REPORT TO STRATEGIC PLANNING COMMITTEE

Date of Meeting	23 September 2015
Application Number	14/12003/WCM
Site Address	Stephenson Road Northacre Trading Estate Westbury BA13 4WD
Proposal	Advanced thermal treatment facility
Applicant	Northacre Renewable Energy Ltd
Town/Parish Council	WESTBURY
Ward	WESTBURY WEST
Grid Ref	385726 152035
Type of application	County Matter
Case Officer	Greg Lester

Reason for the application being considered by Committee

Application to be considered by the Strategic Planning Committee due to size and scale of project.

1. Purpose of Report

To consider the above proposal and recommend that planning permission be granted.

2. Report Summary

The main issues in the consideration of this application are as follows:

- Principle of Development
- Landscape and Visual Impact
- Transportation of Waste and Impact on Highway Safety
- Ecology and Biodiversity
- Impact on the Historic Environment
- Impact on Air Quality and Noise Impact
- Impact on Water Environment
- Airfield Safeguarding

3. Site Description

The application site is located on the Northacre Trading Estate on a parcel of land extending to some 2.4 hectares. The site is bounded by existing industrial development to the west in the form of Westbury Dairies and the Northacre Resource Recovery Centre to the east.

Access to the site is gained from Stephenson Road which serves the existing premises. Beyond Stephenson Road, access to the site is derived from the B3097 and A350.

The nearest residential properties are located to the south west at a distance of approximately 200 metres, and to the north east at a distance of approximately 400 metres.

The site area is currently rough grassland and has stockpiles of stored soil present. The site slopes down from the Resource Recovery Centre in the east to the Westbury Dairies buildings on the west side of the site. South of the site lies open countryside with the land rising to hills beyond. The site is bounded to the north by Stephenson Road and other commercial properties.

4. Planning History

W/00/00792/OUT	Employment development B1, B2 and B8 (outline) including details of realignment of Brook Lane
W/00/00825/FUL	Removal of condition 12 of outline planning permission W97/0903 and condition 10 of outline planning permission W99/1499 (requirement to include adequate access and land for the provision of a rail terminal)
W/00/00824/REM	Reserved matters: Milk processing and manufacturing facility with ancillary office and amenity block, energy centre, miscellaneous plant, associated highways, car and lorry parking and landscaping
W/01/00107/FUL	Variation of Condition 1 of planning permission 00/01725 (Archaeology condition)
W/00/01350/REM	Reserved matters - milk processing and manufacturing facility with ancillary office and amenity block, energy centre, miscellaneous plant, associated highways, car and lorry parking and landscaping (Revision of 00/00824/REM)
W/01/01264/OUT	Renewal of outline consent for industrial development
W/02/00764/REM	Reserved matters: Earth mounding, landscaping, effluent treatment plant and increase in height of energy centre flues
W/03/01323/FUL	Proposed Chiller Unit
W/04/00281/FUL	New balancing tank and chemical building
W/04/00314/HDG	Removal of hedgerow
W/04/01476/FUL	Section 73 application to vary conditions 1 and 3 of planning permission 01/01264/FUL
W/05/00047/FUL	Erection of two silos and one water tank
W/05/00314/FUL	Erection of high water silo
W/05/02984/FUL	Silos
W/06/00576/FUL	Section 73 application to remove Condition 14 of planning permission 04/01476/FUL
W/06/02532/FUL	Section 73 application for variation of time limit in relation to approved application 04/01476/FUL
W/07/01018/FUL	Construct a food grade building for the loading of bulk road tankers with milk powders

W/08/02106/REM	Industrial and storage building (B1, B2 and B8)
W/08/02136/REM	New office/warehouse (Class B1 and B8)
W/08/02651/REM	Development of site for open storage - use class B8 - for storage of cars and portacabins only
W/87/01301/OUT	Light industrial park
W/89/00910/OUT	Industrial development
W/97/00903/OUT	Industrial Park (Outline)
W/97/00904/FUL	Access road to industrial park
W/99/01499/OUT	Development for Use Classes B1, B2 and B8
W/09/00945/PREAPP	Distribution Site
W/09/02918/REM	Site 1 - Erection of single storey industrial unit with ancillary office and mezzanine office Site 5 - Erection of single storey industrial building providing 3 units with ancillary office and mezzanine storage
W/10/03992/FUL	Extension and alterations to an existing dairy, to include new production, storage, associated plant and staff facilities
W/10/04064/S73	To extend the time limit for implementation of planning application 08/02651/REM for the development of the site for open storage - use class B8 for storage of cars and portacabins only
W/12/01332/WCM	Minor Material Amendment Application under Section 73 of the Town and Country Planning Act 1990 to Conditions 2, 4, 5 & 8 of Planning Approval W/07/09004/WCM dated 31 March 2009 [to reference revised drawings, details of construction materials, details on the Biofilter cover design and Landscape plan]
W/07/09004/WCM	Resource recovery facility including mechanical biological treatment a household recycling centre, vehicle parking and all necessary ancillary development

5. The Proposal

The application seeks full planning permission for the erection of an Advanced Thermal Treatment facility. The facility would utilise Solid Recovered Fuel (SRF) and mixed Commercial and Industrial (C&I) waste, which would ordinarily be landfilled or exported, to produce electricity. The site will generate 22MW electricity, with 4MW being utilised on site for processes required to operate the plant, 2MW by the adjacent RRC facility and the remaining 16MW being exported to the national grid or private users.

In order to produce electricity the ‘feedstock’ of SRF and C&I waste is subjected to a gasification process. Gasification involves the thermal decomposition of material in an atmosphere which does not contain sufficient oxygen to allow full combustion. The proposal utilises a form of gasification called Active Pyrolysis. Material introduced to the system is treated at controlled temperatures enabling degradation of the organic content within the material to produce a gaseous compound called ‘syngas’.

In order to achieve the gasification, the system will consist of two batch gasifiers, each of which will be able to accept approximately half of the designed throughput of 160,000 tonnes.

Un-processed material will be loaded into the system using a grab to load a 100m3 bin which will then be moved into position for loading into the system. The gasifier controls the atmospheric conditions and conversion rate of energy containing materials in the feedstock, producing a syngas consisting of carbon monoxide (CO), Hydrogen (H2), carbon dioxide (CO2), methane (CH4), water (H2O) and nitrogen (N2) from the air fed into the process. The process operates at a temperature of 550-600 degrees Celsius, which is below the melting point of metals, enabling them to be recovered from the process for recycling.

Any materials not converted to gas, such as metal, glass, aggregate and sand, is held within the process chamber until the end of a batch. The remaining inert material will then be returned to the bin that started the process and removed to a storage area.

The process time will be approximately 120 minutes for a 21.33 tonne batch. The gas produced is then fed to a gas fired combustion chamber where it is combusted and the exhaust gasses are maintained at a temperature of 900 degrees Celsius for 2 seconds, in accordance with the Industrial Emissions Directive.

The exhaust gasses from the combustion chamber are passed to a waste heat boiler to generate steam which is in turn passed through a steam turbine generator to generate electricity. A substation will be erected to enable excess electricity production to be exported off-site. The steam is condensed following passage through the generator in a condenser.

Any recyclable material recovered during the process, such as glass, metals and aggregates and sent for further processing/recycling.

The proposed development will also have the potential for heat export, which is recovered during the process of electricity generation. A safeguard area is also proposed for the possible future installation of the required infrastructure to enable heat to be exported.

The proposed buildings required to enable the development will be as follows:

1 – Waste Reception and Storage Building (80.3m in length x 37.3m in width x 17.0m in height)

2 – RODECS Process Building (99.4m in length x 31.5m in width x 22m in height)

3 – Post processing and materials storage building (59.5m in length x 22.8m in width x 13.5m in height)

4 – 60m vent stack

5 – Dedicated electricity sub-station

6 – Weighbridge and office

7 – External energy conversion, emissions treatment and control equipment

8 – Perimeter fencing

9 – Acoustic fencing on part of the east and south corners of the site boundary

10 – Drainage infrastructure

11 – Hardstanding, roadways, vehicle and bicycle parking areas

The development site will be accessed via Stephenson Road, the junction of which has been constructed as part of the works for laying out the trading estate. The entrance will be controlled via security barriers controlled from the weighbridge office. An additional gate will be installed in the southern boundary to provide access to the RRC. In addition the site will be fenced around it's perimeter with a 2.5 metre high weldmesh fence.

External lighting will be restricted to areas of hardstanding and roadways to facilitate safe movement of traffic and pedestrians around the site. Lighting appliances would be directional and angled downwards to prevent light spill. In addition, security and utility lighting would also be provided, and would be mounted to either buildings or poles and would be directed into the site and angled downwards. Downward angled lighting will also be utilised over vehicle accesses into buildings.

The proposed hours of operation for the electricity generation process are 24 hours a day 7 days per week. HGV deliveries to the site are proposed between the hours of 0700 – 2200 Monday –Friday and 0700 – 1700 Saturdays. No deliveries are proposed for Sundays and Bank Holidays.

It is anticipated that the development would employ approximately 40 people, the majority of whom would be employed in production across two or four shifts. Remaining staff would work normal office hours (i.e. 9am – 5pm).

Environmental Impact Assessment

The application is accompanied by an Environmental Statement (ES) which reports the results of an Environmental Impact Assessment (EIA) undertaken of the proposed development, in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011.

Following a request made by the applicant, a Scoping Opinion was provided by Wiltshire Council to the applicant on 6 November 2014 under Regulation 13. It required that the following environmental considerations should be made by the ES:

- Air Quality
- Landscape and Visual Impact
- Noise and Vibration
- Traffic and Transportation; and
- Historic Environment Assessment

All remaining considerations were advised to be scoped out of the ES, but to be considered by the planning application.

6. Planning Policy

Wiltshire and Swindon Waste Core Strategy Development Plan Document

WCS3 – Preferred Locations of Waste management Facilities by Type and the Provision of Flexibility
WCS5 – The Wiltshire and Swindon Waste Hierarchy and Sustainable Waste Management

Wiltshire and Swindon Waste Development Control Policies Development Plan Document September 2009.

WDC1 – Key Criteria for Sustainable Waste Management Development
WDC2 – Managing the Impact of Waste Management
WDC3 – Water Environment
WDC7 – Conserving landscape Character
WDC8 – Biodiversity and Geological Interest
WDC9 – Cultural Heritage
WDC11 – Sustainable Transportation of Waste

Wiltshire and Swindon Waste Site Allocations Local Plan

WSA1 – Presumption in Favour of Sustainable Development.
Table 3.3 – Northacre Trading Estate, Westbury
Inset Map W3 – Northacre Trading Estate Westbury

Wiltshire Core Strategy, January 2015

- Core Policy 32: Spatial Strategy for the Westbury Community Area;
  Core Policy 42: Standalone Renewable Energy Installations;
- Core Policy 51: Landscape;
- Core Policy 55: Air Quality;
- Core Policy 57: Ensuring high quality design and place shaping;
- Core Policy 58: Ensuring the conservation of the historic environment;
- Core Policy 60: Sustainable Transport;
- Core Policy 61: Transport and Development;
- Core Policy 62: Development impacts on the Transport Network;
- Core Policy 65: Movement of Goods; and
- Core Policy 68: Water Resource

National planning policy

The following documents are also material to the consideration of the planning application:

- The National Planning Policy Framework (March 2012)
- The National Planning Policy for Waste (October 2014)

Statement of Community Involvement

Prior to the submission of the planning application, the Applicant undertook an 8-week consultation programme with the local community and stakeholders on the proposal, which included a public exhibition. Comments received during this process were used to refine the proposal as far as possible in order to respond to the received feedback

7. Summary of consultation responses

Councillor Russell Hawker (Wiltshire Councillor for Westbury) – Objects for the following reasons:

- Concern over emissions grounding in northerly winds
- Concern that emissions will ground in areas of Newtown and Studland Park when there are northerly winds
- Concern over content of emissions

Westbury Town Council – Object; Stack height is critical, previously plume grounding occurred to houses on the escarpment at Newtown/Studland Park from the Lafarge Plant. Serious concerns of additional lorry movement onto B3097 and A350, as up to three quarters of the waste will be imported from outside Westbury. Also have concern over the composition of emissions from the chimney.
Dilton Marsh Parish Council – No comment.
Environment Agency – No objection.
Natural England – No objection; satisfied that there is unlikely to be a significant effect on air quality on the basis of the provided air quality assessment
Historic England – No objection.
MOD Safeguarding – No objection, subject to a condition requiring details of measures to safeguard air navigation in the area
Wessex Water – It appears a trade effluent application will be required. Details will be required to ensure the existing network has sufficient capacity to accommodate peak flows and the make-up of the effluent is suitable for the network and treatment process.
Concerns with regards to a proposed unrestricted discharge rate of 291 l/s and also possible contamination of surface waters where thermal treatment apparatus are not covered. Is a petrol interceptor sufficient to ensure surface water quality?
The water supply has sufficient available capacity for domestic flows. Any process requiring high water usage will require modelling.
Local Highways Authority – The proposed development will have no measureable impact on the local highway network. Conditions will be required to ensure retention of the servicing and parking areas on site.
Wiltshire Council Environmental Health Officer – No objection subject to inclusion of conditions to secure the implementation of the noise impact assessment, air quality assessment and conditions relating to hours of operation, construction method statement.

Wiltshire Council Environmental Health Officer (Air Quality) – The submitted Air Quality Assessment does not appear to identify any significant impacts. However, traffic visiting the proposed development is likely to be additive to local air quality. The preferred scenario is one that is neutral or serves to help reduce potential air quality impacts locally. The Council's adopted Air Quality Strategy seeks positive contributions towards the improvement of air quality in Wiltshire in view of this we would expect to see the developer demonstrate what positive contributions they could make e.g. sustainable travel alternatives and infrastructure, driver training, tree planting, contributing to local air quality action groups.
Wiltshire Council Archaeologist – No objection.
Wiltshire Council Landscape Officer – No objection; The development includes several buildings up to a maximum of 20m height and a 60m stack which is a substantial height. In views from the wider landscape the development will be seen beside the highly visible milk factory and within the context of an existing industrial estate. This is well illustrated by the

view from Westbury White Horse scarp where the proposed facility is seen in the middle distance but makes no more impact than the existing milk factory other than the stack that protrudes above the roof but does not break the skyline. Once operational however if there is a plume from the stack it will draw the eye more readily and potentially increase the perceived height of the stack.

The development will be prominent in local views and that is to be expected but it is within an industrial estate so not out of context. The view from Round Wood (photomontage viewpoint 2) demonstrates the cumulative effect on views to the White Horse with two stacks breaking the skyline of the scarp. Although there is no direct control, this view is likely to change with the future growth of hedgerow trees in the foreground, potentially obscuring views to the scarp and stacks.

The proposed landscape scheme will provide some landscape and visual enhancement and help the development to 'bed in'.
Wiltshire Council Ecologist – No objection, subject to a condition securing the construction in accordance with the details of the submitted Ecological Survey Report.
Wiltshire Council Conservation Officer – No objection.
Wiltshire Council Drainage Engineer – For both the foul and storm water disposal from the site the application form states disposal will be to main sewer – Wessex Water will need to be contacted to ascertain if appropriate capacity exists within their systems to take flow from this site.

8. Publicity

The application was advertised in accordance with Schedule 3, Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended). This involved the erection of site notices on land located at and around the application site, an advertisement in the local newspaper and the issue of neighbour notification letters.

Seven letters of objection have been received, raising the following concerns:

- Could the old Westbury Cement Works not have been used as an alternative – it has all required road and rail links, and a high stack.
- The site has poor access going through housing, with no roads connected to major routes.
- Significant issues have been experienced with flies as a result of the adjacent RRC, concerned the situation could recur with increased quantity of waste to be handled by new facility.
- Significant increase in laden lorries.
- Lorries ignore weight restrictions.
- Will compromise the safety of users of the B3097.
- Hard to believe the emissions will be as clean as claimed when so much waste is being burnt.
- Concerned at health impacts.
- Too close to residential properties.
- Increased vehicle movements will inevitably use Ham Road.
- Air Quality Assessment makes no reference to Storridge Road, The Ham, Hawkeridge Park and Slag Lane who are in closer proximity to the plant.
- The Council Environmental Health response does little to reassure residents.
- Independent air quality monitoring should be made a condition of any permission, to be undertaken in local properties.

- Traffic is a problem in the area. Traffic already travels through residential areas to access the trading estate. A weight restriction should be imposed if the proposal goes ahead.
- Noise, light pollution and the 60m high chimney could all have intrusive impacts on nearby residents.
- Planning Conditions are often floated once a development is complete.
- Additional roads should be provided to cope.
- Burning waste in large quantities is likely to produce gases that will then be breathed in.
- Concern over visual impact on chimney.
- Increased traffic will add to congestion at Yarnbrook.
- Highway safety concerns of HGV traffic travelling through residential areas.
- Prevailing wind will take vapours from chimney over properties, such as those in The Ham.
- Concerns over plume grounding as happened with the Westbury Cement Works in the past.

Arla Foods Limited – No objection

Arla Foods Limited are the owners and operators of the adjacent Westbury Dairies building which produces milk, milk powder and butter.

Of particular interest to Arla Foods are any areas where there is a potential for tainting of the production process as the result of any nearby land uses.

Initially Arla Foods had concerns that the construction and operation of a renewable energy facility of the nature of that proposed would have detrimental impacts on the day to day running of the Dairy and were also concerned over the impacts of increased vehicle movements.

Following consideration of the submitted Air Quality Assessment, Arla had concerns over some of the data used as a background information and also the difference between a batch process and a continuous process. After further discussion between Arla Foods and the applicant, Arla Foods withdrew their objection on the basis that the process had been sufficiently understood and the level of detail was appropriate to the scheme proposed.

9. Planning Considerations

Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise.

The adopted Wiltshire and Swindon Waste Core Strategy sets out the strategic direction and context for waste planning in Wiltshire and Swindon until 2026. The Waste Site Allocations Local Plan presents a positive and flexible framework of sites to accommodate future waste management uses and facilities across Wiltshire and Swindon for the period up to 2026. The Waste Development Control Policies DPD sets

out generic development control policies designed to assist with the process of determining planning applications for sustainable waste management development.

The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected to be applied.

The National Planning Policy for Waste requires that the management of waste should be encouraged to move up the 'waste hierarchy' of prevention, preparing for reuse, recycling, other recovery, and disposing only as a last resort. This means a step-change in the way waste is handled and significant new investment in waste management facilities. The planning system is pivotal to the adequate and timely provision of the new facilities that will be needed.

The EIA Regulations require that before determining any EIA application, the local planning authority must take into consideration the information contained in the Environmental Statement (ES) (including any further information), any comments made by the consultation bodies, and any representations from members of the public about environmental issues.

The main planning considerations considered relevant to this planning application are:

- Principle of Development
- Landscape and Visual Impact
- Transportation of Waste and Impact on Highway Safety
- Ecology and Biodiversity
- Impact on the Historic Environment
- Impact on Air Quality and Noise Impact
- Impact on Water Environment
- Airfield Safeguarding

Principle of Development

It is considered that the 'in principle' acceptability of the proposal depends upon two considerations:

a) The Need for Additional Waste Management Capacity and Self Sufficiency; and

b) Location and Framework of Waste Management Sites

The Waste Core Strategy adopted in 2009 sets out the strategic direction for future waste management facilities in Wiltshire and Swindon. Policy WCS1 sets out the need for additional waste management capacity and policy WCS2 identifies where future waste sites should be located. Policy WCS3 identifies the estimated capacities that will need to be

delivered, as indicated by the Evidence Base, and defines the preferred locations of waste management facilities by type and the provision of flexibility in line with policies WCS1 and WCS2.

The overall aim of the Wiltshire and Swindon Waste Development Plan is to encourage waste to be driven up the waste management hierarchy in order to break the reliance on landfill and thereby to maximise the re-use of material as a resource.

The capacity projections set out in Policy WCS3 were updated during preparation of the Waste Site Allocations Local Plan by taking into account permitted waste management development since 2006. The Local Plan was adopted in February 2013 and identifies that for the management of Wiltshire's Commercial and Industrial Waste a network of sites are required in order to address a capacity gap of 250,000 tonnes per annum for recovery and 150,000 tonnes per annum for recycling. The proposed scheme would have capacity to produce energy, and separate recyclable material from, up to 160,000 tonnes per annum of waste material, with up to 16,000tpa being recyclable material, thereby making a contribution to the identified shortfalls.

Core Policy 42 of the Wiltshire Core Strategy which provides support for renewable energy generation in an effort to address the shortfall in such schemes within the County and to significantly increase Wiltshire's installed renewable energy capacity. The Wiltshire Core Strategy states that currently Wiltshire has an installed renewable energy capacity of 61.9MW of electricity and 14.7MW of heat. In order to deliver 30% of the projected electricity demand in Wiltshire by 2020, the installed renewable energy capacity of 367MW would be needed. The proposed scheme would generate a total of 22 MW of electricity and also has the potential to export heat to neighbouring land users. This is considered to represent a significant addition to renewable energy generation for Wiltshire. In addition, whilst the proposal would represent a significant addition to Wiltshire's currently installed capacity, the proposed facility would create a 'circular' economy by dealing with 160,000 tonnes of Wiltshire's waste that would otherwise be diverted to landfill or sent for export to be utilised in facilities overseas for energy generation.

b) Location and Framework of Waste Management Sites

In February 2013, the Council adopted the Waste Site Allocations Local Plan which presents a framework of 35 strategic and local scale sites offering a range of potential waste uses to flexibly meet the capacity requirements of Wiltshire and Swindon up to 2026.

In principle the Council will be supportive of applications for appropriate waste management facilities within the locations set out in the Local Plan, although any proposals that come forward on the sites will be subject to a detailed planning application process.

In Policy terms, the site at Northacre Trading Estate is allocated in the Waste Site Allocations Local Plan as a 'strategic' scale site. The Local Plan states that strategic-scale sites are generally considered to include (but not exclusively):

- Large-scale waste treatment facilities - e.g. energy from waste, mechanical biological treatment (MBT), pyrolysis, **gasification,** anaerobic digestion and in-vessel composting

- Strategic materials recovery facilities (MRFs) - e.g. collecting, separating, sorting and bulking a significant quantity and wide range of waste materials prior to transfer (includes waste from black box collections) received from a wide area - e.g. an amalgamation of municipal waste collection rounds serving a number of towns across Wiltshire and Swindon

- Strategic-scale composting facilities - e.g. on large waste management sites receiving inputs from a wide area

- Landfill/landraise facilities.

Strategic waste management facilities are large and/or more specialist facilities that will operate at a broad spatial scale and manage high tonnages of waste, and/or more specialist wastes. It is expected that strategic facilities will serve either large areas of the county and borough, the whole plan area, or areas of Wiltshire and Swindon and surrounding local authorities.

The site has been allocated in the WSALP as being suitable in principle for an energy from waste facility (amongst others). In addition, the site is located immediately adjacent to a waste management facility that handles material that can be used in the proposed plant to generate electricity.

The proposal is therefore considered to accord with Policies WCS1, WCS2 WCS3 and WCS5 of the Wiltshire and Swindon Waste Core Strategy and Policy 42 of the Wiltshire Core Strategy.

Landscape and Visual Impact

The application is accompanied by a detailed Landscape and Visual Impact Assessment (LVIA). The potential landscape and visual impact of the proposed development has been assessed through field and desk studies and the preparation of photomontages of before and after views from agreed viewpoints.

The LVIA report notes that the town of Westbury is mainly post 1920's residential development, and that the main industrial/trading estates are located on the northern edge of Westbury, bisected by an east-west railway line. The LVIA notes that the industrial development represents a significant protrusion into the open countryside, with varying uses from manufacturing to warehousing and vehicle storage. Little vegetation exists within the trading estates. The LVIA considers that as a result of the developed and disturbed nature of much of the area that surrounds the site, it is considered as being of poor landscape quality and has a medium – high capacity to accommodate further change.

Landscape Effects

The site does not fall within any designated landscapes, although Policy WDC7 stipulates that proposals for waste management development should include provisions to protect the quality of the landscape, and improve it where possible.

The site is located within a trading estate, between two existing industrial buildings, both of large scale, similar to those included within the proposal. The proposed development would be filling in a gap between two existing industrial uses with buildings of similar large size and construction, and on a site allocated for such a use in the Development Plan.

The majority of visual effects on long distance views have been assessed as Slight Adverse or Moderate to Slight Adverse as the adjoining Westbury Dairies and other trading estate buildings are already very prominent features in the landscape. The effect on the important visitor destination viewpoint adjacent to the Westbury White Horse has been deemed to be negligible due to the distance from the site.

The proposed development is on a large scale, but given the neighbouring land uses, the process buildings, plant buildings and machinery are not also not considered to have a significant impact on the landscape as they are similar is overall size and form to those already present on the trading estate.

Visual Impact

The development would be viewed in the context of existing developments along Stephenson Road, and in the wider area as part of a large industrial development site. Some screening from existing and proposed planting will be afforded to the new buildings and provide a degree of softening to the development by serving to 'break-up' the large scale nature of the buildings. Due to the scale of the buildings and stack, it would not be possible to completely screen the development, and whilst it is acknowledged within the submitted LVIA that there will be a viewpoint where there would be an impact that could be described as having a magnitude of impact as moderate-substantial adverse immediately following completion of the development, this is at a location immediately adjacent to the site. However, from views from further afield, including the White Horse itself, it would appear as an industrial development within the existing context of developed Trading Estate.

In view of the existing built development on Stephenson Road and quality of landscape in the immediate vicinity, it is not considered that the addition of the proposed development would cause significant harm to the visual amenities of the area.

In line with Policy WDC7, to help 'break-up' the bulk of the development and blend the scheme into the surrounding landscape, the proposals include differing colours to be used on building cladding and the stack to reduce the visual 'massing' of the building Acoustic fencing to some of the site boundaries, landscape planting to the sites boundary with Stephenson Road would also be provided. In addition a 3 metre high earth bank will be located to the south west of the site to assist screening and enable landscape planting to become effective in a shorter timescale. Additional banks are to be located along the south

western boundary and north-eastern boundary at heights of 1.5 and 2 metres respectively. Native hedgerow will also be planted along the southern perimeter of the site to reinforce the existing hedgerow.

Overall it is considered that the development does not result in any unacceptable landscape or visual impacts on the area.

Transportation of Waste and Impact on Highway Safety

Policy WDC2 (managing the impact of waste development) of the Waste Development Control Policies DPD states that proposals for waste management development will be permitted where it can be demonstrated that the proposal firstly avoids, adequately mitigates against, or compensates for significant adverse impacts relating, among other things, to the transportation of waste. Policy WDC11 (sustainable transportation of waste) states that waste management development will be permitted where it is demonstrated that the proposals facilitate sustainable transport, and where appropriate planning applications will need to be accompanied by a Transport Assessment.

The application is accompanied by a Transport Assessment (TA) that considers the impact the proposal will have on the local highway network, and how this may impact on highway safety. The report has been prepared in accordance with guidelines from the Department for Transport (DfT) and the scope discussed with the Local Highway Authority.

Approximately 41,500 tonnes of material will come from the neighbouring RRC, via an internal site link, reducing the need for this material to be exported by road, as is currently the case. The balance of the material will be brought to the site via the existing highway network by HGV's.

Access to the site would be via an access on Stephenson Road, with vehicles traveling through the Northacre Trading Estate to the B3097 to the Yarnbrook Roundabout, where HGV traffic would turn either north or south onto the A350.

The TA concludes that vehicle movements resulting from the proposed development will not have an impact on the local highway network. The proposed development would add 41.5 HGV movements / day, routed to the Yarnbrook roundabout via the West Wilts Trading Estate and the B3097. From Yarnbrook, 31 of these movements would use the A350 to the north with the remaining 10.5 passing through Westbury on the A350 to the south. Vehicle movements will be spread evenly over a 15 hour period meaning that there will be an additional 4 HGVs in the peak hour. This increase amounts to about 0.35% increase in traffic through the Yarnbrook junction. HGV traffic through the air quality management area in Westbury town centre will be equivalent to one additional HGV movement every 1.4 hours

The TA also proposed a travel plan that will be used to encourage alternative methods of travel to the plant by those visiting in the private car. All users of the site will be encouraged to explore alternative travel methods to the site. It is considered the details proposed in the travel plan and its monitoring can be secured through the use of a suitably worded planning condition.

The TA also notes that the application site has previously had planning permission for employment uses, so a certain level of traffic from the site has already been declared acceptable by the planning and highway authorities. The previous planning consent for employment use on the site could have given rise to some 77-87 peak hour vehicle movements, or about 800 per day. In contrast, the renewable energy facility is likely to attract about 15 peak hour movements and some 100 per day (41.5 HGVs + 80 daily staff movements with 72% by car). There will be some additional movements associated with visitors and non---operational deliveries, but it is evident that the renewable energy use would attract far less daily traffic than the movements that could be associated with general industrial use of the site.

On the basis of the details contained within the TA, and the lack of objections from statutory consultees with regard to traffic and highway safety implications, it is considered unlikely that the proposed development would cause demonstrable harm to either the capacity of the highway network or highway safety.

Ecology and Biodiversity

A phase 1 ecological survey accompanies the application and has been used to inform whether there are any elements of either ecological or biodiversity interest on the development site.

The survey concluded that the site was not covered by any nature conservation designations and that the vegetation on site appears regularly disturbed. The type of habitat currently on site is not a scarce commodity and plant species recorded on site are common and widespread. No positive signs of wildlife were identified on the proposed site, although the presence of badgers has not been completely discounted due to dense vegetation covering the mounds of soil, although the lack of other signs of badger activity, the likelihood of the presence of badgers on site has been assessed as very low. There are no known or potential bat roosts and the habitat on site does not provide a suitable site for ground nesting birds.

Nevertheless, the ecological survey makes some recommendations on enhancements to the site, including for protection of badgers and enhancement of habitat. These can be secured by way of a suitably worded planning condition.

Impact on the Historic Environment

Policy WDC9 outlines how waste management has potential to have an impact on areas of cultural heritage including archaeology, listed buildings and Scheduled Ancient Monuments (SAM), amongst others. Proposals for waste management development will only be permitted where it can be demonstrated that areas of cultural heritage importance and their settings can be protected, enhanced or preserved.

In addition, further guidance is contained within the National Planning Policy Framework (NPPF) on conserving and enhancing the historic environment. Paragraph 128 states that a Planning Authority should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. Paragraph 129 requires

the Planning Authority to identify and assess the significance of any heritage asset that may be affected by the proposal, taking into account the assessment submitted by the applicant. The NPPF also advises that when considering the impact of a proposed development on a heritage asset, great weight should be given to conserving the asset. The Listed Buildings and Conservation Areas Act requires, at Section 66(1), requires the Planning Authority shall have special regard to the desirability of preserving the building or its setting or any special features of architectural or historic interest it possesses. In addition, paragraph 134 of the NPPF requires a balanced approach, with any 'harm' which would be caused to the significance of heritage assets being weighed against the public benefits which may be brought forward by the implementation of the development.

The area of the proposed development lies within an area of archaeological importance, due to its proximity to a Scheduled Ancient Monument (SAM) - the Medieval settlement and associated field systems west of Brook Farm. However, previous investigations have shown that there is no archaeological interest in the area of the proposed development. There is also a listed building, Brook Farmhouse to the south-west of the proposed development.

The application as originally submitted was missing a Heritage Assessment (HA). However, following a request for further information a HA was submitted and deals with the Heritage Assets that are found not only immediately adjacent to the site, but also those further afield and how the proposed development could cause harm to those Assets, both as an individual development and cumulatively with other development.

The assessment also included an overview on archaeology, and found that the site, due to its previously disturbed nature, was unlikely to be of any archaeological significance and no further survey or recording work was recommended.

There are no known heritage assets located within the site area, therefore the scope of the HA is limited to the potential for the proposal to have an impact on designated and non-designated heritage assets beyond the sites boundary.

Due to the nature of the assets, Natural England, Heritage England and the Council's Conservation Officer were consulted.

The submitted HA considers 5 specific buildings/monuments of national designation, with the selection criteria used focused on distance from the development site.

The assessment concludes that no designated asset would suffer 'substantial harm' from the proposal, but notes that in two cases 'very minor negative impact' would occur. However, the relevant text from the NPPF refers to 'less than substantial harm'. As the assessment concludes that some negative impact will occur, the impact has been considered as 'less than substantial harm', which should be tested against paragraph 134 of the NPPF.

Paragraph 133 and 134 advise that, where a proposed development will lead to substantial harm of significance of a heritage asset, consent should be refused unless it can be demonstrated that such harm is necessary to achieve substantial public benefit. Where substantial harm would be caused to an asset, this should be weighed against the public benefits of the proposal.

As noted above, the NPPF requires the Planning Authority to undertake an assessment of any heritage asset that may be affected by the proposal, taking the applicant's submitted assessment into account. The Council's Conservation Officer has performed such as assessment.

The Council's Conservation Officer has highlighted a number of concerns relating to the rigour and reasoning overall of the assessment, but is in agreement with the conclusion that the development will not result in additional harm to the settings of the listed Storridge Farmhouse or Brook Hall Complex, largely due to the existing intervening modern industrial development.

The Conservation Officer also considers that a degree of harm will result to the setting of Brook Farm, including the principle listed farmhouse and the remaining historic outbuildings due to the cumulative impact of the proposed development alongside the existing development will contribute to an erosion of the link between the farm and its agricultural hinterland, and the continuation of the process of urbanisation of the rural scene and reduction in tranquillity which may result from noise, vibration and light spill from the development site. Taking into account the vernacular character of the farmhouse, its orientation and main outlook and the screening impact of the modern farmyard and a modern house to the north and east, as well as the lie of the land which limits the impact, this harm should probably be taken to be at the lesser end of 'less than substantial harm'.

It is considered that whilst a degree of harm will occur to identified heritage assets, the degree of harm is considered to be 'less than substantial'. The NPPF advises that, where 'less than substantial harm' would occur, this should be weighed against the benefits of the proposal. In this case, the development is considered to make a significant contribution to waste management capacity and renewable energy within Wiltshire, and therefore on balance, is considered to be acceptable in terms of the impact the development would have on the historic environment

Air Quality and Noise Impact

Due to the nature of the proposal, and the requirement to vent emissions to air, the proposal is accompanied by an Air Quality Assessment (AQA).

Policy WDC2 requires that proposals for waste management development in Wiltshire and Swindon will be permitted where it can be demonstrated that the proposal firstly avoids, adequately mitigate against, or compensates for significant adverse impacts relating to air quality and climate change.

National Planning Policy for Waste states that when determining waste planning applications, waste planning authorities should:

- consider the likely impact on the local environment and on amenity against the criteria set out in Appendix B and the locational implications of any advice on health

from the relevant health bodies. Waste planning authorities should avoid carrying out their own detailed assessment of epidemiological and other health studies;

Appendix B sets out the factors waste planning authorities should consider in determining planning applications:

g. air emissions, including dust
Considerations will include the proximity of sensitive receptors, including ecological as well as human receptors, and the extent to which adverse emissions can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.

Detailed atmospheric dispersion modelling has been undertaken to assess the effects of emissions from the proposed development. Emissions to atmosphere will occur from the following sources:

• twin flue 60 m high stack
• 23 m high ventilations stack

A dispersion model has been used to make predictions of ground level concentrations of the pollutants released to atmosphere from the proposed facility. The following are the principal conclusions that can be drawn from the assessment:

- Emission to atmosphere from the 60 m main stack is predicted to not significantly affect air quality at ground level and the impact is considered to be insignificant.

- Potential for annoyance due to emissions of odours from the ventilation stack is predicted to be negligible.

- Potential for emissions of bio-aerosols from the ventilation stack to affect the operation of dairy is predicted to be negligible.

- Potential for emissions of volatile organic compounds (VOCs) from the ventilation stack to taint food products at the dairy is considered to be negligible.

- It is considered that the overall impact on air quality of emissions to atmosphere from the proposed facility can be described as of minor significance. This conclusion is based on all the impacts presented in the assessment and takes account of the localised nature of the area of maximum impact.

The Council's Environmental Health Officer comments that the submitted Air Quality Assessment does not appear to identify any significant impacts and raises no objection to the planning application.

Concern has however been raised by local residents, Westbury Town Council and Councillor Hawker regarding the nature and make-up of the exhaust emissions that will be emitted from the stack during the process of energy production at the plant, in part due to the nature of the material to be "burnt".

Whilst these concerns are understandable, it is important to note the proposed plant will not 'burn' waste to generate electricity. As referenced above, the plant operates on the principle of advanced thermal treatment using pyrolysis. The principle of which breaks down waste material releasing a synthetic gas which is fed to a generator set where the produced gas is then burnt to produce steam which in turn runs a turbine to produce electricity. The products of the combustion process are passed through an air pollution control system which removes pollutants. The AQA shows that the dispersion provided by a 60 m main stack and 23 m ventilation stack is sufficient to render the emissions harmless at ground level.

National Planning Policy for Waste states that when determining waste planning applications, waste planning authorities should:

"concern themselves with implementing the planning strategy in the Local Plan and not with the control of processes which are a matter for the pollution control authorities. Waste planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced;"

The legislative control for the emissions from facilities such as that proposed lies outside of the scope of controls exerted by the Council, with these duties being undertaken by the Environment Agency (EA).

Planning Practice Guidance advises that the role of the environmental permit, regulated by the Environment Agency, is to provide the required level of protection for the environment from the operation of a waste facility. The permit will aim to prevent pollution through the use of measures to prohibit or limit the release of substances to the environment to the lowest practicable level. It also ensures that ambient air and water quality meet standards that guard against impacts to the environment and human health.

The Environment Agency has not raised any objection to the proposed development, advising that the activity will require a bespoke installation Environmental Permit issued by the Environment Agency. As part of the Environmental Permit application the applicant will have to demonstrate that the development can operate and comply with the requirements of the Industrial Emissions Directive and European Commission Reference Document on the Best Available Techniques for Waste There are potential causes of detriment to the amenity of the local environment which can potentially be caused by associated waste activities that must also be addressed by the permit. These include preventing odour and dust arising from the reception and storage of wastes prior to treatment, as well as reducing the opportunity for pests and flies to thrive in areas containing waste.

Concerns have also been raised with regard to plume grounding. The assessment has considered terrain elevations in the vicinity of the facility, and also the likelihood of plume grounding occurring. The assessment states that plume grounding will occur, but can only be observed where they contain water vapour which has condensed to form a visible vapour plume. The dispersion model used calculates the frequency and intensity of plume grounding events.

The provided AQA concludes that plumes of more than 250 will be visible for 3% of the year, and the frequency of visible plume grounding events will be less than 3% for locations more than 250m from the facility, although the majority of the time a plume is visible, the plume will not ground, and therefore will not result in a visible plume grounding event.

The prevailing wind direction is from the south west, which will transport emissions from the stack to the north east, across the trading estate.

Westbury has an Air Quality Management Area (AQMA), through which some HGV movements visiting the proposed site will traverse. The total number of predicted HGV movements travelling through the AQMA on a daily basis will be 15.5. Five HGV movements per day leave the neighbouring RRC daily, although on completion of development these would cease and would therefore result in a net change of 10.5HGV movements through the Westbury AQMA. The recorded current annual average daily traffic movements for Westbury, passing through the AQMA are 17,310, of which the additional HGV movements would represent 0.03%. It is considered the impact of the additional lorry movements through the AQMA will be negligible.

It is therefore considered the proposal is unlikely to lead to demonstrable harm to air quality in the area.

Noise

A noise assessment has also accompanied the proposal and considers the potential impact of noise levels arising from the proposed development at the nearest residential receptors both during construction and during the operation phase of the development. The assessment was conducted within the context of the existing uses in the area, being located on a developed trading estate.

The results of the daytime noise survey show that, in general the predicted noise level will be either at or below the existing background level in the majority of cases. One receptor indicated an increase of +3 dB, which is considered to be of minor significance and only just perceptible. Night time impacts are similar to those during the daytime, with the majority of predictions being significantly below the existing baseline levels. One receptor again may experience an increase of +1 dB, which is not perceptible to the human ear.

Short term noise can be expected during the construction phase, and whilst these would be relatively short term, inappropriate hours of construction has the potential to create a nuisance as construction noises will be of a greater magnitude than those of the operational plant. Reduced hours of operation are therefore proposed.

The Council's Environmental Health Officer has recommended conditions to secure details of hours of construction and implementation of the mitigation measures proposed. These can be attached to any grant of planning permission.

Impact on Water Environment

The proposal is accompanied by both a Flood Risk Assessment (FRA) and a Drainage Strategy (DS). The site does not fall within a high risk flood zone, and the site and wider Northacre Trading Estate are served by dedicated foul and surface water drainage, which have not been known to flood. The development is therefore unlikely to result in an increased risk of flooding and is considered acceptable.

The site, due to clay soils, will be unable to utilise sustainable urban drainages systems, but will incorporate petrol interceptors and trapped gullies to prevent pollution of run-off. It is proposed to discharge surface water run-off direct to public sewer.

Wessex Water expressed concerns that whilst the level of foul water flows could be accommodated; there was concern about the possibility of the discharge of trade effluent to the sewer, and the requirement for trade effluent consent. In addition, concerns were also expressed regarding the unrestricted discharge of surface water to the sewer.

With regard to the concerns raised by Wessex Water and Wiltshire Council's Drainage Engineer over discharges to the main sewer, the applicant has provided additional information to explain the connection with the sewerage network. No further comments have been received from Wessex Water or the Drainage Engineer in response to this information.

Notwithstanding this, this issue can be properly addressed by the relevant discharge consents which the developer will need to apply for separately.

Airfield Safeguarding

As the development site falls within the safeguarding area for RAF Keevil, the Ministry of Defence (MoD) were consulted with regard to the proposals. No objections were received, although a requirement to enable air navigation in the presence of the 60m stack has been noted. This will require an air navigation beacon to be installed on the proposed stack to enable the visibility of the obstruction to low-flying aircraft. This can be secured by way of a suitably worded planning condition.

10. Conclusion (The Planning Balance)

It is considered that, on the basis of the submitted assessments and plans and discussed in the preceding sections, that whilst the development will be on a large scale within the landscape and involve the transportation of waste materials to the site, the context within which the site currently exists is considered to be able to accommodate the proposed use. The site is allocated in the Development Plan for waste management use and the facility would make a positive contribution to meeting waste capacity requirements in line with requirements of the Waste Core Strategy. The facility would also increase Wiltshire's installed renewable energy capacity.. It is not considered that, following establishment of mitigation and subject to conditions, the proposed development would lead to a significant adverse impact on the quality of the landscape, historic environment, air quality or the existing highway network.

RECOMMENDATION

The proposed development is therefore considered to be acceptable and is recommend for approval, subject to conditions as listed below:

1 The development hereby permitted shall begin no later than three years from the date of this permission.

Reason: In accordance with Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2 Unless otherwise required by conditions attached to this permission, the development herby permitted shall be carried out in accordance with Drawing Numbers:

040_A05 Revision B - Site Plan, Dated 24.11.2014

040_A07 Revision C, Sheet 1 of 4 - Site Elevations, dated 02.12.14

040_A07 Revision C, Sheet 2 of 4 - Site Elevations, dated 02.12.14

040_A07 Revision C, Sheet 3 of 4 - Site Elevations, dated 02.12.14

040_A07 Revision C, Sheet 4 of 4 - Site Elevations, dated 02.12.14

040_A08 Revision B - Proposed Floor Plan, dated 10.12.14

040_A09 Revision B - Site Section Levels, dated 02.12.14

040_A10 Revision B - Site Traffic Route Plan, dated 09.12.14

NOR-LP01REVA - Landscape Plan

Reason: To secure what was proposed and in the interests of proper planning.

3 The external surfaces of the building hereby approved shall be finished using the following colour specifications:

Southwest elevation - Wedgwood Blue (BS5252: 18C37)

All other elevations - Mushroom (BS5252: 10B19)

Roof surfaces - Svelte Grey (BS5252: 10B23)

Reason: In the interests of visual amenity.

4 No waste other than those waste materials defined in the application and environmental statement shall enter the site.

Reason: Other waste materials raise environmental and amenity issues that would require consideration afresh and to ensure that the development that takes place

substantially accords with the development that was the subject of Environmental Impact Assessment.

5 No development shall commence on site (including any works of demolition), until a Construction Method Statement, which shall include the following:

a) the parking of vehicles of site operatives and visitors;

b) loading and unloading of plant and materials;

c) storage of plant and materials used in constructing the development;

d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

e) wheel washing facilities;

f) measures to control the emission of dust and dirt during construction;

g) a scheme for recycling/disposing of waste resulting from demolition and construction works; and

h) measures for the protection of the natural environment.

i) hours of construction, including deliveries;

has been submitted to, and approved in writing by, the Waste Planning Authority. The approved Statement shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved Construction Method Statement.

Reason: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

6 No external lighting shall be installed on site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage have been submitted to and approved in writing by the Waste Planning Authority. The lighting approved shall be installed and shall be maintained in accordance with the approved details.

Reason: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

7 Within 3 months of the date of the date of this permission the following details shall have been submitted to, and approved in writing by, the Waste Planning Authority:

a) The precise location of the development, including GPS co-ordinates;

b) The date of commencement of construction;

c) Due date of completion of the development;

d) The height above ground level of the tallest structure on site;

e) The maximum extension height of any construction equipment;

f) Full details of aviation warning lighting to be fitted (This should be an omni-directional flashing red light, of a minimum of 25 candela intensity or equivalent infra-red light, to be installed at the highest point of the structure.

Reason: In the interests of air safety and navigation and to enable the amendment of aeronautical mapping.

8 All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner. All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the Waste Planning Authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Waste Planning Authority.

Reason: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

9 The development hereby permitted shall be carried out in accordance with the details contained within the Travel Plan contained within Section 5.7 of the submitted Transport Assessment. The results of the implementation and monitoring shall be made available to the Waste Planning Authority on request, together with any changes to the plan arising from those results.

Reason: In the interests of road safety and reducing vehicular traffic to the development.

10 The development hereby permitted shall be designed, installed and maintained at all times thereafter in accordance with the acoustic mitigation measures detailed in section 6.2.3 of the submitted Enzygo Noise Impact Assessment Dated 2014 Reference SHF.077.001.R.001.

Reason: In the interests of safeguarding the amenities of the area.

11 The development hereby permitted shall be carried out and maintained in strict accordance with the details contained within the submitted Flood Risk Assessment, reference FDL/119/01 and dated 11 December 2014 and the submitted Drainage Strategy, reference FDL/119/02 and dated 11 December 2014.

Reason: To prevent the increased risk of flooding and prevent pollution of the water environment.

12 The development hereby permitted shall be carried out in accordance with the mitigation and enhancement measures of the submitted Ecological Appraisal, undertaken by A D Ecology and dated 3 October 2014.

Reason: In the interests of safeguarding protected species and enhancing the existing habitat

13 Delivery of waste to the site shall only take place between the following hours:

07.00 to 22.00 Monday to Friday

07.00 to 17.00 Saturdays

No HGV deliveries to the site shall be made or accepted on Sundays, Bank or Public Holidays.

Reason: To reduce the potential for disturbance caused by vehicular movements.

14 The total number of HGV vehicle movements associated with the development hereby permitted shall not exceed the following limits:

42 movements [21 in and 21 out] per day Monday to Friday

28 movements [14 in and 14 out] per day Saturdays

No HGV movements shall take place outside the hours of operation stated in condition 13 of this permission.

Reason: To secure the level of traffic assessed as acceptable in the Transport Statement and to reduce the potential for disturbance caused by vehicular movements.

15 A written record shall be maintained at the site office of all movements in and out of the site by HGVs. Such records shall contain the vehicle's registration and operating

company's identity and time/date of movement. The records shall be made available for inspection by the Local Planning Authority on request and retained for a duration of not less than three months.

Reason: To enable the Local Planning Authority to monitor the operations and ensure vehicle movements do not exceed that stated in condition 14.

16 The areas indicated on drawing 040_A05 Revision B for visitor parking, staff parking, cycle parking and outside circulation spaces for HGV vehicles shall be made available for those uses at all times. No material whatsoever awaiting or following processing shall be stored in these areas.

Reason: To ensure adequate parking provision and vehicle circulatory space on site in order to safeguard highway safety.

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

Reason: To prevent pollution of the water environment.