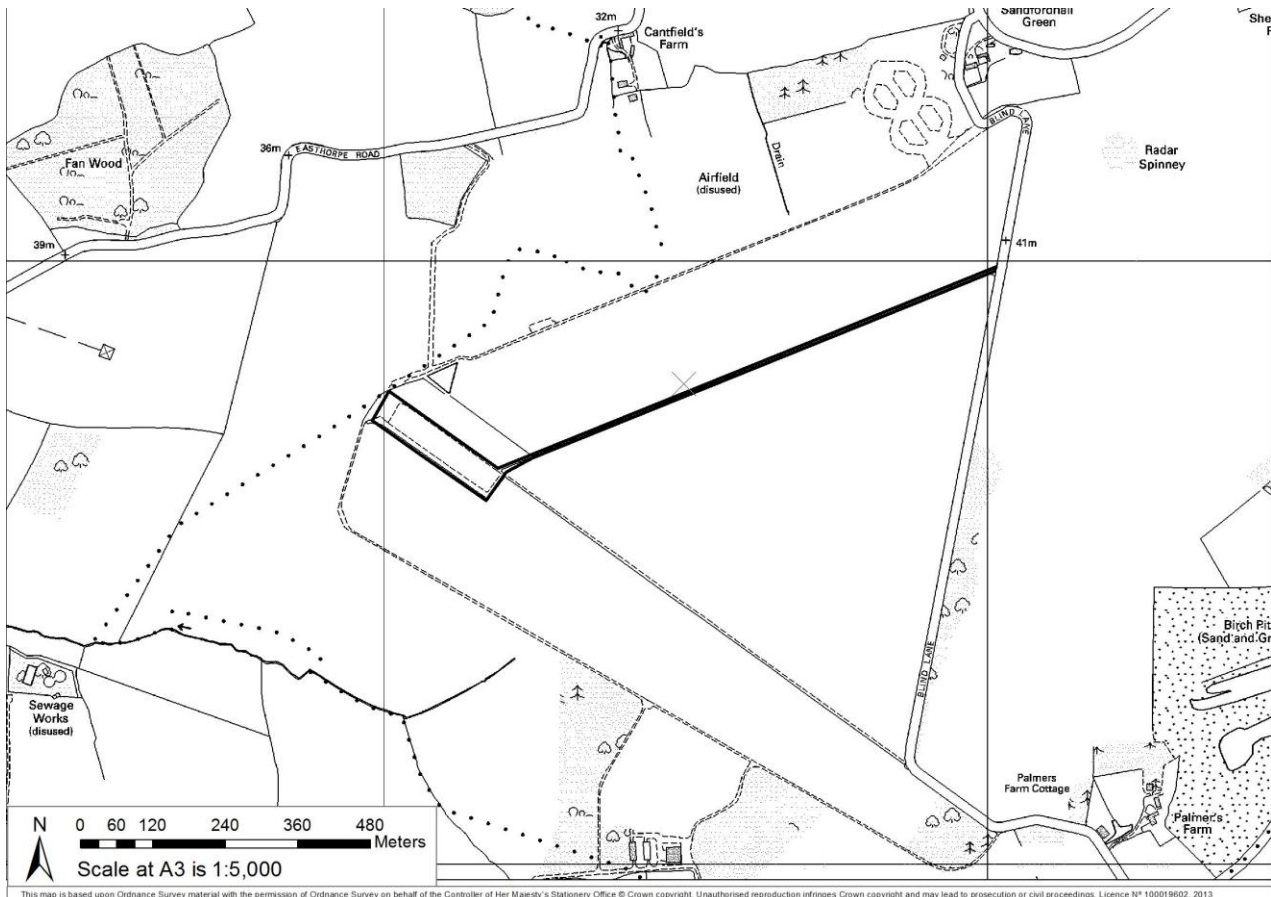
Ref: **ESS/41/13/COL**

Applicant: **Birch Airfield Composting Services Ltd**

Report by Director for Operations, Environment and Economy

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1. BACKGROUND

The site has historically been in use in for agricultural purposes in line with the surrounding land uses and in June 2004 planning permission (ref: ESS/11/04/COL) was granted for an extension of the existing composting facility to include the formation of 16,000m² of hard standing, a lagoon, portacabin and fuel storage area together with the export of up to 20% per annum of composted material and the retention of a weighbridge.

On the 5th June 2007 planning permission ESS/09/07/COL was granted for the continuation of composting facility without compliance with Condition 22 (vehicle movements - 14 a day (7 in/7 out) of ESS/11/04/COL to allow for an increase in vehicle movements to 24 vehicle movements (12 in/12 out) a day.

2. SITE

The site is located some 3 kilometres west of the village of Birch. Vehicular access to the site is from Blind Lane, a road off the B1022 Maldon to Colchester Road.

The site is located on the periphery of an area of land known as Birch Airfield - an airstrip created on farmland for use in World War II. At the end of the War the land forming the airfield was returned to arable farm use. Some hard standing used in connection with the airstrip remains intact including a concrete runway some

1000m in length that runs in an east-west direction from Blind Lane. The runway is currently used as a haul road into the existing composting facility onsite.

The site does not have the benefit of any special landscape designations and is situated in a flat area of ground surrounded by an expanse of open agricultural land. There are a number of established trees on the boundary of the site that screens views into the site from the south-west. The nearest dwellings from the application boundaries are: Cantfield's Farm some 720m to the north-east, Palmers Farm and Cottage, approximately 1200m to the south-east, Birch Holt Cottages around 800m to the south and Messing Lodge some 950m to the west.

3. PROPOSAL

The application is seeking to vary condition 22 of planning permission ESS/09/07/COL which limits the number of daily vehicular movements entering and leaving the site. Currently the vehicular movements are limited to 24 (12in and 12out) and the applicant is seeking to increase this to 44 (22in and 22out).

The applicant has stated that the overall capacity of the site would not be increased as this is governed by the facilities Environmental Permit issued by the Environment Agency. The proposal would enable the facility to operate efficiently and cope with variations in the amount of materials generated throughout the year.

It should be noted that the proposal does not intend to vary the hours of operation, or the type/amount of waste accepted onsite then that already approved (ref: ESS/09/07/COL).

4. POLICIES

The following policies of the Essex and Southend Waste Local Plan 2001 (WLP), Colchester Borough Council Local Development Policies (CBDP), Adopted October 2010, Core Strategy (CBCS), Adopted December 2008 and Colchester Local Plan Focused Review of Core Strategy and Development Policies (FRP) (Submitted October 2013) provide the development framework for this application. The following policies are of relevance to this application:

	CBCS	FRP	CBDP	WLP
Environment	ENV1			
Rural Communities		ENV2		
Sustainable Development Locations		SD1		
Design and Amenity		DP1		
Agricultural Development and Diversification			DP8	
Accessibility and Access			DP17	
Principles of Development				W3A
Highways				W4C
Outdoor Composting				W7B
Alternative Sites				W8C
Planning Conditions and Obligations				W10A

The National Planning Policy Framework (the Framework) was published on 27 March 2012 and sets out the Government's planning policies for England and how these are expected to be applied. The Framework highlights that the purpose of the planning system is to contribute to the achievement of sustainable development. It goes on to state that there are three dimensions to sustainable development: economic, social and environmental. The Framework places a presumption in favour of sustainable development. However, Paragraph 11 states that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

For decision-taking the Framework states that this means; approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.

The CBCS and CBDP was adopted post 2004, however the grace period offered to such plans (in applying full weight to policies) in accordance with Paragraph 214 of the Framework passed 12 months after adoption of the Framework. As such it is now considered that the CBCS and CBDP together with the WLP (adopted pre 2004 and/or not under the Planning and Compulsory Purchase Act 2004) fall within the remit of consideration according to Paragraph 215. Paragraph 215 of the Framework states that due weight should be given to relevant policies in existing plans according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The level of consistency of the policies contained within the WLP is detailed in Appendix 1. The level of consistency of the policies contained within the CBCS and CBDP are considered below.

With regard to updates/replacements or additions to the above, the Waste Development Document: Preferred Approach 2011 (now known as the Replacement Waste Local Plan (RWLP)) should be given little weight having not been 'published' for the purposes of the Framework. The Framework states (Annex 1):

From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given), and;
- The degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan

to the policies in the Framework, the greater the weight that may be given).

The RWLP has yet to reach 'submission stage' and as such it is too early in the development of the RWLP for it to hold any significant weight in decision making.

Colchester Borough Council (CBC) has been reviewing its adopted policy documents against the requirements of the Framework (paragraph 215) in order to identify any areas of inconsistency. CBC initial assessments have found that the Framework has implications for some of the policies contained within the adopted CBCS and CBDP. CBC accordingly, is carrying out a two stage process to review its Local Plan.

- Stage 1 – Is a focused review of the Core Strategy and Development Policies to revise those policies that can be readily amended to be consistent with the provisions of the Framework, without the need to prepare further extensive evidence in respect of those specific policies, and;
- Stage 2 – is a full review of the Local Plan which will be a plan for the Borough which extends to 2031 and beyond. New site allocations will not be made until this stage.

CBC is currently at Stage 1 and has undertaken a Submission Document consultation which ran from the 5th August 2013 to 16 September 2013. Following the consultation CBC collated all the representations received in response to the Submission Consultation which have been considered and summarised. In accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012 the summarised comments along with a range of evidence base and supporting documents were sent to the Planning Inspectorate on the 31st October 2013 prior to Public Examination. Therefore, significant weight should be applied to the focused review due to its stage in preparation which is in accordance with annex 1 of the Framework.

It should be noted that policies ENV2, SD1 and DP1 of this report are being reviewed as part of the focused review document. The rest of the policies to be used as part of this report are not included within the focused review. In light of this the level of consistency of the reviewed policies with the framework can be found at <http://www.colchester.gov.uk/CHttpHandler.ashx?id=10629&p=0>.

As a note to the above the Framework does not contain specific waste policies, since national waste planning policy will be published as part of the National Waste Management Plan for England. Until such a time the Waste Planning Policy Statement (PPS 10) remains the most up-to-date source of Government guidance for determining waste applications and as such reference to this Statement, in addition to the Framework, will also be provided, as relevant in the body of this report/appraisal.

5. CONSULTATIONS

COLCHESTER BOROUGH COUNCIL – No objection.

ENVIRONMENT AGENCY – No objection.

HIGHWAY AUTHORITY – No objection.

HIGHWAY AUTHORITY (Public Rights of Way) – No objection.

WASTE DISPOSAL AUTHORITY – Comments as follows:

- The joint Municipal Waste Management Strategy (JMWMS) for Essex states an aspiration to achieve 60% recycling of household waste by 2020. The separation and treatment of green garden waste generated by Essex households will contribute significantly to the achievement of this target;
- The availability of local treatment facilities with capacity to accept Local Authority waste which are close to source of the feedstock conforms to the proximity principle; delivering operational and environmental benefits through the reduction of vehicle miles, and;
- For Colchester Borough Council, Braintree District Council and several Essex Recycling Centres for household waste the application site is the closest and therefore, most environmentally viable green waste composting site available to which the Waste Disposal Authority supports.

TIPTREE PARISH COUNCIL – No objection.

BIRCH PARISH COUNCIL – Objects, in summary, for the following reasons;

- The parish has suffered in recent years due to waste movements and quarry expansions both from within and neighbouring Parish of Stanway;
- The increase in volume of HGVs on the B1022 Maldon Road has given cause for concern to local residents regarding their safety and noise levels;
- Traffic statistics show a major increase in accidents in this area during recent years;
- The B1022 Maldon Road is the prime diversion taken by traffic when there are traffic problems on the A12 north bound;
- New relief road around Stanway via Warren Lane which will open at end of the year, would also add to problems at the inadequate junction of Warren Lane/Maldon Road;
- Highway Authority has greatly improved the clear up of rubbish from Birch Roads however, waste originating from passing HGVs blight the area, and;
- Is the proposed traffic increase to allow for the failed change of use?

MESSING CUM INWORTH PARISH COUNCIL – Objects, in summary, for the following reasons;

- Increase in extra HGVs represents a substantial percentage increase on daily movements;
- Information has been provided suggesting that additional HGV movements are already taking place. Braintree District Council do not bulk waste and send smaller loads into the facility and Colchester Borough Council have experienced problems bulking green waste. Thus a breach of planning control has occurred;

- Aware that complaints have been received in relation to odour in the past and continue to impact upon Inworth Village;
- Application would exacerbate traffic on the B1022 and B1023. The B1023 has a history of fatal accidents with the last occurring in 2012;
- Ever increasing traffic in detrimental to the quality of life as noise and air pollution continues to rise and is becoming difficult for certain residents to leave properties at certain times;
- Concerned that Transport Assessments are reviewed in isolation and not with other developments. Two other developments have been approved by Colchester Borough Council adding to traffic;
- Tiptree and Stanway have both expanded rapidly in terms of industrial and housing development with its associated traffic using the B1022 and B1023. These roads were built as B category roads to link two small rural settlements but now support much larger communities and their resultant traffic;
- Concerned that Essex County Council as not assessed the full traffic impact;
- The site is located on a busy country road at a point where many motorists speed and or overtake other roads users. Because of this the proposed HGVs should not be permitted, and;
- Concerned that the application is a mechanism for allowing further larger developments to take place.

LAYER MARNEY PARISH COUNCIL – Objects, in summary, for the following reasons;

- Would wish to see a 40mph speed limit put in place on the B1022 between the Haynes Green Roads and Roundbush junctions as this would 1) to allow HGVs to turn safely in and out of Blind Lane, 2) vehicles exiting and entering the B1022 from Smythe's Green Road could do more safely, 3) vehicles entering the Paintball Facility at Layer Wood could do more safely and 4) vehicles turning in and out of the Grassreasons and Layerwood Poultry Farm could do so more safely;
- Odours from the site operations and from its application on neighbouring fields are very offensive. Assurances sought that any permitted increase in HGVs the applicant would not try to increase onsite capacity, and;
- When the A120 transfer station operational it should be possible for the compacting of green waste therefore, allowing transporting to the application site in road trains as originally planned. Requested that the increase in HGVs is made on a temporary basis.

LOCAL MEMBER – COLCHESTER – Mersea and Tiptree – Any comments received will be reported.

LOCAL MEMBER – COLCHESTER – Stanway and Pyefleet – Any comments received will be reported.

6. REPRESENTATIONS

No properties were directly notified of the application. Under Essex County

Council's (ECC) adopted Statement of Community Involvement (SCI) it is noted that the Council will contact properties within a defined radius of a planning application by a direct neighbour notification letter (DNN) as an additional method of involvement (statutory alternative to site notices and press adverts however, ECC does both). DNN for Minerals and Waste applications is that all properties within 250 metres of the site boundary will be sent a letter. No properties are within 250 metres of the application site boundary therefore, DNN were not sent out however, site notices advertising the proposal were placed onsite and within the neighbouring area in addition to a press advert being placed in the Colchester Evening Gazette.

5 letters of representation have been received. These relate to planning issues covering the following matters:

<u>Observation</u>	<u>Comment</u>
<u>Highways</u>	
Concerned that on occasion the access to the site has not been in accordance with the current planning permission which states that ingress and egress should be made from Maldon Road.	The Waste Planning Authority (WPA) is only able to deal with breaches of planning control as and when they happen. No complaints relating to vehicle movements or the use of an inappropriate access have been received.
Displeasure expressed at the unsuitability of the B1022 as the principle road during submission of last application. This road remains unsuitable.	See appraisal.
No other suitable routes exist save routing vehicles through villages.	See appraisal.
Lorries turning from Blind Lane onto Maldon Road are dangerous to road users. Concerned at the time of commencement of the plant about number of HGV's using Maldon Road (B1022).	See appraisal.
Maldon Road is narrow and winding and the turning out of Blind Lane is dangerous.	See appraisal.
Additional HGV movements should not be permitted.	See appraisal.
Condition only restricts HGVs over 7.5	See appraisal.

tonne, vehicular traffic under this weight are not subject to restrictions. It is questionable if existing movement limits are being adhered to.

There should be restriction of vehicles depositing the compost.

Condition 22 attached to planning permission ESS/09/07/COL places a restriction on the amount of HGV's entering and leaving the site.

Increased vehicular movements would have a highway safety impact.

See appraisal.

Impact upon Amenity

Odour emanating from the site has increased over the last year. Increased odour has made siting outside in gardens unbearable.

The Environment Agency (EA) has issued an Environmental Permit for the site which controls matters such as noise, dust, odour etc. See appraisal.

Increased vehicular movements will increase odour.

There is no proposed increase in the amount of waste handled on site. See above.

Site emits a noxious and unpleasant smell therefore, should be no increase in the size of the plant.

See appraisal.

Other issues

Double the vehicular movements will mean double the material on site.

There is no proposed increase in the amount of waste handled on site.

Application for the proposed in-vessel composting facility (ref: ESS/09/11/COL) was turned down due to noise, odour and impact upon the highway. This is no different from that application.

Planning Application ESS/09/11/COL was withdrawn by the applicant. No decision was issued by the WPA and no application for this proposal has been resubmitted. In addition, each application must be determined on its own merits at the time of its submission. The WPA cannot pre-judge any future proposals that may be made.

Operator is struggling to handle the amount of material onsite.

There have been no reports to the WPA on breaches of planning control and the EA have not confirmed any breaches in

relation to the applicants Environmental Permit/licence.

Existing site is already large enough and concerned that granting planning permission will lead to an even larger, noisier and smellier plant in the future.

Planning applications are required to be judged on their own merits at the time of their submission. The WPA cannot predetermine or prejudge any future applications as these will be assessed and appraised at that time.

7. APPRAISAL

The key issues for consideration are:

- A. Need and Principle of Development;
- B. Impact upon Amenity, and;
- C. Human Rights.

A NEED AND PRINCIPLE OF DEVELOPMENT

As noted earlier the within this report, the Framework does not contain specific waste policies, since national waste planning policy will be published as part of the National Waste Management Plan for England. Until then, PPS10 remains in place. However, local authorities taking decisions on waste applications should have regard to policies in the Framework so far as relevant.

The Framework highlights that the purpose of the planning system is to contribute to the achievement of sustainable development. It goes on to state that there are three dimensions to sustainable development: economic, social and environmental.

Planning Policy Statement 10: Planning for Sustainable Waste Management (PPS10) states that ' the overall objective of Government policy on waste, as set out in the strategy for sustainable development, is to protect human health and the environment by producing less waste and by using it as a resource wherever possible. By more sustainable waste management, moving the management of waste up the 'waste hierarchy' of prevention, preparing for reuse, recycling, other recovery, and disposing only as a last resort, the Government aims to break the link between economic growth and the environmental impact of waste.'

As noted earlier within this report, planning permission was granted on the 30th June 2004 for, in summary, a green waste composting facility (see Appendix 2 for ESS/11/04/COL Committee Report).

The need and principle was found acceptable, in summary, for the following reasons;

- The aim of the European Landfill Directive is to significantly reduce the amount of biodegradable materials that are disposed of in landfill. A

principle waste management option for achieving this statutory requirement is composting which policies W3A and W7B support;

- The development accords with WLP Policy W3A as composting would aid in managing waste further up the hierarchy. In addition the proposal enables green waste arising from the north of Essex to be composted as locally to source thus resulting in lower HGV movements across the County;
- Accords with WLP policy W7B as the proposal would utilise an existing hardstanding, majority of compost would be applied to adjacent farm land as an soil improver, the site does not benefit from any special landscape designations and is a significant distance from the nearest dwellings, and;
- Policy W8C supports alternative sites in rural areas for small scale waste management facilities such as the proposal.

Therefore, the need and principle of the site being used for a waste related development was discussed and found acceptable in relation to the WLP Policies.

With respect to the Planning Permission ESS/11/04/COL and ESS/09/07/COL, the Framework had not been published during the consideration of that proposal therefore, the 3 roles of Sustainable Development as referenced within the Framework had not been directly taken into consideration. However, in relation to the economic role the development would, as noted within ESS/11/04/COL application submission create local employment onsite. The site has also been accredited with the PAS100 quality standard for demonstrating best composting practice for end product quality which means the soil improver is viewed as a product once composted contributing to the economic role of sustainable development.

In addition, the social role of the proposed development would still be achieved by wider benefits to the environment through the diversion of up to 25,000tpa of biodegradable green garden waste destined for landfill or in-vessel composting. This diversion is in compliance with national policy. The benefits of landfill diversion come from the diminishing landfill capacity nationally and within Essex, and also because green waste, decomposes in landfill and produces methane gas which is a greenhouse gas and a contributor to climate change.

It should be noted that the nature and location of the development (site size, annual tonnage, type of waste, hours of operation and number of persons to be employed etc) are not proposed to change with the current submission. The issue for consideration through this application is the acceptability of the proposed increase in vehicular movements to the already permitted scheme.

The justification put forward by the applicant for amending condition 22 of planning permission ESS/09/07/COL is, in summary;

- The increase in vehicle movements does not increase the annual tonnage of biodegradable garden materials processed at the site. The purpose of this application relates to improving year round operational efficiency and helping to provide greater flexibility in meeting the needs of the organisations using the facility for the environmentally friendly disposal of

- biodegradable garden materials;
- Dependency on seasonal variations in biodegradable garden materials arising's means, in practical terms, that the maximum limit on daily vehicle movements will only likely to be utilised during the months of spring, early summer and late autumn;
- During the winter months of November, December, January and February vehicle movements would be less than the existing permitted vehicle movements (i.e. 24 movements [12in/12out] per day);
- From a road safety point of view the maximum level of vehicle movements (44 movements [22 in/22 out] per day) would only be generated during British Summer Time when day light hours are at their maximum. During the winter, when day light hours are at their shortest and there is increased chances of snow ice and fog, vehicle movements would be significantly lower;
- Current operations have shown that the routine arrival times of vehicles at the Birch Airfield Composting facility do not align with the busier commuter traffic peak times. Therefore, the existing or proposed additional traffic loading does not and would not significantly contribute to peak time traffic levels (commuter movements) on the B1022.
- The Birch Airfield Composting facility has been operational for 11 years. There have been no reported accidents involving vehicles visiting the facility in the direct vicinity of the facility i.e. in Blind Lane or on either the B1022 or B1023 since the facility opened, and;
- As part of the original planning consent (ESS/11/04/COL) for the Birch Airfield facility the applicant financed road improvements via a Section 106 agreement to the Blind Lane junction to improve visibility to the B1022.

FRP Policy SD1 (Sustainable Development Locations) highlights that development should be located in accessible and sustainable locations, making efficient use of land undertaking a sequential that gives priority to accessible locations and previously developed land. The policy goes onto emphasise that the character of small towns, villages and the countryside will be sustained.

The environmental role of the proposal will be considered further in the report.

B IMPACT UPON AMENITY

WLP policy W10E states that, inter-alia, developments will only be permitted where satisfactory provision is made in respect of the amenity of neighbouring occupiers, particularly from noise, smell and dust. Similarly FRP Policy DP1 (Design and Amenity) details that All development must be designed to a high standard, avoid unacceptable impacts on amenity, and demonstrate social, economic and environmental sustainability. Planning permission will not be granted for new development, extensions and changes of use, which would have an unacceptable impact on the surrounding area as a result of noise, smell, dust, health and safety, visual impact, traffic generation, contamination to air, land or water, nature conservation or light pollution.

CBCS Policy ENV1 (Environment) aims to preserve and enhance the natural environment and countryside amongst other things, also safeguard the Borough's

biodiversity.

FRP Policy ENV2 (Rural Communities) favourably considers sustainable rural businesses....minimising negative environmental impacts and harmonise with the local character and surrounding natural environment.

Concerns have been raised that the proposed increase in vehicular movements would have a negative impact upon the amenity of residents through odour, noise and traffic. The following section seeks to assess these potential impacts as part of the Frameworks environmental role of sustainable development.

Odour

With regard to bioaerosols and odour, the applicant holds an Environmental Permit which requires these aspects to be strictly controlled through the permitting regime. The applicant when seeking to gain a permit provided an Air Quality Assessment to the Environment Agency (EA). The EA is responsible for undertaking monitoring of the site in relation to bioaerosols and odour. As part of this application the EA has raised no objection subject to the re-imposition of conditions attached to planning permission ESS/09/07/COL.

Furthermore, over the last 6 years the facility has been accredited and annually audited for compliance with the composting industries PAS 100 quality standard which is based on the applicant demonstrating best composting practice (operation and facility management) and end product quality standard. Due to the applicant achieving the PAS 100 standard the resultant odour from the compost is as minimal as possible.

Noise

The applicant as part of their application is not proposing any amendments to the currently permitted workings/operations onsite. Currently the free-field equivalent continuous noise level (L_{aeq}, 1h) is L_{a90} 55db. The applicant is not proposing to amend the noise conditions attached to the currently permitted site. Therefore, should permission be granted a condition limiting noise emissions from the site would be imposed thus ensuring no impact upon the amenity of residents..

Again it is important to note the CBC Environmental Health Team raised no objection to the proposal on noise grounds.

Therefore, in light of the odour and noise sections above, it is considered, that the proposal would not have any additional impact on the air quality than that previously assessed and found acceptable (ESS/11/04/COL and ESS/07/09/COL). Furthermore, the proposal would not involve any alteration to the volume of waste or the hours of operation, which would all have a greater environmental impact, particularly on the neighbouring residential properties. As such the proposal is considered to comply with WLP policy W10E and CBCS policy ENV1 and FRP policies DP1 and ENV2.

Traffic Impact

WLP Policy W4C (Highways) requires access to be via a length of existing road to the main highway network via a suitable existing junction, improved if required, to the satisfaction of the Highway Authority. In this instance access to the site would be via the access road currently used for the green waste composting site from Blind Land which connects onto Maldon Road (B1022) 900 metres to the south. It should be noted that the Maldon road forms part of Essex County Council's main Strategic route (PR1).

CBDP policy DP17 (Accessibility and Access) requires access to developments to be created in a manner which maintains the right and safe passage of all highway users. Development will only be allowed where there is physical and environmental capacity to accommodate the type and amount of traffic generated in a safe manner. The access and any traffic generated shall not unreasonably harm the surroundings, including the amenity of neighbouring properties. WLP Policy W10E (Impacts of Development) requires, inter-alia, that the impact of the road traffic generated by the development should be acceptable.

Objections have been raised, in summary, that the proposal would have a negative impact upon the surrounding highway network, the network is unsafe and doesn't have sufficient capacity for the additional movements proposed, the speed limit is too fast for HGVs to ingress and egress from Blind Lane.

In support of their application the applicant has provided a supporting statement outlining the need for the increase in vehicular movements from the site. The applicant has highlighted that the objective in increasing vehicle movements relates to year round operational efficiency and helping to meet the seasonal demands of green garden waste arising's.

The majority of green garden waste processed at the Birch Airfield composting facility originates from domestic gardens located in central and northern Essex. It is generated from residents placing materials out for collection by local authority kerbside services or taken by residents to recycling centres.

The amount of green waste received is determined by the time of the year and the growing conditions a week or two preceding collection. The overall amount of green garden waste requiring composting can vary significantly from week to week and, at peak times of the year, day by day. The result is that neither the site operator nor the local authority is in control of the amount of green garden waste requiring composting.

In a drive for sustainable development local authorities are seeking to minimise transport costs, financial and environmental, by transporting green garden waste in bulk to the nearest available composting facility. Working within the permitted vehicle movement limitation (22in and 22out) at times results in materials having to be transported over greater distances. The applicant has states that the reason for this is that at certain times of the year kerbside collected green garden waste material is sent by local authorities direct to the Birch facility from the collection round. As a consequence vehicles can arrive on site with total material load of

under 3 tonnes which despite the minimal tonnage still counts as 2 vehicle movements (as gross HGV weight over 7.5 tonnes). This practice is currently causing fully loaded bulk delivery vehicles to be diverted further afield than the application site. This is both costly in financial terms to the local authority concerned and increases the amount of vehicle emissions of greenhouse gases into the environment.

Under the existing vehicle movement limitation it is possible for a vehicle to arrive on site only to be turned away as acceptance of the load would contravene the planning condition.

The Highway Authority has raised no objection to the proposal on highway grounds given the location and information submitted in the Planning Statement.

The site provides adequate space for vehicle manoeuvring and queuing without impacting on Blind Lane or the adjoining highway network.

In addition the applicant, in light of the comments received by the Parish Councils and local residents has confirmed that the daily increase in HGV's would only be limited to week days (Monday to Fridays) and is not proposed to vehicular movements on weekends (currently permitted at 7in and 7out).

On the basis of the information provided within the application and the fact that the proposal would use an existing access road and entrance which connects to a strategic link road (Maldon Road) and that the Highway Authority has raised no objection to the proposal on safety capacity grounds, it is considered that there would be no adverse impact upon the existing highway network. As such the proposal complies with WLP Policy W4C, W10E, CDBP policy DP17 and FRP policy DP1.

C HUMAN RIGHTS

Article 8 of the European Convention on Human Rights (as incorporated by Human Rights Act 1998), provides that everyone is entitled to respect for his private and family life, his home and correspondence.

Article 1 of Protocol 1 of the European Convention on Human Rights provides that everyone is entitled to peaceful enjoyment of his possessions.

In light of the proposal only seeking to increase vehicular movement's and the absence of any alterations to the impacts in terms of noise, odour, dust, lighting, traffic or other amenities, it is considered there is no interference with either Article 8 or Article 1 of Protocol 1. Even if there were such interference, it is considered that the interference would be of such a level as to be clearly justified and proportionate in the public interest.

8. CONCLUSION

In conclusion, the principle and need for this development being located at Birch Airfield has been accepted through the grant of planning permission

ESS/11/04/COL and ESS/09/07/COL. Nevertheless, it is still important to assess whether or not the proposed amendment to the vehicular movements would be acceptable.

It is considered that the proposed increase in HGV movements (44 movements in place of 22 movements) would not have a detrimental impact upon the amenity of residents within the surrounding area or highway network. The increase has been sought due to the applicant seeking year round operational efficiency which in turn aids the applicant in meeting the seasonal demands of green garden waste arising's. Furthermore, the Highway Authority, EA and CBC have raised no objection to the proposed changes. It is considered that the proposal complies with WLP policy W10E and CBCS policy ENV1, CBDP policy DP17 and FRP policies SD1, ENV2 and DP1.

The economic, social and environmental strands of the Framework are considered to have been achieved equally and the increase in vehicular movements would be considered to constitute 'sustainable development' in accordance with the Framework.

Furthermore, the WLP and CBCS, CBDP and FRP policies relied upon in this report are considered to be consistent with the Framework and therefore, approval of the application is recommended subject to the imposition of appropriate conditions as permitted by WLP Policy W10A (Planning Conditions and Obligations) and as set out below.

9. RECOMMENDED

That:

i) Planning permission be granted subject to the amended wording of Condition 22 (of permission ESS/07/09/COL) to state:

"The total number of heavy goods vehicles (HGV¹) movements associated with the development hereby permitted shall not exceed the following limits:

44 movements (22in and 22out) per day (Monday to Friday)
14 movements (7in and 7out) per day (Saturdays, Sundays and Public Holidays).

and:

ii) All other conditions of planning permission ESS/07/09/COL be re-imposed and updated as appropriate.

BACKGROUND PAPERS

Consultation replies
Representations

¹ For the avoidance of doubt a heavy goods vehicle shall have a gross vehicle weight of 7.5 tonnes or more

THE CONSERVATION OF HABITATS AND SPECIES REGULATIONS 2010

The proposed development would not be located within a European site.

Therefore, it is considered that an Appropriate Assessment under Regulation 61 of The Conservation of Habitats and Species Regulations 2010 is not required.

EQUALITIES IMPACT ASSESSMENT: The report only concerns the determination of an application for planning permission and takes into account any equalities implications. The recommendation has been made after consideration of the application and supporting documents, the development plan, government policy and guidance, representations and all other material planning considerations as detailed in the body of the report.

STATEMENT OF HOW THE LOCAL AUTHORITY HAS WORKED WITH THE APPLICANT IN A POSITIVE AND PROACTIVE MANNER

In determining this planning application, the County Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the applicant/agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the Framework, as set out in the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012.

LOCAL MEMBER NOTIFICATION

COLCHESTER – Mersea and Tiptree

COLCHESTER – Stanway and Pyefleet

Appendix 1

POLICY	POLICY WORDING	CONFORMITY WITH THE FRAMEWORK
Essex and Southend Waste Local Plan 2001		
W3A	<p>The WPA will:</p> <ol style="list-style-type: none"> 1. In determining planning applications and in all consideration of waste management, proposals have regard to the following principles: <ul style="list-style-type: none"> • Consistency with the goals and principles of sustainable development; • Whether the proposal represents the best practicable environmental option for the particular waste stream and at that location; • Whether the proposal would conflict with other options further up the waste hierarchy; • Conformity with the proximity principle. 2. In considering proposals for managing waste and in working with the WDAs, WCAs and industrial and commercial organisations, promote waste reduction, re-use of waste, waste recycling/composting, energy recovery from waste and waste disposal in that order of priority. 3. Identify specific locations and areas of search for waste management facilities, planning criteria for the location of additional facilities, and existing and potential landfill sites, which together enable adequate provision to be made for Essex, Southend and regional waste management needs as defined in policies W3B and W3C. 	<p>Paragraph 6 of the Framework sets out that the purpose of the planning system is to contribute to the achievement of sustainable development.</p> <p>PPS 10 supersedes 'BPEO'.</p> <p>PPS 10 advocates the movement of the management of waste up the waste hierarchy in order to break the link between economic growth and the environmental impact of waste.</p> <p>One of the key planning objectives is also to help secure the recovery or disposal of waste without endangering human health and without harming the environment, and enable waste to be disposed of in one of the nearest appropriate installations.</p> <p>See reasoning for Policy W8A.</p> <p>Therefore, Policy W3A is considered to be consistent with the Framework and PPS 10</p>
W3C	<p>Subject to policy W3B, in the case of landfill and to policy W5A in the case of special wastes, significant waste management developments (with a capacity over 25,000 tonnes per annum) will only be permitted when a need for the facility (in accordance with the principles established in policy</p>	<p>Paragraph 3 of PPS 10 highlights the key planning objectives for all waste planning authorities (WPA). WPA's should, to the extent appropriate to their responsibilities, prepare and deliver planning strategies one of which is to help implement the national waste strategy, and</p>

	<p>W3A) has been demonstrated for waste arising in Essex and Southend. In the case of non-landfill proposals with an annual capacity over 50,000 tonnes per annum, restrictions will be imposed, as part of any planning permission granted, to restrict the source of waste to that arising in the Plan area. Exceptions may be made in the following circumstances:</p> <ul style="list-style-type: none"> • Where the proposal would achieve other benefits that would outweigh any harm caused; • Where meeting a cross-boundary need would satisfy the proximity principle and be mutually acceptable to both WPA5; • In the case of landfill, where it is shown to be necessary to achieve satisfactory restoration. 	<p>supporting targets, are consistent with obligations required under European legislation and support and complement other guidance and legal controls such as those set out in the Waste Management Licensing Regulations 1994.</p> <p>The concept of the proximity principle has been superseded by the objective of PPS 10 to enable waste to be disposed of in one of the nearest appropriate installations.</p> <p>Therefore, as Policy W3C is concerned with identifying the amount of waste treated and it's source the policy is considered consistent with the requirements of PPS 10</p>
W4A	<p>Waste management development will only be permitted where:</p> <ul style="list-style-type: none"> • There would not be an unacceptable risk of flooding on site or elsewhere as a result of impediment to the flow or storage of surface water; • There would not be an adverse effect on the water environment as a result of surface water run-off; • Existing and proposed flood defences are protected and there is no interference with the ability of responsible bodies to carry out flood defence works and maintenance. 	<p>Paragraph 99 of the Framework states that 'Local Plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure'. In addition Annex E of PPS 10 highlights at section a. protection of water resources that 'Considerations will include the proximity of vulnerable surface and groundwater. For landfill or land-raising, geological conditions and the behaviour of surface water and groundwater should be assessed both for the site under consideration and the surrounding area. The suitability of locations subject to flooding will also need particular care'.</p>

		Therefore, as policy W4A seeks to only permit development that would not have an adverse impact upon the local environment through flooding and seeks developments to make adequate provision for surface water run-off the policy is in conformity with PPS 10 and the Framework.
W4B	Waste management development will only be permitted where there would not be an unacceptable risk to the quality of surface and groundwaters or of impediment to groundwater flow.	See above.
W4C	<ol style="list-style-type: none"> 1. Access for waste management sites will normally be by a short length of existing road to the main highway network consisting of regional routes and county/urban distributors identified in the Structure Plan, via a suitable existing junction, improved if required, to the satisfaction of the highway authority. 2. Exceptionally, proposals for new access direct to the main highway network may be accepted where no opportunity exists for using a suitable existing access or junction, and where it can be constructed in accordance with the County Council's highway standards. 3. Where access to the main highway network is not feasible, access onto another road before gaining access onto the network may be accepted if, in the opinion of the WPA having regard to the scale of development, the capacity of the road is adequate and there would be no undue impact on road safety or the environment. 4. Proposals for rail or water transport of waste will be encouraged, subject to compliance with other policies of this plan. 	<p>Paragraph 21 (i) of PPS 10 highlights that when assessing the suitability of development the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery, seeking when practicable and beneficial to use modes other than road transport.</p> <p>Furthermore, Paragraph 34 of the Framework states that 'Decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised'.</p> <p>Policy W4C is in conformity with Paragraph 34 in that it seeks to locate development within areas that can accommodate the level of traffic proposed. In addition the policy seeks to assess the existing road networks therefore, being in accordance with the Framework and PPS 10.</p>
W6A	The WPAs will seek to work with WDAS/WCAS to support and promote public, private and voluntary sector initiatives to reduce, re-use and recycle waste arising's in an environmentally	<p>PPS 10 at Paragraph 3 highlights the key planning objectives for waste management development. Two of the objectives are as follows;</p> <ul style="list-style-type: none"> • Help deliver sustainable

	<p>acceptable manner in accordance with the policies within this Plan.</p>	<p>development through driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option, but one which must be adequately catered for;</p> <ul style="list-style-type: none"> • Provide a Framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities to meet the needs of their communities. <p>Therefore, policy W6A is in conformity with the requirements of PPS 10.</p>
W7E	<p>To facilitate the efficient collection and recovery of materials from the waste stream, in accordance with policy W3A, the WPAs will seek to work with the WDAs/WCAs to facilitate the provision of:</p> <ul style="list-style-type: none"> • Development associated with the source separation of wastes; • Material recovery facilities (MRF's); • Waste recycling centres; • Civic amenity sites; • Bulking-up facilities and waste transfer stations. <p>Proposals for such development will be supported at the following locations:</p> <ul style="list-style-type: none"> • The waste management locations identified in Schedule 1 (subject to policy W8A); • Other locations (subject to policies W8B and W8C); • In association with other waste management development; • Small scale facilities may be permitted at current landfill sites, provided the development does not unduly prejudice the agreed restoration timescale for the site and the use ceases prior to the permitted completion date of the site (unless an extension of time to retain such facilities is permitted). <p>Provided the development complies with other relevant policies of this plan.</p>	<p>See explanation notes for Policy W3C, W8A and W8B as these are relevant and demonstrate conformity with the Framework and PPS 10.</p>

W8A	<p>Waste management facilities will be permitted at the locations shown in Schedule 1 provided all of the following criteria, where relevant, are complied with:</p> <ul style="list-style-type: none"> • There is a need for the facility to manage waste arising in Essex and Southend (subject to policy W3C); • The proposal represents the Best Practicable Environmental Option (BPEO) for the particular waste stream, having regard to any alternative options further up the waste hierarchy; • The development complies with other relevant policies of this Plan, including the policy/ies in Chapter 7 for the type(s) of facility proposed; • Adequate road access is provided in accordance with policy W4C. Access by rail or water will be supported if practicable; • Buildings and structures are of a high standard of design, with landscaping and screening provided as necessary; and • Integrated schemes for recycling, composting, materials recovery and energy recovery from waste will be supported, where this is shown to provide benefits in the management of waste which would not otherwise be obtained. 	<p>PPS 10 at Paragraph 17 identifies that 'Waste planning authorities should identify in development plan documents sites and areas suitable for new or enhanced waste management facilities for the waste management needs of their areas. Waste planning authorities should in particular:</p> <ul style="list-style-type: none"> – allocate sites to support the pattern of waste management facilities set out in the RSS <p>in accordance with the broad locations identified in the RSS; and,</p> <ul style="list-style-type: none"> – allocate sites and areas suitable for new or enhanced waste management facilities to support the apportionment set out in the RSS. <p>The WPA has identified strategic sites within the Waste Local Plan under policy W8A which seek to support the pattern of waste management and that are suitable for new or enhanced strategic waste management facilities. PPS 10 requires that needs for sustainable waste management are met and those identified by the JMWMS supersede those municipal waste management needs identified in the Waste Local Plan. PPS 10 requires that sites and areas suitable for new or enhanced waste management facilities for the waste management needs of the area is assessed. In this respect more weight should be applied to PPS 10 in respect of meeting waste management needs than Policy W8A.</p> <p>See also W8B.</p>
W8B	<p>Waste management facilities (except landfill to which policies W9A and W9B apply) will be permitted at locations other than those identified in this plan, provided all of the criteria of policy W8A are complied with where relevant, at the following types of location:</p> <ul style="list-style-type: none"> • Existing general industrial areas; • Areas allocated for general industrial use in an adopted local 	<p>Policy W8B is concerned with identifying locations for sites that have not been identified within the Plan as preferred sites of waste related developments. By setting a criteria for non-preferred sites this allows for the protection of the natural environment in conformity with the third strand of the three dimensions of sustainable development. Additionally, in</p>

	<p>plan;</p> <ul style="list-style-type: none"> • Employment areas (existing or allocated) not falling into the above categories, or existing waste management sites, or areas of degraded, contaminated or derelict land where it is shown that the proposed facility would not be detrimental to the amenity of any nearby residential area. <p>Large-scale waste management development (of the order of 50,000 tonnes per annum capacity or more, combined in the case of an integrated facility) will not be permitted at such non- identified locations unless it is shown that the locations identified in Schedule 1 are less suitable or not available for the particular waste stream(s) which the proposal would serve.</p>	<p>conformity with Paragraph 17 of the Framework, the policy contributes to the conservation and enhancement of the natural environment. The Framework goes on to state that 'Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework'. Nonetheless, Paragraph 17 of the Framework requires objectively assessed needs to be met and whilst the environmental protection approach W8B is consistent with the Framework/PPS 10, the policy also relies solely on the Schedule 1 sites identified in W8A and is therefore out of date in this respect.</p>
W10A	<p>When granting planning permission for waste management facilities, the WPA will impose conditions and/or enter into legal agreements as appropriate to ensure that the site is operated in a manner acceptable to the WPA and that the development is undertaken in accordance with the approved details.</p>	<p>PPS 10 states that 'It should not be necessary to use planning conditions to control the pollution aspects of a waste management facility where the facility requires a permit from the pollution control authority. In some cases, however, it may be appropriate to use planning conditions to control other aspects of the development. For example, planning conditions could be used in respect of transport modes, the hours of operation where these may have an impact on neighbouring land use, landscaping, plant and buildings, the timescale of the operations, and impacts such as noise, vibrations, odour, and dust from certain phases of the development such as demolition and construction'.</p> <p>Furthermore, Paragraph 203 of the Framework states that 'Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable</p>

		<p>impacts through a planning condition'.</p> <p>Policy W10A inter alia only seeks to impose conditions and/or enter into legal agreements when appropriate to ensure that the site is operated in an acceptable manner. Therefore, the policy is in accordance with the requirements of the Framework and PPS 10.</p>
W10E	<p>Waste management development, including landfill, will be permitted where satisfactory provision is made in respect of the following criteria, provided the development complies with other policies of this plan:</p> <ol style="list-style-type: none"> 1. The effect of the development on the amenity of neighbouring occupiers, particularly from noise, smell, dust and other potential pollutants (the factors listed in Paragraph 10.12 will be taken into account); 2. The effect of the development on the landscape and the countryside, particularly in the AONB, the community forest and areas with special landscape designations; 3. The impact of road traffic generated by the development on the highway network (see also policy W4C); 4. The availability of different transport modes; 5. The loss of land of agricultural grades 1, 2 or 3a; 6. The effect of the development on historic and archaeological sites; 7. The availability of adequate water supplies and the effect of the development on land drainage; 8. The effect of the development on nature conservation, particularly on or near SSSI or land with other ecological or wildlife designations; and 9. In the Metropolitan Green Belt, the effect of the development on the purposes of the Green Belt. 	<p>Policy W10E is in conformity with the Framework in that the policy is concerned with the protection of the environment and plays a pivotal role for the County Council in ensuring the protection and enhancement of the natural, built and historic environment. The policy therefore, is linked to the third dimension of sustainable development in the meaning of the Framework.</p>
W10F	Where appropriate the WPA will impose a condition restricting hours of	In addition Paragraph 123 of the Framework states that planning

	<p>operation on waste management facilities having regard to local amenity and the nature of the operation.</p>	<p>decisions should aim to mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new developments, including through the use of conditions. Furthermore, Paragraph 203 states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations.</p> <p>It is considered that as policy W10F is concerned with the protection of amenity and seeks to impose conditions to minimise this policy W10F is in conformity with the requirements of the Framework.</p> <p>Also see above regarding PPS 10 and conditions.</p>
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Appendix 2

DR/042/04

committee DEVELOPMENT & REGULATION

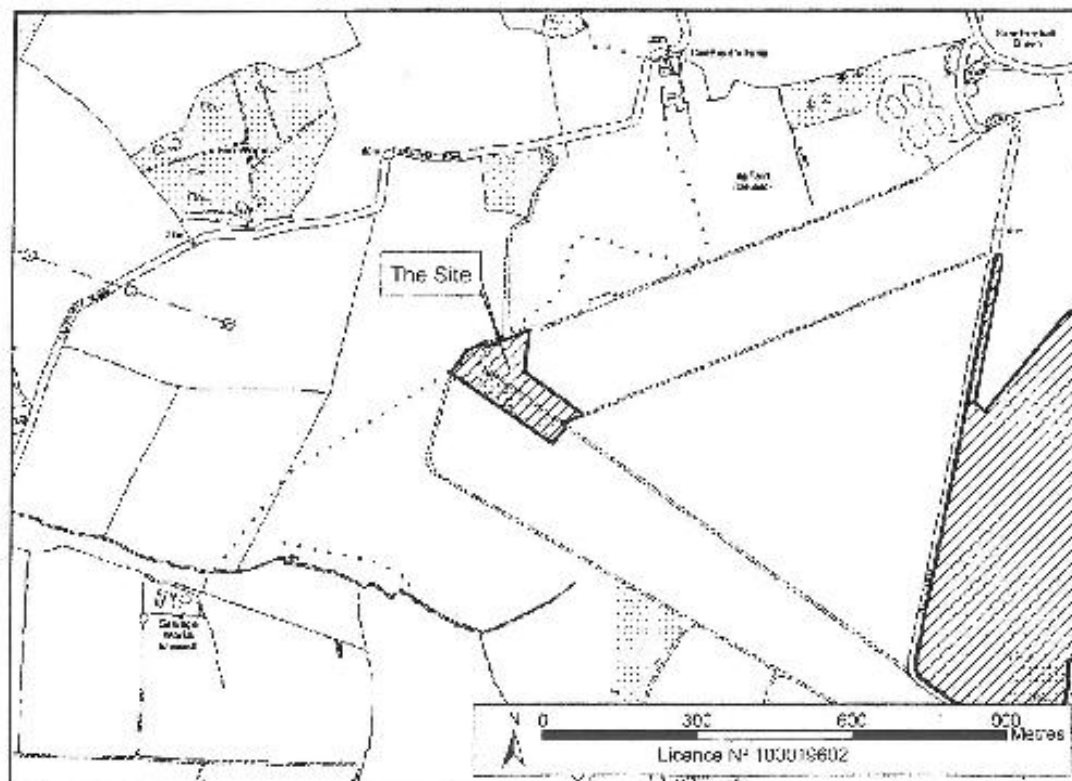
date 25 June 2004

MINERALS AND WASTE

The extension of the existing composting facility to include the formation of 16,000m² of hard standing, a lagoon, portacabin and fuel storage area together with the export of up to 20% per annum of composted material and the retention of a weighbridge. Birch Airfield, Blind Lane, Birch, Colchester. JF and CM Strathearn
ESS/11/04/COL

Report by Development Control Manager

Enquiries to Lesley Stenhouse – Tel: 01245 437695



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DR/042/04

1. **BACKGROUND**

On-farm composting facilities have formerly been considered ancillary to conventional farm activities and have therefore not required planning permission. This view has now been superseded by guidance from the Planning Officers Society who advises that both new on-farm composting facilities and extensions to existing on-farm composting facilities require planning permission.

Part of the site at Birch Airfield is currently operating as a small-scale composting facility, processing green waste from civic amenity sites, re-cycling centres and kerb side collections from the Colchester area. As operations commenced in June 2002 the development did not require planning permission. Furthermore, due to the current, limited, capacity of the site to process waste the site has been exempt from a Waste Management Licence issued by the Environment Agency. The Applicants now wish to enlarge existing on-site operations and, in view of the recent planning guidance described above, approval is sought for the regularisation and extension of the composting facility. The Applicants have also been in discussion with the Environment Agency regarding the provision of a Waste Management Licence for the proposed site.

2. **SITE**

The site is located some 3 kilometres west of the village of Birch. Vehicular access to the site is from Blind Lane, a road off the B1022 Maldon to Colchester Road.

The site, of approximately 2 hectares in area, is located on the periphery of an area of land known as Birch Airfield - an airstrip created on farmland for use in World War II. At the end of the War the land forming the airfield was returned to arable farm use. Some hard standing used in connection with the airstrip remains intact including a concrete runway some 1000m in length that runs in an east-west direction from Blind Lane. The runway is currently used as the haul road into the existing composting facility.

The site does not have the benefit of any special landscape designations and is situated in a flat area of ground surrounded by an expanse of open agricultural land. There are a number of established trees on the boundary of the site that screens views into the site from the south-west. The nearest dwellings from the application boundaries are: Cantfield's Farm some 720m to the north-east, Palmers Farm and Cottage, approximately 1200m to the south-east, Birch Holt Cottages around 800m to the south and Messing Lodge some 950m to the west.

3. **PROPOSAL**

The proposal is for the regularisation and extension of the existing composting facility including the retention of an existing weighbridge to process 20,000 tonnes of compostable material per annum. The extension of the facility would require: the formation of 16,000m² of impermeable hard standing at the north-east of the site; the construction of a lagoon with a surface area of 756m² at the north of the site; the erection of a portacabin, incorporating an office a rest-room and toilet

facilities, measuring 18m² which would be centrally located within the site and the creation of a fuel storage area measuring 8.75m² with associated bunding. A tree planting scheme and additional bunding to provide further screening around the site is also proposed.

From the 20,000 tonnes of material that would be brought onto site annually 12,000 tonnes of compost would be produced. Of this, 80% (9,600 tonnes p/a) would be for use within the farm, the residual 20% (2,400 tonnes p/a) would be exported off the site for sale.

The green waste material would be delivered and deposited on the hardstanding. The material would be checked for contaminants, e.g. polythene, and any heavily contaminated loads would be rejected and reloaded into the delivery vehicle for disposal at a local landfill site. If a load was accepted and subsequently found to be tainted the contaminated material would be removed from the composting process and placed into a hired skip for removal off site. All accepted green waste would be stockpiled and, after deposit of a reasonable volume of material, it would be shredded using on-site plant. The shredded material would be moved to form windrows in a composting area that would be situated on the south-western part of the site. Each windrow would measure approximately 15m in length, 4m in width and 3m in height. The windrows would be turned on a regular basis using on-site plant. Any leachate generated would be contained on site, directed into a lagoon via a drainage system and then pumped onto the windrows as necessary.

After maturation the compost would be screened and any reject woody material would be returned to the composting process. The screened material would be stockpiled in the north-eastern area of the site until ready for use on the farm or for export off the site. Litter picking would be undertaken throughout the duration of the composting process.

The proposed hours of operation for delivery and processing of waste are:

0700 – 1800 Monday – Friday

0800 – 1600 Saturday, Sundays and Public Holidays

The proposed daily heavy goods vehicle movements (in and out) are estimated to be average of 10 and a maximum of 14. In addition it is proposed that a further 30 lorries would enter and leave the site per year to collect compost for off-site sale.

4. POLICIES

The following policies of the Essex and Southend on Sea Replacement Structure Plan (RSP), adopted 2001, the Essex and Southend Waste Local Plan (WLP), adopted 2001 and the Colchester Local Plan Deposit Draft, (CLPDD) 1999, provide the development plan framework for this application. The following policies are of relevance to this application:

	<u>RSP</u>	<u>WLP</u>	<u>CLPDD</u>
Protecting the Natural and Built Environment	CS2		
Sustainable New Development	CS4		
Rural Areas not in the Green Belt	C5		
New Uses for Former Airfields	RE4		
Sustainable Transport Strategy	T1		
Freight Movement	T13		
Provision for Waste Management Facilities & Best Practicable Environmental Option	WM1	W3A	
Criteria for Development Control	WM3	W10E	
Highways		W4C	
Outdoor Composting		W7B	
Alternative Sites		W8C	
Hours of Operation		W10F	
Countryside			CO1

5. CONSULTATIONS

COLCHESTER BOROUGH COUNCIL - Is supportive of the principle of re-cycling and the composting of green waste. The Council is however concerned that the development could have an adverse impact upon the amenity of the area, particularly from vehicular activity and environmental pollution. The Council also objects to use of any roads other than the A12 and the B1022 and would not wish to see the use of any village or rural routes. The Council suggests that these concerns could be addressed through a restriction in the way the site is operated, good management and control measures. If planning approval is granted the following conditions are suggested:-

a) Pollution Control

- (i) A water supply shall be readily available and applied when necessary to windrows and shredding and screening to ensure no wind whipping occurs.
- (ii) The windrows shall be turned as frequently as is necessary to minimise anaerobic respiration, and, in turn, to minimise odours.
- (iii) Shredders and screeners shall be sited sensitively utilising the absorptive qualities of the windrows to minimise noise.
- (iv) All vehicle movements to and from the site should be limited to 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours Saturday and not at all on Sundays and Public Holidays.

b) Highway matters

- (i) No further development shall take place until a scheme for the management and control of vehicle generation to and from the site, including details of proposed routes to be taken by heavy goods vehicles,

has been submitted to and agreed with Essex County Council as the appropriate Planning Authority.

c) Landscape

- (i) Before any works commence on site, details of tree and/or shrub planting and an implementation timetable shall be submitted to and approved in writing by the appropriate Planning Authority. This planting shall be maintained for at least five years following contractual practical completion of the approved development. In the event that trees and/or plants die, are removed, destroyed or in the opinion of the Planning Authority fail to thrive or are otherwise defective during such a period, they shall be replaced during the first planting season thereafter to specifications agreed in writing with the Planning Authority.

d) General

- (i) There shall be no sales of compost on the site to members of the public in the interests of the amenity of the area.

Comment: Agreed in respect of c (i) and d (i). The Application and accompanying Supporting Statement states that the requirements of a (i), a (ii) and a (iii) will be undertaken. These activities can therefore be enforced through a general condition concerning compliance with submitted details. See Appraisal concerning a (iv) and b (i).

ENVIRONMENT AGENCY - Has no objection to the proposed development. The Environment Agency has supplied the Applicants with further guidance and advice, concerning composting operations and the requirements of a Waste Management Licence.

A bowser should be provided to assist in damping down and spraying the haulage roads and compost during dry conditions to prevent dust.

Comment: See Appraisal.

ENGLISH NATURE - The development outlined in the application is not likely to affect a Site of Special Scientific Interest.

The proposal may affect one or more Sites of Importance for Nature Conservation/County Wildlife Sites, therefore it is advised that Essex Wildlife Trust are consulted for more information.

If a protected species is suspected or present on site an Ecological Survey should be undertaken by the Applicants prior to determination.

It is understood that a scheme of planting and landscaping of the site is proposed with the primary purpose of screening the extended composting facility. Opportunities should be taken where possible to improve the area in the long-term for wildlife.

Comment: Noted. Consultation has been undertaken with Essex Wildlife Trust.

ESSEX WILDLIFE TRUST - Any views received will be reported.

COUNTRYSIDE AGENCY - Does not wish to comment on the proposal. The scheme does not constitute an exceptional circumstance whereby the Countryside Agency would wish to consider direct involvement in the development control process.

COUNTY NOISE CONSULTANT - It would be necessary to impose noise limiting conditions which are sufficient to ensure protection of the amenity of local residents should planning permission be granted for this application. The noise from the shredder and trommel is potentially very intrusive, but the shredding is only likely to take place once or twice a week. These operations should be screened and the shredder and the trommel should not operate at the same time. There is no reason why this application should be refused on noise grounds subject to the proposed conditions. Nonetheless noise monitoring may be required as detailed by the Waste Planning Authority (WPA) where it becomes necessary to demonstrate compliance with the limiting noise level.

Comment: Noted. See also Appraisal.

HIGHWAY AUTHORITY - The Highway Authority would not wish to raise an objection to the above application subject to the following:

- 1) The proposed access shall be improved to provide the following:
 - A hardened surface bell-mouth with 2 no. 10.5 metre kerbed radii
 - 120 x 4.5 x 120 metre visibility splay
 - A hardened surface for a minimum distance of 50 metres into the access from the Blind Lane carriageway edge
 - Any gates a minimum distance of 20 metres from the Blind Lane carriageway edge and shall open towards the proposal site only.
- 2) The B1022/Blind Lane junction shall be improved to provide the following:
 - 2 no. 10.5 metre kerbed radii
 - Additional warning signs and road markings. Details to be agreed with the Highway Authority
 - There shall be a maximum of 14 heavy goods vehicle movements per working day (7 in and 7 out) using the proposed access off Blind Lane
 - There shall be a maximum weight restriction placed upon any heavy goods vehicle using the proposed access off Blind Lane. Details to be agreed with the County Planning Authority and Highway Authority
 - All heavy goods vehicles using the proposed access off Blind Lane shall turn left in and right out only. Details to be agreed with the County Planning Authority and Highway Authority
 - Space shall be provided within the proposal site to accommodate the parking, loading, unloading and turning of all vehicles visiting the site, clear of the highway and properly laid out and such space shall be maintained thereafter free of any impediment to its designated use,

further, in order to allow all vehicles to enter and leave the highway in forward gear.

- 3) All the above works would be required under a S278 Agreement.

Comment: See Appraisal.

HEAD OF WASTE, RECYCLING AND ENVIRONMENT - (Archaeology) Proposed soil stripping for the scheme may expose archaeological deposits and it is advised that archaeological monitoring of the groundworks and excavation, where appropriate, should take place. A condition requiring the submission and approval of a scheme of investigation should be attached to any grant of planning consent.

Comment: Agreed.

(Landscape and Ecology) Increasing planting and filling gaps in the existing hedgerows to the north and west of the site should be a priority. More details of the proposed mix around the site and on the soil bund are needed.

Comment: Agreed - could be covered by a suitable condition.

(Waste & Recycling) Fully supports the proposal. The Applicants are existing contractors of Essex County Council. The current facility is a well run composting operation which fulfils or exceeds the rigorous requirements of the contract with Essex County Council.

Comment: Noted.

BIRCH PARISH COUNCIL - Concerned about the suitability of the local highway network. Large vehicles are already using a route through the hamlet of Hardys Green. Also concerned regarding odour emissions from the site

Comment: See Appraisal

LAYER MARNEY PARISH COUNCIL - The Parish Council is concerned about traffic impacts, litter pollution, the selling of compost on site, odour, vermin, noise impacts and the effectiveness of proposed irrigation measures.

Comment: See Appraisal

MESSING CUM INWORTH PARISH COUNCIL - Favours schemes to recycle waste but is concerned that there appears to be a lack of thought and planning with regard to the provision of any infrastructure to support this scheme. The Parish Council is concerned regarding the suitability of the local road network, the suitability of the Blind Lane/B1022 junction, lack of control or effective supervision of the routes that contracted drivers will use and access into the site.

Comment: See Appraisal

Local Member – COLCHESTER – Tiptree - Any views received will be reported

6. REPRESENTATIONS

The application was advertised in accordance with statutory guidelines. Five letters of representation have been received comprising of: two letters from members of the public; one letter from a Planning Agent on behalf of a local resident; one letter from the Planning Secretary of a Local Heritage Society and one letter signed by two District Councillors. The following planning issues were raised:-

<u>Representation</u>		<u>Comment</u>
GENERAL		
a)	Agree with proposed green waste composting unit however would like some assurance that that waste will be disposed of in accordance with standards set in British Standard Institute (BSI) PAS 100:2002.	The Applicants have indicated in the Supporting Statement accompanying the planning application that the site will be managed in accordance with BSI PAS 100.
	The scale of operations should be limited to reduce the impact on the locality.	The scale of the operation is restricted to that detailed in the Application. Any future extension of the site would require further approval from the WPA. See also Appraisal regarding impact on amenity.
	Agree that at present the site is run in a most proper manner with minimal disturbance, if any, to local residents.	Noted.
	Question the appropriateness of the location in sustainability terms. The proposal will create numerous and lengthy round trips and will cause more traffic pollution compared to a strategic location close to the source of material and the collection point.	See Appraisal.
	Can the volumes of green waste be treated at source?	The green waste is collected from civic amenity sites, recycling centres and kerb side collections from the Colchester area. These locations tend to be in built-up areas that are unsuitable for outdoor composting facilities in respect of proximity to dwellings.
VEHICLE MOVEMENTS / HIGHWAY IMPACTS		
	Suitable sized vehicles should be used to keep journeys to a minimum.	See Appraisal.

	Vehicles are to be the road train type, high capacity vehicles and wherever possible the loads to be compacted.	See Appraisal.
	It will be difficult to impose enforceable routes to the site or enforce the size of trucks that are used. A full Traffic Impact Assessment should be submitted.	See Appraisal.
	Whilst we have no objection to the scheme we strongly request that approval only be given if the Operators of the site firmly regulate the accessing of traffic to and from the site via the Maldon Road and Blind Lane.	See Appraisal.
	Traffic should be compulsory routed along the A12 to Tollgate, then to the Birch Facility.	See Appraisal.
	All vehicles servicing the site should use agreed road routes i.e. all vehicles from Colchester taking the Colchester-Maldon Road and vehicles from Braintree, Witham etc. taking the A12 road. Vehicles should not be routed through Kelvedon, Feering, Inworth, Messing or Tiptree.	See Appraisal.
ADDITIONAL INFORMATION		
	The proposed scheme should be accompanied by an Environmental Statement.	A Screening Opinion has been undertaken by the WPA who have concluded that an Environmental Statement is not required to this proposal due to its scale and nature.
	The results of an 'Environmental Impact Study' should be made known to local residents, Parish Councils and District Councillors.	See above, also Colchester Borough Council have been informed of the outcome of the Screening Opinion.
VISUAL IMPACT		
	Birch Parish Council and Layer Marney Parish Council should be consulted on any fencing and landscaping details.	Noted. Conditions would be placed on any grant of planning approval requiring the Applicants to submit schemes, for approval by the WPA, relating to fencing and landscaping details. The

		submitted schemes would be sent to the District and Parish Councils for comment.
	The fencing and tree planting are not adequate to provide an effective screen to the development.	See above.
HOURS OF OPERATION		
	No objection to weekday working/hours but strong objection to working on Saturdays, Sundays and Bank Holidays so that residents may have the quiet enjoyment of their homes.	See Appraisal.
DUST / ODOURS / NOISE / LITTER		
	Current levels of activity on the site already cause a noticeable odour which is experienced by many neighbours in the surrounding area. The proposed scale of the enterprise will inevitably increase the incidence of odour problems which will be difficult to mitigate.	See Appraisal
	The scale of the enterprise will create noisy traffic movements. Warning sirens when HGVs reverse will be heard across the countryside and will be detrimental to the quiet enjoyment of the countryside. This is unacceptable with a 365 days a year operation.	Noise consultants are satisfied with the information provided nonetheless appropriate noise limiting conditions would be attached to any grant of planning approval.
	Concerned at odours arising from the disposal and turning of the waste.	In order to prevent anaerobic degradation (the cause of odour) the Applicants have confirmed that regular shredding and turning of the material together with temperature monitoring, as stipulated and regulated by the Environment Agency, would be undertaken.
	We note the Applicants intentions to fence the entire site in 6 ft. to 8 ft. fencing to provide adequate litter screening.	Following comments received during a public meeting the Applicants have confirmed that fencing of the entire site is proposed. Any grant of planning approval would require the

		Applicants to submit to the WPA, for approval, details of proposed fencing.
	We understand there is no access to water and in dry and windy conditions the compost will become extremely friable and dusty. Dust control methods would need to be implemented to avoid pollution.	Water from the lagoon would be used to irrigate the windrows. In addition appropriate landscaping and bunding of the site would control dust nuisance.
	Inadequate information is provided in relation to drainage and surface water run-off, including the functioning of the lagoon.	The construction of the lagoon is a requirement of the Waste Management Licence issued by the Environment Agency. As such the efficiency of the lagoon and associated drainage is a matter for the Environment Agency.
POLICY ISSUES		
	<p>The scheme conflicts with several elements of Policy WM3 'Development Control' in the Essex and Southend-on-Sea Replacement Structure Plan. These are;</p> <ul style="list-style-type: none"> • Amenity of neighbouring occupiers from noise, smell and dust • The impact of road traffic generated by the development on the highway network • The availability of different forms of transport. • The availability of adequate water supplies and the effect of the development on land drainage. 	See Appraisal concerning impact on amenity.

7. **APPRAISAL**

The key issues are: principle of development/location; landscape issues; highway issues (lorry routing, vehicle movements to and from the site, the suitability of the local road network to cope with the proposed traffic increase and the need for a Traffic Impact Assessment) and impact on amenity (hours of operation, dust, odour, noise, litter, vermin, effectiveness of irrigation measures and on-site compost sales).

a. **PRINCIPLE OF DEVELOPMENT & LOCATION**

The main issues concerning the principle of the development and its location are: the need for composting; the sustainability of the proposal and the appropriateness of the proposed location.

In respect of the need for composting:-

An aim of the European Landfill Directive is to significantly reduce the amount of biodegradable materials that are disposed of in landfill sites in the UK. A principle waste management option for achieving this statutory requirement is composting. The principle of outdoor composting is supported in policies W3A and W7B of the WLP and policy WM1 of the RSP.

In respect of the sustainability of the scheme:-

The principle of the proposal accords with policy WM1 of the RSP concerning the provision of waste facilities and policy W3A of the WLP to encourage waste management operations further up the hierarchy in accordance with the Best Practicable Environmental Option (BPEO). In addition concern has been expressed with regard to the sustainability of the proposal in respect of its proximity to source waste material. The proposal would enable the continuation of green waste, generated from the North Essex area, to be composted locally thereby reducing lorry movements across the County. This accords with policies CS4 and T1 of the RSP.

With regard to the appropriateness of the location of the proposal:-

Policy W7B of the WLP states that proposals for outdoor waste composting facilities will be supported at sites within the rural area subject to, amongst other criterion, the site having existing hardstanding. Whilst the proposed development would utilise the existing hardstanding an extension to this area is proposed. The majority of the compost would be applied to adjacent farm land as a soil improver and, in addition, the site does not benefit from any special landscape designations and is a significant distance from the nearest dwellings. The proposal is therefore, on balance, considered to meet the overall principle of policy W7B. In this respect the proposal also accords with policy W8C of the WLP which supports alternative sites in rural areas for small scale waste management facilities where the proposal accords with policy W7B. In addition policy RE4 of the RSP supports the re-use of former airfields for uses related to agriculture.

b. **LANDSCAPE ISSUES**

The site is not within, or adjacent to, an area of land with special landscape designations. In addition the nearest properties are over 500m from the site boundary and the existing on-site vegetation screens views into the site from the south-west. However further landscaping and fencing, secured through appropriate conditions, would ensure that the character of the rural landscape would not be compromised thus meeting the requirements of policies CS2 and C5 of the RSP and policy CO1 of the CLPDD.

c. HIGHWAY ISSUES

The relevant policies with regard to highway matters are W4C of the WLP and T13 and WM3 of the RSP.

Concerns have been raised regarding lorry routeing, vehicle numbers to and from the site, the suitability of the local road network to cope with the proposed traffic increase, and the need for a Traffic Impact Assessment.

Lorry routeing

It is proposed that access to the site is from Blind Lane, a road off the B1022 Maldon to Colchester Road. Concern has been raised that lorries would also use minor roads in the vicinity to access the site. Of particular concern is the use of the road network to the north-east of the site leading to nearby villages. Whilst the WPA cannot impose conditions concerning lorry routing on the public highway a condition requiring the Applicant to submit to the WPA, a scheme of measures detailing how the Applicant would ensure appropriate routes would be used by contractors could be attached to any grant of planning permission.

Vehicle numbers

A condition imposing a restriction on vehicle numbers entering and leaving the site has been proposed by the Highway Authority in order to satisfy concerns raised regarding an increase in lorry movements in the area. Consequently the Applicant has indicated that 'road-train' vehicles would need to be used to keep journey movements within the permitted numbers. The Highway Authority has confirmed that this would be acceptable. The Highway Authority has also confirmed that due to the numbers of vehicle movements proposed in connection with the development a Traffic Impact Assessment would not be required.

Local Road Network

In order to address concerns regarding the suitability of the local road network the Applicants would be required to carry out engineering improvements at the access point into the site and at the junction with Blind Lane and the B1022 to improve the local road infrastructure. The Applicants have confirmed their agreement to carrying out the proposed works.

In view of the proposed routing, access improvements and restriction on the movement of waste material the development would comply with WLP policy W4C and RSP policies T1, T13 and WM3.

d. IMPACT ON AMENITY

The relevant policies are WM3 of the RSP and W7B, W10E and W10F of the WLP. Policy WM3 and W10E relate to general development criteria needed in order to mitigate against unacceptable impacts. Policy W7B (Outdoor composting) states that proposals for outdoor waste composting facilities will be supported at sites within the rural area subject to the site not being detrimental to the amenity of any nearby residential area or harmful to the character of the rural area.

Concerns have been raised regarding hours of operation, dust, odours, noise, litter, vermin, effectiveness of irrigation measures and on-site compost sales.

Hours of operation

It is proposed that the site would operate at weekends and at public holidays to fulfil the requirements of Essex County Council as the Waste Disposal Authority whereby composting facilities must be open 7 day per week to receive waste from civic amenity sites and recycling centres. (Under Section 51 of the Environmental Protection Act civic amenity sites and recycling centres cannot retain green waste for more than two days). However, in order to protect the amenity of the nearest residential properties the Applicants have agreed to a restriction in the hours of processing. This restriction could be ensured by a standard condition and whilst not as prohibitive as that proposed by Colchester Borough Council it would ensure that the receipt and processing of waste is limited to set hours to meet policy W10F of the WLP.

Dust nuisance

The bunding and screening proposed around the site would help to minimise any dust nuisance. Furthermore the windrows would be irrigated during dry weather using water from the lagoon. However, in order to meet the requirements of policy WM3 of the RSP and W10E of the WLP and the advice of the Environment Agency a condition requiring the submission of a dust management scheme could be attached to any grant of planning approval.

Odour issues

Failure to regularly turn the windrows could cause the material to turn anaerobic and result in odour problems. This would be contrary to good practice and would result in poor quality compost. The turning of the windrows would be a matter for the EA in respect of the Waste Management Licence.

Noise nuisance

Noise consultants are satisfied with the information provided. Nonetheless appropriate noise limiting conditions have been suggested by the consultants and would be attached to any grant of planning approval. This would meet the requirements of policy WM3 of the RSP and W10E of the WLP.

Litter

Litter has not been previously been identified as a major issue, nevertheless, the Applicants have confirmed that litter picking and monitoring would be undertaken throughout the composting process on a regular basis. Furthermore, additional landscaping and bunding and the erection of a perimeter fence are proposed around the site which would reduce incidences of wind-blown litter. In addition the site would be regular monitored by the Environment Agency in respect of litter.

Vermin

Pest controls are proposed if vermin become an issue, however these are matters for the Environment Agency to address within the Waste Management Licence.

Irrigation measures

The construction of the lagoon is a requirement of the Waste Management Licence issued by the Environment Agency. As such the lagoon and associated

drainage must conform to the specific requirements of the Environment Agency. The Environment Agency do not require further details to be submitted as part of the planning application.

On-site sales

The Applicant has confirmed that on-site sale of compost does not form part of the proposal. However, in order to ensure that there is minimal disturbance to the amenity of nearby residents and to further control on-site activities is felt that a condition restricting the sale of compost on-site should be attached to any grant of planning permission.

To conclude it is considered that the proposal, subject to appropriate conditions, would not be contrary to policy WM3 of the RSP and WLP policies W10E and W10F.

8. CONCLUSION

The processing of green waste to produce compost is acknowledged as a sustainable approach to waste management further up the waste hierarchy and diverts waste away from landfill. In addition there is a recognised need to provide composting facilities to serve the North Essex area and as a consequence reduce traffic movements over the County.

Due the scale and nature of the proposal and the measures proposed to mitigate against adverse impacts there would be minimal impact on the highway network, the surrounding landscape and on the amenity of the local area.

The site is already operating to a limited extent. Approval to regularise and extend the existing operations would allow the Waste Planning Authority the opportunity to control activities on site.

9. RECOMMENDED

That, subject to the First Secretary of State not calling in the application, planning permission be granted subject to the following conditions:-

General

- 1 C1 - Commencement within 5 years
- 2 G1 - Compliance with submitted details
- 3 G2 - Control of development
- 4 No sale of compost on site

Composting

- 5 Co1 - Green waste only

- 6 Co3 - No material to be stockpiled, deposited or formed into windrows to a height exceeding 3 metres

Amenity

- 7 A2 - Operations authorised or required by this permission shall only be carried out between the following times:-

0700 hours and 1830 hours Monday to Friday,
0700 hours and 1300 hours Saturdays,

and at no other time or on Sundays and Public Holidays except for emergency maintenance and monitoring of the composting facility, unless otherwise approved in writing by the Waste Planning Authority. For the avoidance of doubt, all vehicles in excess of 7.5 t gvw and contractors vehicles in excess of 3.5 t gvw associated with the operations shall not be allowed to enter or leave the site outside of these times.

The aforementioned times shall be subject to the following limitation/exceptions :

- a. The operation of plant and machinery for the stripping of soil construction of screen bunds or the extraction of sand and gravel shall not commence before 0800 hours prior to the completion of the screen bunds related to the phase being worked and intended to afford visual and aural protection to nearby residents.
- b. Waste arising under the Environmental Protection Act 1990 Section 51(1)(b) received only, and no processing, between the following times:
- 1300 - 1700 hours Saturdays
0900 - 1600 hours Sundays and Public Holidays

- 8 A4 - Skip location

- 9 A6 - Lighting

Noise

- 10 N1 - All plant and machinery shall only operate during the permitted hours, except in an emergency, and shall be silenced at all other times in accordance with the manufacturer's recommendations
- 11 The free-field Equivalent Continuous Noise Levels ($L_{Aeq,1h}$) at the noise sensitive premises adjoining the site named Cantfield's Farm, Palmers Farm and Cottage, Birch Holt Cottages and Messing Lodge, due to the permitted operations on the site, shall not exceed the limits set out below:-

55db – where the background noise level (L_{Aeq}) without the permitted operations exceeds 45dB;

$L_{Aeq} + 10$ DB – where the background noise level (L_{Aeq}) without the permitted operations lies between 35 and 45 dB;

45 dB – where the background noise level (L_{Aeq}) without the permitted operations is 35 dB or less.

- 12 The shredder and trommel screen shall not be operated at the same time.
- 13 No audible warning device shall be used on any mobile plant except in accordance with details to be submitted to and approved in writing by the Waste Planning Authority and subsequently implemented in accordance with the approved details.
- 14 N4 - Noise levels to be monitored within the first three months of commencement. Details to be submitted for approval to the WPA.

Dust

- 15 D1 - Submission of dust suppression details

Landscape

- 16 L1 - Submission of landscaping details
- 17 L2 - Replacement of trees/shrubs in event of failure
- 18 Submission of fencing details

Pollution

- 19 P3 - Storage of fuels or chemicals

Highway Safety and Amenity

- 20 No operations, works or development shall commence until a S278 Agreement under the Highways Act 1980 has been entered into with the Highway Authority regarding improvements to the access arrangements at the site entrance and the junction of Blind Lane and the B1022 as agreed in principle in the Applicants letter dated 20 May 2004.
- 21 Unless with the prior agreement of the Waste Planning Authority in writing, no more than a total of 14 vehicle movements (7 in and 7 out) in excess of 7.5 tonnes gvw carrying waste shall enter the site on a full working day and a total of 14 such vehicle movements (7 in and 7 out) on Saturdays, Sundays and Public Holidays. The daily number of laden vehicles arriving at the site shall be made know to the Waste Planning Authority within 7 days of a written request for that information.

- 22 No importation of waste shall take place until scheme of measures instructing drivers coming to and departing from the site has been submitted and approved by the Waste Planning Authority and subsequently implemented in accordance with the approved scheme. The scheme shall indicate that all heavy goods vehicles using the proposed access off Blind Lane shall turn left in and right out only.
- 23 H3 - The surfaced section of the access road, from the junction with Blind Lane shall be kept free of mud and detritus by cleaning as often as necessary to ensure that such material is not carried onto the public highway.

Archaeology

- 24 Ar1 - No development or preliminary groundworks of any kind shall take place until the Applicants have secured the implementation of a programme of archaeological investigation in accordance with a written scheme of investigation, which has been submitted by the Applicants and approved by the Waste Planning Authority.

Soil Handling and Storage

- 25 S12 - Retain soils on site
- 26 S11 - Topsoil and subsoil to be stripped and stored separately. Grass seeded and maintained in a weed free state.
- 27 Soils only handled when dry and friable

BACKGROUND PAPERS

Consultation replies

Letters of representation

Ref: P/DC/Claire Franchitti/ESS/11/04/COL

LOCAL MEMBER NOTIFICATION

COLCHESTER - Tiptree