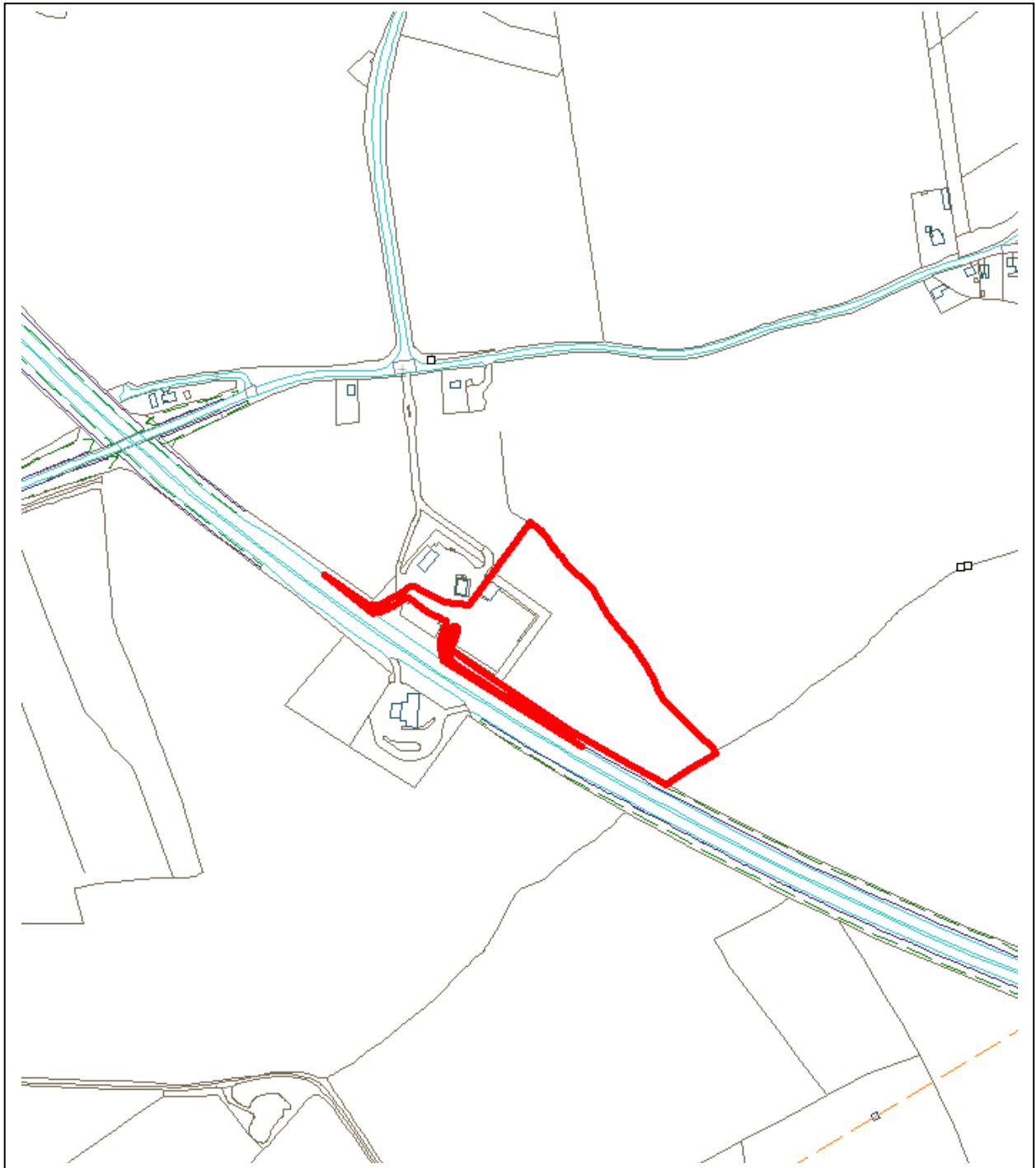


PLANNING COMMITTEE

28 MAY 2013

REPORT OF THE HEAD OF PLANNING

**A.5 - PLANNING APPLICATION - 13/00397/CMTR - LAND ADJACENT TO A120
NORTH ARDLEIGH, CO7 7SL**



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| Application: | 13/00397/CMTR | Town / Parish: Ardleigh Parish Council |
| Applicant: | Essex County Council | |
| Address: | Land adjacent to A120 North Ardleigh, CO7 7SL | |
| Development: | Proposed development of a waste transfer station comprising: erection of a building for the transfer/bulking of municipal waste, together with ancillary development including dual weighbridge, weighbridge kiosk, office & staff welfare building, firewater holding tank and pump-house, electricity sub-station, infiltration basin to manage surface waters and associated pipework, package sewage treatment plant, vehicle wash system, staff parking, vehicle hard-standing, fencing, landscaping. | |

1. Executive Summary

- 1.1 This is a "County Matter" application and the District Council is a consultee. As such, the Council has no powers of determination but has been invited to make comments to Essex County Council.
- 1.2 The proposal is to develop a Waste Transfer Station (WTS) to allow for the bulking of municipal and residual waste from Tendring District and Colchester Borough before transfer to larger vehicles and moving on to a new strategic recovery and recycling facility at Basildon. No processing of waste will occur at the site. All waste handling operations will take place within a purpose-built fully enclosed building. There will be no public use of the WTS. Means of vehicle access will be via the existing slip roads off and onto the eastbound carriageway of the A120. Vehicles using the site will be routed between the Ardleigh Crown Interchange and Frating Roundabout. The operating hours of the site will be: Monday-Friday 6.00am-8.00pm and Saturdays/Sundays/Public Holidays 8.00am-4.00pm. Peak times for use of the A120 by commuter traffic (between 8.00am-9.00am and 5.00pm-6.00pm) will be largely avoided and the peak time for use of the WTS will be between 2.00pm-3.00pm. The use of a smaller number of larger vehicles in the bulk transfer of waste will result in a calculated saving of about 1,600 vehicle miles/day. Four full-time and two part-time jobs would be created.

Recommendation:

That Tendring District Council supports the proposal by Essex County Council to provide a Waste Transfer Station at Ardleigh, to serve Tendring District and Colchester Borough in accordance with the details contained within the submitted application and subject to any and all such controls as may be required to safeguard highway safety and local and rural amenities, including limiting the hours of operation and the provision of a suitable landscaping scheme and measures to ensure that the environmental effects of the proposed use upon adjacent land are minimised, including in respect of odour, dust, noise and lighting.

2. Planning Policy

National Policy:

National Planning Policy Framework

Planning Policy Statement 10: Planning for Sustainable Waste Management

Local Plan Policy:

Adopted Tendring District Local Plan (2007)

| | |
|------|---|
| QL1 | Spatial Strategy |
| QL3 | Minimising and Managing Flood Risk |
| QL9 | Design of New Development |
| QL10 | Designing New Development to Meet Functional Needs |
| QL11 | Environmental Impacts and Compatibility of Uses |
| EN1 | Landscape Character |
| EN4 | Protection of the Best and Most Versatile Agricultural Land |
| EN6 | Biodiversity |
| EN6a | Protected Species |
| EN6b | Habitat Creation |
| EN13 | Sustainable Drainage Systems |
| TR1 | Development Affecting Highways |
| TR7 | Vehicle Parking at New Development |
| TR9 | Access of Freight to Transport Networks |

Tendring District Local Plan Proposed Submission Draft (2012)

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|-------|--|
| SD1 | Presumption in Favour of Sustainable Development |
| SD5 | Managing Growth |
| SD8 | Transport and Accessibility |
| SD9 | Design of New Development |
| SD10 | Sustainable Construction |
| PRO12 | Freight Transport and the Movement of Goods |
| PLA1 | Development and Flood Risk |
| PLA3 | Water Conservation, Drainage and Sewerage |
| PLA4 | Nature Conservation and Geo-Diversity |
| PLA5 | The Countryside Landscape |

PLA6 The Historic Environment

Essex and Southend Waste Local Plan (2001)

For the sake of completeness the relevant policies are reproduced in full below:

Policy W3A

The Waste Planning Authorities (WPAS) will:

1. In determining planning applications and in all consideration of waste management proposals have regard to the following principles:

The waste plan:

- 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.

Policy W4C

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.

Policy W8B

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:

- existing general industrial areas;
- areas allocated for general industrial use in an adopted local plan;

The waste plan 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.

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.

Policy W10E

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:

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.

Essex and Southend Waste Development Document (2011) (WDD)

Preferred Approach 5. WTS is required in the vicinity of Colchester/Tendring.

3. Relevant Planning History

3.1 None relevant to the site.

3.2 The adjacent site has the following planning history:

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| 90/00047/ADV | Illuminated canopy signs, 1 No. illuminated pole sign, fascia sign to sales building, spanner panels etc. | Withdrawn | 10.09.1993 |
| 93/01064/ADV | (Service Area, Slough Farm, A120 Eastbound, Ardleigh) Signage (illuminated) for new service station (north site) | Approved | 03.02.1994 |
| 95/00886/FUL | (Slough Farm, Ardleigh (2 sites fronting onto A120)) 40 bedroom travel lodge and 80 seat family restaurant with self-contained sewage treatment works (renewal of planning permission TEN/1256/90) | Approved | 26.09.1995 |
| 96/00751/FUL | (Ardleigh Service Station (North), A120 Harwich Road, Ardleigh) Use of part of petrol station shop as a hot food servery | Withdrawn | 09.07.1996 |
| 98/00141/FUL | (Texaco Service Station, A120 Harwich Road, Ardleigh) Installation of ATM machine and relocation of existing window | Approved | 13.03.1998 |
| 98/00144/ADV | (Texaco Service Station, A120 Harwich Road, Ardleigh) Wall mounted illuminated sign | Approved | 31.03.1998 |
| 04/00544/FUL | Demolition of existing canopy; provision of HGV parking area with associated cafe; provision of workshop and extension of existing forecourt building to form office relating to transport depot; provision of landscaping | Withdrawn | 07.07.2004 |
| 04/01332/FUL | Change of use from petrol filling station to restricted truck stop and haulage depot. | Approved | 06.10.2004 |
| 05/01198/ADV | Totem framed sign | Approved | 09.09.2005 |
| 07/01231/FUL | Change of use of land from truck stop and haulage depot to use for storage, refurbishment and hire of containers and erection of workshop, spray shop and mess room building. | Withdrawn | 12.12.2007 |
| 08/01237/FUL | Retention of 2 portable buildings | Approved | 11.11.2008 |

for use as rest room and for toilets.

08/01237/FUL Retention of 2 portable buildings Approved 11.11.2008
for use as rest room and for toilets.

4. Consultations

- 4.1 TDC Public Experience (Environmental Health) - As long as the building and associated plant is constructed/ installed and maintained (to take in consideration the predicted noise and odours emitted from the site) in line with the recommendations from the consultants Pollution and Environmental Control have no further comments to make.

5. Representations

- 5.1 Ardleigh Parish Council supports this application. However, it has expressed concerns about traffic safety, particularly at the Great Bromley junction and requested that any permissions must ensure that all traffic should be directed via the Horsley Cross and Crown Interchange junctions.

N.B. The Parish Council comments directly to Essex County Council and the representation is reported for information.

6. Assessment

- 6.1 The main planning considerations are:

- Need for the facility;
- Highway/Traffic impacts;
- Landscape impact; and,
- Local amenity impacts – rural and residential.

Need for the facility

- 6.2 The need for the facility arises from the Joint Municipal Waste Management Strategy which seeks, amongst other things, to reduce reliance on landfill as a means of waste disposal and increase the recovery and recycling of waste, in line with national policy. The proposed WTS is planned to form part of a wider network of facilities throughout Essex, which will include five WTS's and new strategic waste treatment facilities. The Capacity Gap Report (2011) which has informed the WDD has confirmed the need for a WTS in the Colchester/Tendring area to handle municipal waste generated in the Borough and District. For this reason, there is a need to site the facility in a location which is convenient to both areas.
- 6.3 At present, both the Tendring and Colchester refuse collection fleets travel to the landfill site at Stanway to dispose of waste. It is estimated that the proposed WTS will reduce the mileage travelled by the Tendring fleet by over 28,000 miles/year, saving over 7,000 gallons of fuel.

Highway/Traffic impacts

- 6.4 The proposed site is immediately adjacent to and accessed from the A120 trunk road. The Highways Agency is responsible for the management of trunk roads and is satisfied with the proposal. A Transport Assessment has been carried out and confirms that there is adequate capacity on the highway network and associated junctions to accommodate the WTS.

- 6.5 Means of vehicle access will be via the existing slip roads off and onto the eastbound carriageway of the A120. Vehicles using the site will be routed between the Ardleigh Crown Interchange and Frating Roundabout. The operating hours of the site will be: Monday-Friday 6.00am-8.00pm and Saturday/Sunday/Public Holidays 8.00am-4.00pm. The peak time for use of the WTS will be between 2.00pm-3.00pm when 41 x two-way movements could be generated. Peak times for use of the A120 by commuter traffic will be largely avoided (these are between 8.00am-9.00am when 2 x two-way movements could be generated and 5.00pm-6.00pm when 4 x two-way movements could be generated by use of the WTS).
- 6.6 The WTS will allow waste to be transferred into larger vehicles for delivery to Basildon for processing. This will reduce the numbers of journeys undertaken by smaller refuse collection vehicles and result in a calculated saving of about 1,600 vehicle miles/day.

Landscape impact

- 6.7 The main change to the local landscape will result from the provision of the building required for the bulking and transfer of waste. This will be 79m long x 35m wide x 11.8m high (to ridge) and include a 5m high (above ridge) ventilation stack. The building will be clearly seen from the A120. However, the immediate context is partly one of built development (which includes the existing café and truck stop/haulage depot and adjacent coach depot) and public views will be mainly limited to westbound traffic on the A120. The proposal will extend the area of developed land into the adjacent field to the north by about 50m and to the east by about 200m.
- 6.8 The site lies within an area of otherwise open plateau landscape where the adopted Tendring District Landscape Character Assessment requires that care be taken to blend new buildings with the landscape. Therefore it would be inappropriate to seek to try to hide the building behind earth bunds or vegetation. It is proposed to partly clad the exterior elevation of the building facing the trunk road with timber in order to give the impression of a barn-like structure, rather than an industrial building or warehouse. Other elevations will include exposed concrete walls with green vertical profiled metal sheeting above, under a grey vertical profiled metal sheet roof. Structural landscape planting will help to soften the appearance of the building.

Local amenity impacts – rural and residential

- 6.9 The proposal will inevitably have an impact upon nearby land uses, including the existing coach depot to the west. The two nearest dwellings are to the north and other residential properties also exist along Bromley Road, which runs generally to the north of the site in an east-west direction. Having regard to the essential operating requirements for the WTS, the operating hours proposed will provide some degree of protection against loss of amenity due to noise and disturbance. On-site waste management measures will be in place to ensure that dust and odour are controlled as required. Lighting will be provided as required for operational purposes and take into account the need to avoid overspill causing light pollution. The main building will operate with high speed doors to each of the eleven vehicle entrances, to aid environmental control.
- 6.10 The Council's Environmental Health Officer has considered the proposal, including the proposed measures to control noise and odour, which are acceptable.

Background Papers

None.