Application No: 18/0552N

Location: Leighton Grange, MIDDLEWICH ROAD, LEIGHTON, CW1 4QQ

Proposal: The construction and operation of an In Vessel Composting (IVC) Facility with associated Aerated Static Pile (ASP) composting, screening and blending operations on land to the west of Middlewich Road, Leighton Grange, Crewe.

Applicant: Mr James Landau, Biowise Limited

Expiry Date: 11-May-2018

SUMMARY

There is a presumption in the NPPF in favour of sustainable development unless there are any adverse impacts that significantly and demonstrably outweigh the benefits.

The proposal would contribute to the network of waste management facilities required to meet the predicted waste arisings of the Authority and would provide a strategic facility for managing organic wastes, addressing an identified gap in provision. It would also assist in improving recycling rates, meeting national and European legislative requirements and help to drive waste management up the waste hierarchy in accordance with European legislation and national and local planning policy.

The scheme would also provide other operational/logistical and environmental benefits in terms of consolidating waste management facilities at one strategic site which has good strategic highway connections that is remotely located from sensitive receptors; allowing for improved service provision, efficiency and sustainable use of resources.

This should be balanced against any potential harm resulting from the loss of agricultural land, residential amenity, particularly in terms of noise, dust, odour and impacts from increased vehicle movements, the impacts on ecology and water resources.

The adverse effects of the scheme are considered to be significantly and demonstrably outweighed by the benefits and can be adequately mitigated through planning conditions and other environmental legislation. As such the scheme is considered to accord with the policies of the Cheshire East Local Plan Strategy 2017 and the saved policies of the Cheshire Replacement Waste Local Plan and the Crewe and Nantwich Borough Local Plan, and the approach of the NPPF and NPPW.

RECOMMENDATION: Approve subject to conditions

SITE DESCRIPTION

The application site is located on open agricultural land approximately 1km west of Middlewich Road (A530), to the north west of Crewe. The River Weaver lies approximately 25m to the west beyond which is a large sewerage treatment facility. Leighton Brook runs east to west approximately 75m to the south of the Site and further south is the Crewe to Chester railway line. To the east is agricultural land, Leighton Grange Farm and small clusters of residential properties aligning Middlewich Road. The urban edge of Crewe lies approximately 1.75km to the east and Leighton Hospital lies approximately 1.25km to the north east.

The surrounding topography is relatively undulating. The location of the proposed built development is relatively flat with levels at 50m AOD on the eastern boundary falling approximately 3m east to west across the site. The site is surrounded by mature hedgerows with occasional trees, with small copses of trees immediately to the north west and north east.

An existing access road serving Leighton Grange Farm connects the application site with Middlewich Road. There are no public rights of way in the vicinity of the site. The closest residential properties are those located on the access track approximately 500m and 870m to the east; properties on Middlewich Road (approximately 670m and 760m) and properties to the north of the sewerage treatment facility (approximately 650m to the north west. Notwithstanding these properties, the closest residential areas are over 1km from the site.

PROPOSAL

This application seeks full planning permission for the development of an In Vessel Composting (IVC) Facility with associated Aerated Static Pile (ASP) composting, screening and blending operations.

The facility would manage and recycle up to 75,000 tonnes per annum (tpa) of food and biodegradable waste from municipal and commercial & industrial (C&I) sources. 40,000tpa would be sourced from Cheshire East kerb side collections and green waste from civic amenity sites. The remainder would be from other local authorities and commercial businesses. In total c.60,000tpa would be municipal waste and c.15,000tpa would be commercial. The facility proposes to use a mixture of in-vessel composting (IVC) to take place in a purpose-built building, followed by external aerated stabilisation using a system of forced aeration static windrows. It is anticipated that 96% of the waste would be recycled into compost. All other outputs including compost oversize and leachate will either be re-processed, recycled or sent off site for to an appropriate waste management facility.

Operation

Waste delivery vehicles would enter the negative pressure reception hall where the waste would be tipped, inspected and shredded, before being transferred into enclosed composting tunnels. The waste would remain in the tunnels for a period of between 5 to 10 days, during which time the temperature, moisture and oxygen levels would be controlled to ensure aerobic conditions are maintained in the tunnels.

The material would then transferred to the outdoor aerated static pile composting facility for stabilisation/maturation and held in six static piles approximately 4m high, 50m long and 12m wide where temperature, oxygen and air pressure is controlled for a minimum of 5 weeks. The material would then be screened to the required size/grade and transferred to the product storage area and stored for up to 12 months prior to dispatching to customers. Any oversized material recovered from the process would be re-shred and mixed with fresh waste before being processed again.

The proposed hours of operation are Monday to Friday 0700 – 1800 and Saturdays, Sundays and Bank Holidays 0700 – 1200.

Built infrastructure

The proposal comprises the development of the following:

- IVC processing building and tunnels.

The proposed IVC processing building would house a large reception hall, a series of scrubbers and biofilters and eight enclosed IVC plant tunnels. The processing building would be 11m high (to ridge) and constructed in an agricultural style using composite profile cladding. It would be located on the south eastern side of the site, with vehicular access to the building taken from the northern elevation. The IVC plant tunnels would be formed of concrete and would be 6m high; where as the biofilter would be 3.9m in height. The footprint of the IVC process building and plant tunnels would be approximately 4040sqm with the process building covering an approximate area of 2345sqm.

- Maturation tunnels

A forced aerated composting pad is proposed to accommodate six lines of composting material defined by concrete bays surrounded by 3m high concrete walls. Three large storage bays for finished products would also be located on the concrete base adjacent to the windrows. The total area taken up by these elements of the proposal would be 5630sqm. A concrete apron would be constructed upon which this development would sit.

Other elements:

- Handpicking station
- Concrete bays for the windrows
- Office/welfare block comprised of a portakabin of 8.5m by 2.9m with a height of 2.7m.
- External low level lighting, litter nets and 2.4m high weld mesh boundary fence powder coated RAL6005 green. Small gatehouse and weighbridge

The application proposes improvements to the existing access off Middlewich Road, with new alignment, as well as resurfacing and passing bays on the current access road.

The application site would be surfaced with non-porous concrete designed to allow surface water run-off to be fully contained and managed. Separate drainage and containment systems are proposed for process water (from the operational areas of the site), surface water (from other non-operational areas such as building roofs, roads etc.) and foul water. A catch pit would be incorporated into the design to ensure that suspended solids and oils are

trapped and collected prior to any discharge from the site. This would be located on the southern corner of the Application Site. The application proposes to connect a surface water discharge from the surface water attenuation tank to the River Weaver.

Construction

The proposal requires an element of cut and fill engineering (to an approximate depth of 3m) to create a level site with surplus soils being reused on site for landscaping. The construction of the whole scheme is anticipated to take up to 12 months with construction hours comprising Monday to Friday 0700 – 1900; Saturday 0700 – 1300 and no working on Sundays or Bank Holidays.

RELEVANT HISTORY:

- P04/0958 - Change of Use to Caravan Storage approved October 2004

NATIONAL & LOCAL POLICY

National Policy:
The National Planning Policy Framework establishes a presumption in favour of sustainable development.

Of particular relevance are paragraphs 17 and 18.

National Planning Policy for Waste

Development Plan:
By virtue of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the application should be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan for this area comprises the recently adopted Cheshire East Local Plan Strategy (CELP), and the saved policies from the Cheshire Replacement Waste Local Plan 2007 and the Crewe and Nantwich Replacement Local Plan 2011.

POLICIES

Development Plan

Cheshire East Local Plan Strategy (CELPS)
The following are considered relevant material considerations:

MP1 – Presumption in favour of Sustainable Development
PG6 – Open Countryside
PG2 – Settlement Hierarchy
SD1 - Sustainable Development in Cheshire East
SD2 - Sustainable Development Principles
SC3 – Health and Well-Being
SE1 – Design

SE2 – Efficient Use of Land
SE3 – Biodiversity and Geodiversity
SE4 – The Landscape
SE5 – Trees, Hedgerows, Woodland
SE7 – Historic Environment
SE11 – Sustainable Management of Waste
SE12 – Pollution, Land Stability and Land Contamination
SE13 – Flood Risk and Water Management
CO4 – Travel Plans and Transport Assessments
IN2 – Developer Contributions

It should be noted that the Cheshire East Local Plan Strategy was formally adopted on 27th July 2017. There are however policies within the legacy local plans that still apply and have not yet been replaced. These policies are set out below**.**

Cheshire Replacement Waste Local Plan (CRWLP)
Policy 1 – Sustainable Waste Management
Policy 2 – Need
Policy 5 – Other Sites for Waste Management Facilities
Policy 7 – Sites for Open Air Windrow Composting Facilities
Policy 12 – Impact of Development Proposals
Policy 16 – Historic Environment
Policy 17 – Natural Environment
Policy 18 – Water Resource Protection and Flood Risk
Policy 23 – Noise
Policy 24 – Air Pollution: Air Emissions including Dust
Policy 25 – Litter
Policy 26 – Air Pollution: Odour
Policy 27 – Sustainable Transportation of Waste
Policy 28 – Highways
Policy 29 – Hours of Operation
Policy 32 - Reclamation
Policy 33 – Liaison Committees

Crewe and Nantwich Replacement Local Plan 2011 (CNLP)
NE5 – Nature Conservation and Habitats
NE8 – Sites of Local Importance for Nature Conservation
NE9 – Protected Species
NE11 – River and Canal Corridors
NE17 – Pollution Control
BE1 – Amenity
BE3 – Access and Parking
BE4 – Drainage, Utilities and Resources
BE15 – Scheduled Monuments
BE16 – Development and Archaeology

Other considerations

Cheshire East Waste Needs Assessment Update 2017

Waste Management Plan for England 2013

CONSULTATIONS:

Highways: no objection. The improvements to the existing access and junction are of a standard that will accommodate the proposed HGV traffic and staff at the waste facility. The levels of traffic generation from the works are low and are not peak hours based and as such do not have a material impact on the local highway network and no objections are raised.

Nature Conservation: no objection. Planning conditions recommended in respect of breeding bird survey, runoff and emissions plan, provision of a method statement to protect against pollution of watercourses and retention and enhancement of hedgerows.

Landscape: no objection subject to securing landscape mitigation planting on low mounds as part of an outline planting plan.

Flood Risk Management: no objection. Conditions recommended in respect of implementation of mitigation identified in flood risk assessment, approval of detailed drainage designs to take account of design storm periods and approval of finish floor levels.

Spatial Planning: to be reported in the update report to Members

Environmental Health: no objection subject to the conditions as detailed in the report. Informatives provided in respect of construction hours of operation and legislative responsibilities for dealing with unexpected contamination.

Council Public Health: no objection.

Waste Strategy: no comments received

Cheshire Archaeological Planning Advisory Service: no objection.

Environment Agency: no objection. Advisory notes provided in respect of requirements for an Environmental Permit, waste handling and moving off site.

Natural England: no objection. Proposals are unlikely to have any significant effects on interest features for which the West Midlands Mosses SAC and the Midland Meres & Mosses Ramsar site have been classified, and the LPA are not required to undertake an appropriate assessment

Cheshire West and Chester Council: no comment

Cheshire Fire and Rescue Service: no comments received

Public Health England: no objection

Cadent Gas: no comments received

Transco: no comments received

United Utilities: no objection subject to conditions. Informatives provided in respect of services located in the vicinity of the site and developers obligations in respect of building near to these services and access provisions.

Minshull Vernon Parish Council: no comments received

REPRESENTATIONS

Local ward member: Supports the proposal. No concerns regarding smells from material being delivered to the plant as it will be unloaded within the inside of the plant. Although the plant will be about 100 metres from the nearby sewage works and the nearest neighbour lives at the end of 1/2 mile drive, concerned regarding process material being stored outside the plant. Request a condition that all processed material to be stored indoors.

Concerned about the rerouting of the access point and nearby drive as it will come out directly opposite the drive to the 2 near by houses and would ask that it be moved away from these driveways. It is proposed that the plant will open on Sundays and bank holidays, therefore as the 2 houses are at the end of the drive are family homes, it should be conditioned that there are no deliveries to or from the site before 9;30am on Sunday and bank holidays.

OFFICER APPRAISAL

Principle of Development

Sustainable Waste Management

Waste Hierarchy
European legislation, National Planning Policy for Waste (NPPW) and local planning policy (CELP Policy SE11) requires waste to be managed sustainably in accordance with the Waste Hierarchy whereby resources are managed (in priority order) of prevention, preparation for re-use, recycle, recovery and then disposal as a last option. The Waste (England and Wales) Regulations 2011, which transposes the Waste Framework Directive into UK legislation includes a target for local authorities for reusing and recycling 50% of Household waste by 2020; and a requirement for the separate collection of bio-waste (which includes biodegradable green and park waste, food and kitchen waste) with a view to composting or digesting it and recovering energy. The Cheshire East Waste Management Strategy also aims to reduce disposal to landfill to zero.

The Cheshire East Waste Needs Assessment 2017 predicts that by 2030 the amount of local authority collected waste arisings being sent to landfill will have reduced to 4.5%, compared with 30% predicted in 2018/19. Similarly the amount of waste being recycled and recovered is predicted to increase across this period.

The scheme would provide a facility capable of recycling 75,000t of food and green waste which, after prevention and preparation for re-use, is the next most sustainable waste management option in the Waste Hierarchy. This would include 40,000t originating from Cheshire East household collections; of which 16% comprises food waste which is currently managed at an energy from waste facility. In terms of the Waste Hierarchy, energy from

waste is classified as 'recovery' and therefore sits lower down the hierarchy than recycling. Any residual waste unable to be processed at the facility would also be re-processed at a third party facility as a fuel for energy and/or heat recovery rather than being sent to landfill. The proposal therefore provides for the sustainable management of food and green waste by recycling, and would enable some waste to be managed higher up the Waste Hierarchy than at present. It would also assist with meeting legislative recycling targets and the aims of the Waste Management Strategy. The principle of an IVC therefore accords with the requirements of European legislation, national and local planning policy.

Proximity, Self Sufficiency and Choice of Site

An integrated and adequate network of facilities should be provided to enable waste to be managed in an appropriate facility, in the right place at the right time. There is no expectation that each local authority should deal solely with its own waste to meet the requirements of self sufficiency and proximity principles; nor does the proximity principle require using the absolute closest facility to the exclusion of all other consideration (NPPG). Waste markets normally operate beyond administrative boundaries and new facilities will need to serve catchment areas large enough to secure the economic viability of the plant (NPPW paragraph 4). The objective of self sufficiency is therefore normally interpreted as being one of net self sufficiency, whereby sufficient facilities are provided to manage the quantity of waste predicted to arise in that area (taking into account forecasted imports and exports) rather than planning for facilities to manage every tonne of waste actually produced in that area.

Kitchen and commercial food waste can only be processed in enclosed systems such as in-vessel composting plants in order to meet relevant legislation and the Cheshire East Waste Needs Assessment 2017 (WNA) identifies that there are currently no built facilities within the authority for managing food waste. It also that there will be a predicted shortfall in organic waste management capacity by 2030 and this facility would assist in addressing this and would contribute to the aim of an overall net self sufficiency.

In respect of the choice of site and its proximity to waste arisings, it is noted that whilst green waste managed by open windrow composting does not generally travel beyond a local area, food waste managed by other means such as IVC often will as these facilities are more capital intensive and influenced by economies of scale in construction and operation which results in fewer, larger, more sophisticated facilities being developed that service larger than local i.e. sub-regional markets. The Council collected green waste is currently transported to a number of small composting sites, and this facility would result in those deliveries being diverted to one centralised facility at greater distance from the waste arisings. It also remains unclear from the information available where the additional waste arisings (c.30,000tpa) which are not sourced from Council collections would be located, albeit the applicant advises that these are likely to be from local waste streams.

The applicant however, highlights a number of benefits presented by this choice of location:

- Use of one centralised facility presents benefits in terms of economies of scale, fuel usage and process costs
- Strategically located close to one of the highest populated areas and largest sources of waste arisings with vehicle movements removed from multiple locations across the authority.

- Unlike many of the existing composting sites in operation in the authority which are in rural areas and served by narrow rural lanes, this site is well located off a major A road (A530) with good connections to the strategic highway network and motorways
- Strategic highway connections allow for receipt of waste from longer distances
- Remote from large number of sensitive receptors
- Adjacent to an existing large scale sewerage treatment plant which presents similar land use impacts
- It would contribute to an integrated network of waste management facilities, allowing for the sustainable management of waste.
- Consolidating operations to the use of a single site would enable waste collection routes to be optimised and address inefficiencies in collections
- All of the waste will be turned into composts to be used in agriculture and horticulture.
- Facility would be designed to provide additional recycling capacity beyond current provision to accommodate for predicted population growth in Cheshire East.

Whilst it is noted that the proposals could result in some portion of the waste arisings being transported over greater distances than at present, and transportation by other means than road (as supported in planning policy) are not offered, it is accepted that such opportunities for rail/water transportation are limited in the Authority and the operation/logistical and environmental benefits highlighted above are accepted. There are also wider sustainability benefits presented by the scheme as outlined within the report which also influence the choice and location of site, and these considerations should be weighed in the planning balance.

Need

NPPW makes it clear that quantitative or market need for new waste management facilities should only be demonstrated where proposals are not consistent with an up-to-date plan; whilst CRWLP Policy 2 states that where material planning objections outweigh the benefits, overriding need should be demonstrated. In this instance whilst the scheme is not on an allocated site; this matter has been adequately addressed and the benefits of the scheme in terms of sustainable waste management have been demonstrated. Subject to all other environmental and planning considerations as set out in the remainder of this report being adequately addressed, a 'need' is not required to be demonstrated and the development accords with this policy approach.

Development on Unallocated Site

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this instance the Development Plan consists of the Cheshire Replacement Waste Local Plan (2007) and the Crewe and Nantwich Borough Local Plan (2005). Material considerations include national policy and guidance contained within the National Planning Policy for Waste (NPPW) and the National Planning Policy Framework (NPPF) and the suite of documents comprising National Planning Practice Guidance (NPPG).

The CRWLP identifies a range of sites throughout Cheshire in order to provide an adequate choice of waste management facilities for managing the quantities and types of waste to be generated within the Plan period. On 'Preferred sites' applications for specified waste uses will be permitted subject to compliance with other policies of the Plan (Policy 4). The

Preferred sites include two located in the Crewe area on Pyms Lane which are identified as being suitable for accommodating a range of uses including IVC.

The Plan was however adopted in 2007 and a number of these Preferred Sites are no longer available. The emerging minerals and waste DPD will aim to ensure that appropriate sites/land are allocated to ensure that sufficient waste management facilities can be provided to manage the equivalent amount of waste arising in the authority. However, the development of this DPD is at a very early stage and there is currently a hiatus between the CRWLP and the emerging DPD; as such this has resulted in the need to release sites through the development management process in the interim in order to meet the identified shortfall in provision and the current and predicted waste arisings.

Provision is given in CRWLP Policy 5 for waste management development on sites not identified in the Plan in order to provide flexibility for technological and legislative changes; subject to the applicant demonstrating that:

I. the preferred sites are either no longer available or are less suitable than the site proposed; or
II. would meet a requirement not provided for by the preferred sites; and
III. the proposed site is located sequentially to meet the development needs within the Regional Spatial Strategy.

Additionally CRWLP policy 7 also allows for the development of open air windrow composting facilities on unallocated sites where it is demonstrated that the preferred sites are either no longer available or are less suitable for the proposed development.

An alternative site assessment has been submitted which considered potential sites (including those preferred sites identified in the CRWLP) within the administrative boundary of Cheshire East Council, and 10 miles beyond at land in Cheshire West and Chester and the southern regions of Greater Manchester. The site search exercise was undertaken over an extended period and a list of potential sites were identified and assessed against initial key search criteria including site size, topography, proximity to strategic highway network, local plan allocation (including CRWLP allocations and employment sites with B2,B8 use), availability, existing land use and proximity to potential waste arisings.

Sites not meeting the key site requirements were discarded, leaving a short list of potential sites which were then subjected to detailed assessment against a range of environmental, social and economic criteria. For each of the assessment criteria the sites were scored on the level of sensitivity to that assessment criteria with the development in place on the site, and were then ranked accordingly. Further assessment of each site was then carried out to highlight any positive and negative features that may impact on its ability to accommodate the proposed development. As a result of this process the application site scored highest against the detailed criteria, with two sites at Clayhanger Hall Farm and Lostock West scoring just below the application site.

Clayhanger Hall Farm (Preferred Site WM8 in the CRWLP) was considered unsuitable due to a number of factors including being allocated for mineral extraction along with a mix of waste uses including landfill. The assessment identifies that the piecemeal development of this site would not be practicable, could make the wider site unworkable and the built-up nature of the

local road network between the site and the strategic road network was identified as an issue. Similarly Lostock West (Preferred Site WM12a) was not considered preferable as it lies outside the CEC boundary and preference in the assessment was given to a location closer to the source of waste arisings (the larger portion of which would be kerb-collected waste from within CEC). Additionally, the allocation has been partially developed and the development of open windrow composting as considered to present significant challenges considering its location and surrounding land users.

The alternative site assessment concludes that the application site is the most appropriate site for this facility. The site can accommodate the proposed development, and its rural location is appropriate for the open windrow element of the proposals. It is also at an appropriate distance from nearby sensitive receptors, is close to the strategic road network and has benefits in terms of topography and natural screening.

The approach to the identification and assessment of alternative sites is considered adequate. With respect to part iii of CRWLP policy 5, whilst it is accepted that the site is not located within the settlement boundary of an urban area and not on previously developed land, the nature of this proposal with open windrow composting necessitates a rural location away from sensitive receptors. Locating composting facilities in rural agricultural locations has been previously considered accepted at other sites within the authority and the alternative site assessment process has demonstrated that there are no other more suitable alternatives which would satisfy this policy test. As such, the scheme has demonstrated compliance with CRWLP policy 5.

Development in the Open Countryside

The site lies outside of the settlement boundary of Crewe and is within the Open Countryside to which policy PG6 of CELP applies. Within the Open Countryside only development which is essential for the purposes of agriculture, forestry, outdoor recreation, public infrastructure, essential works by public service authorities/statutory undertakers, or for other uses appropriate to a rural area are permitted.

As noted above, it is generally accepted that it is more appropriate to locate composting development in an isolated rural or urban fringe location rather than a location on an industrial estate or built up urban area; as there is a need to separate this type of waste disposal facility from sensitive receptors and this is generally easier to achieve in rural locations. Historically planning permission has been granted for other composting sites in the open countryside within the authority boundary, and CRWLP allocation WM11 which is allocated for mixed waste use including open windrow composting is also located in the open countryside. Therefore this type of waste management use has been accepted as being appropriate in the open countryside previously and it is considered that the same considerations apply in this case.

In terms of the impact of the proposal on the open countryside, the primary purpose of the policy is to protect the intrinsic character and beauty of the countryside. The impacts of the scheme on the regional and local landscape character have been assessed in the Landscape and Visual Assessment (LVIA) and are addressed below. As such, subject to there being no significant impacts identified on the landscape character, it is not considered that this proposal would present any significant impacts on the open countryside and such facility is an appropriate use in a rural area; thereby according with CELP policy PG6.

Landscape and Visual Impacts

The application site is bounded by a large hedgerow with single mature trees which provides an element of screening. The site is well distanced from local vantage points and therefore views into the site are limited. Some views are experienced to the west due to the topography over the valley however the landscape is dominated by the large sewage treatment plant adjacent to the river and the solar park to the south of the plant. To the north and immediate east is mainly open agricultural land with farm properties in the vicinity whilst further east the skyline is dominated by the built form of Leighton Hospital (1.2km away), the urban fringe of Crewe (1.7km) and also the industrial area off Pyms Lane including the Bentley Factory (1.3km) and office buildings. Land to the south remains fairly open with the Crewe to Chester railway passing over the Nine Arches Bridge being the most noticeable feature.

The LVIA identifies that there would be no significant potential adverse impacts on regional and local landscape character areas, due to a relatively flat topography being retained by the development, and the retention of the existing field patterns, hedgerows and trees. The building would also be of similar style and scale to other agricultural buildings on nearby farms in the area. To mitigate the creation of the level platform in what is otherwise a gentle rolling landscape, a planting scheme is proposed which includes for the creation of low landscaped bunds spread out across the site to break up the outline of the site from the valley; and planting to include trees such as willow and alder near the river valley with native oak and birch over the rest of the area. The LVIA also recommends further mitigation in respect of including within any restoration plan (on cessation of the use of the facility) the recreation of the original landform.

In relation to visual impacts, due to existing vegetation, distance to the site and existing built development in the area, all but one residential receptor is predicted to experience a mainly temporary minor adverse impact during construction works or associated with operational ambient light, and long term impacts are predicted to reduced to negligible/neutral with the establishment of bunds and planting. A moderate adverse impact is predicted at Brayne Hall Farm (approximately 700m north west of the site) due its proximity, however it is located in the valley below the site with the sewerage works in the direct line of view and there are several large trees in the valley which further act to partially screen the proposed site.

With respect to commercial and public receptors, no significant impacts are predicted. A minor adverse impact is predicted at the sewerage works due to its proximity to the site, however the proposal would present similar visual impacts and mitigation planting would help screen the development. Equally for the railway line (commuters), a minor adverse impact is predicted crossing the nine arches bridge however this would present temporary, brief glimpsed views and would be partially mitigated by landscape planting. The LVIA also recommends careful lighting directed away from sensitive receptors/areas. Subject to incorporation of these features, the LVIA concludes that the scheme would not present any significant adverse landscape or visual impacts on the site or its surrounding neighbours and land uses.

The Landscape Officer agrees with the findings of the LVIA and considers the approach to landscape planting acceptable. Subject to securing a landscape planting scheme, and details

of lighting, it is considered that the proposals accord with CELP policies SE4 and SE12, CRWLP policy 1, and CNBLP policy BE1.

Pollution Control and Human Health
CNBLP policies BE1 and NE17 requires new development to ensure they are compatible with surrounding land uses and do not prejudice the amenity of future occupiers or adjacent occupiers by reason of overshadowing, overlooking, visual intrusion, noise and disturbance, odour or in any other way. New development should also ensure that measures are taken to prevent, reduce or minimise pollution and should not result in:

- Any increase in surface water, ground water or air pollution;
- Any increase in risks to life or health;
- Any permanent and unacceptable increase in noise levels in the surrounding area;
- Unacceptable impact on proposed development which is sensitive to noise, or existing sources of noise.

Noise and Vibration.
The site is located in an isolated location and there are limited noise sensitive receptors in the area; the closest being Brayne Hall Farm (415m), Leighton Grange Farmhouse (unoccupied) (600m) and two cottages (The Lodge and Rose Cottage) located on the access road at the junction of A530 (925m). During day and night time hours, the dominant noise sources are road traffic from Middlewich Road and local roads; additionally at Brayne Hall Farm a steady noise from the water treatment works along with noise from vehicles on the access road.

Relevant noise guidance identifies that a predicted increase in noise levels against background levels by 10dB or more is likely to indicate a significant adverse impact on a receptor; an adverse impact is likely for increases of 5dB; and no exceedance of background noise levels indicates a low impact. The noise assessment concludes that there would be no impact at Brayne Hall Farm. An increase of 1dB above background level at the two cottages are anticipated at first floor level during the daytime however this is unlikely to be perceptible or to constitute a significant impact, given the location of this receptor adjacent to a road and the impact to ground floor rooms is expected to be lower, due to the existing perimeter timber fence to the cottages.

A potential significant impact is predicted at Leighton Farmhouse although this is currently unoccupied and is within the ownership of the applicant. Additionally, the assessment notes that with the facility in operation the internal noise levels within the property could comply with relevant guidelines for internal noise levels with windows open.

Concerns were initially expressed by Environmental Health Officers over the impacts of HGV movements on the access road in terms of noise, vibration and vehicle lights at the two cottages on the junction of the A530. The boundary of the two properties currently lies on the existing access road, with the closest building sited c.6m from the road. An amended alignment of the carriageway is now proposed which would relocate its route further north allowing a gap of c.40m between the buildings and the access road. The re-alignment provides room for landscape bunds recommended by the Environmental Health Officer to assist with screening the properties from noise, vibration and vehicle lights and also allows the access connection into the two cottages on the junction of A530 to be relocated further west to assist with screening the road from the properties. The amended access

arrangements would also allow two way operation of vehicles along the first section of the access road, minimising any stopping and starting of vehicles required with the current single lane shuttle working. The amendment to the access is considered to address the concerns expressed by the Local Ward Member.

The Environmental Health Officer now considers that the proposals are acceptable, subject to planning conditions securing:

- noise management plan
- acoustic bunding adjacent to the dwellings on the access track;
- restrictions of noise levels of any additional plant used on site;
- restrictions on hours of operation for external noise generative activities to that proposed by the applicant;

With respect to the concerns of the local ward member over hours of operation, the proposed hours of operation generally accord with those permitted under CRWLP Policy 29 which permit operations from 0730 to 1300 hours Saturdays, and the policy states that shortened working hours could be permitted where the proposed hours would have an unacceptable impact on neighbouring land uses. The noise assessment does not identify that this would be the case, therefore the suggested revision does not accord with planning policy and is not considered justified given the findings of the noise assessment and the views of the Environmental Health Officer. It is also noted that the applicant advises that the proposed hours of operation are required in order to service the needs of the Local Authority providing the collection service, however there is a low likelihood of vehicle movements on Sundays as there are not normally RCV collections.

Subject to the measures above being secured it is considered that the proposals would not give rise to unacceptable levels of noise pollution and would accord with CRWLP policy 23, CELP policy SE12 and policy NE17 of CNBLP.

Air Quality

Odour
The development would operate under an Environmental Permit which is regulated by the Environment Agency (EA) and which would require measure to be implemented to control odour. National planning policy states that planning authorities should focus on whether the development itself is an acceptable use of land rather than the control of processes or emissions which are a matter for the pollution control authority. Planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced.

Notwithstanding this, the impact of air quality on amenity and the need to prevent nuisance remains a material planning consideration and consideration should be given to whether the effect of any change in air quality arising from the scheme would cause increased and unacceptable levels of detriment to sensitive receptors.

The closest residential receptor lies approximately 380m northeast of the site boundary, however the majority of residents within 1km of the site are agricultural and the local area is

predominated by dairy farming activity. A local sewage treatment works approximately 300m west of the site location, also provides a background odour source.

An odour assessment has been submitted which has modelled the potential odour impacts based on worst-case model predictions. It identifies that the initial waste handling and sanitisation phase of the IVC process, which has the most potential for odour release, would take place within the enclosed process building and tunnels. The process building would be negatively aerated with 4 to 6 air exchanges an hour and this, combined with the fast action roller shutter doors, would reduce potential for odour release. The enclosed tunnels would be positively aerated with air from within the reception hall and all air from the tunnels and process building would be vented to atmosphere through an odour treatment system consisting of wet scrubbing and biofiltration.

The material stored externally during the stabilisation phase would be laid upon pipework which delivers air through the pile and the systems would monitor conditions to ensure aerobic conditions are maintained. Unlike traditional open windrow composting, this process does not require physical turning or movement during the composting phase and this has the effect of greatly reducing the risk of odour release through agitation. The use of this automated forced aeration system is designed to mitigate the build up of anaerobic conditions within the material thereby reducing the intensity of any odours generated.

The odour assessment concludes that due to the nature of odours released, odour control system in place and the distance to the receptors, the potential to cause nuisance to the surrounding area and residential dwellings is low and the emissions from the proposed development are unlikely to result in the relevant benchmark thresholds being exceeded at the receptors. Subject to securing an odour management plan, the Environmental Health Officer raises no objection. The application is therefore considered to accord with CRWLP policy 26, CELP policy SE12 and CNBLP policy NE17 and BE1.

With respect to the request from the Local Ward Member for a planning condition requiring all processed material to be stored indoors to limit odour impacts, for the reasons explained above, the process to be adopted through stabilisation would greatly reduce the risk of odour through agitation. This material is appropriately stored externally as this is required to ensure the final maturation phase of the process. The odour assessment does not predict any significant adverse impacts with this process, and the Environmental Health Officer does not raise any concerns. Additionally this would be a controlled process subject to the procedures in place under the facility Environmental Management System which is regulated and monitored by the Environment Agency. The imposition of this condition is therefore not considered to meet the relevant ‘tests’ of the legislation and is not necessary or reasonable.

Air emissions including dust

Policy SE12 of the Local Plan states that the Council will seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality (following the approach of paragraph 124 of the NPPF and the Government’s Air Quality Strategy). Considerations in respect of air emissions will include the proximity of sensitive receptors (ecological and human) and the extent to which adverse emissions can be controlled through the use of appropriate and well maintained equipment and vehicles (NPPW).

The closest Air Quality Management Area is at Wistaston Road Crewe located approximately 3.3km south-east of the development site. The air quality assessment submitted considered it unlikely the proposals would cause air quality impacts over a distance of this magnitude. The assessment identifies that due to the low number of vehicle trips proposed, the potential air quality impacts associated with road vehicle exhaust emissions are predicted to be negligible, in accordance with relevant DMRB and IAQM guidance.

There is however a need for the Local Planning Authority to consider the cumulative impact of a large number of developments in a particular area. In particular, the impact of transport related emissions on Local Air Quality. The Environmental Health Officer therefore considers that mitigation should be sought in the form of direct measures to reduce the adverse air quality impact and recommends securing a planning condition in respect of a scheme to minimise dust emissions and a construction environmental management plan. Subject to these provisions, the proposals are considered to accord with the CELP policy SE12, and national planning policy.

Public Health
The Council Public Health Team identify that the available evidence on the human health impacts of this composting method along with the odour and air quality assessments suggests that this site poses a very low risk to health.

Compost presents a risk of some respiratory infections as a result of the micro-organisms that are part of the natural composting process and this risk is increased when compost is turned. The Council Public Health Team however notes that the method proposed by this facility minimises disruption of the composting material and also makes use of bio filters; consequently the risk of exposure of a member of the public to these organisms is extremely low. The Environmental Health Officer also notes that the nature of the process means that the risk of bio-aerosols on nearby receptors are not significant.

Public Health England (PHE) raise no significant concerns regarding risk to health of the local population from this proposed activity, providing that the applicant takes all appropriate measures to prevent or control pollution, in accordance with relevant guidance or industry best practice. They note that no documentation has been submitted regarding an environmental management system or an accident management plan and recommend this is submitted. With respect to these points, the Environmental Permit would require this information and this would be scrutinised and subject to approval by the Environment Agency. It is therefore not necessary to duplicate this requirement on any planning permission as it is covered by other relevant environmental legislation.

Land and Water Contamination, Land Stability and Soils
The site is not located within a source protection zone. The facility would be surfaced with non-porous concrete designed to allow surface water run-off to be fully contained and managed. Separate drainage and containment systems are proposed for process water, surface water and foul water. A catch pit would be incorporated into the design to ensure that suspended solids and oils are trapped and collected prior to any discharge from the site. The detailed design of the drainage and containment system could be secured by planning condition. Given the nature of non-hazardous waste being managed at the site and drainage arrangements proposed it is not considered that there would be any significant impacts on water quality.

In respect of land contamination, no potential for contaminated land was identified by the environmental assessment and no objections are raised by the Contaminated Land Officer. Subject to the submission of drainage details being secured by planning condition the proposals are considered to accord with CELP policy SE12, CRWLP policy 18, and CNBLP policy NE17.

In order to create a level platform, an element of cut and fill engineering is proposed which is anticipated to generate c.7200m3 of residual material. The environmental site assessment identifies no significant geotechnical risks with the proposals and the site is classified as having a very low hazard in terms of ground stability. A materials management plan could be secured by planning condition to ensure an appropriate balance is achieved between retention of material for landscaping purposes (removing the requirement to import material for this purpose) and removal off site to avoid an unnatural landforms being created due to excessive residual materials on site. Subject to this being secured, the proposal is considered acceptable.

Highways

The proposals would be likely to generate 57 HGV movements per day (29 in and 29 out), plus 10 cars (5 in and 5 out) per day. The delivery of CEC organic waste to the facility from Macclesfield would be consolidated in 28 tonne vehicles before being transferred to the proposed facility, whilst Refuse Collection Vehicles (7.8t) would collect organic waste from the remaining areas of the authority. Additionally waste collected from sources outside of CEC collections, and exported compose would both utilise 20t HGVs.

The transport assessment identifies that RCV deliveries are likely to be concentrated between 1000 and 1200 hours, and between 1400 to 1600 hours; whilst product output and consolidated deliveries of waste may be more evenly distributed across the operational day. It is anticipated vehicles will have a 20 minute turnaround within the site. On average 3 arrivals and 3 departures are anticipated in either peak hour; with 2 vehicles in each direction (in/out) north on the A530 and 1 vehicle in each direction south. As a result, daily flows (in each direction) on the A530 north of the site would average 20 HGVs and 3 cars, with 9 HGVs and 2 cars to the south.

The transport assessment identifies that the percentage impact of the proposed traffic generation on the three key junctions of the proposed access road with A530; Flowers Lane and Pyms Lane at both AM and PM peak hour would be between 0.10 and 0.26%, an increase in traffic of less than half a percentage point. The Pyms Lane junction is identified as performing satisfactorily with and without the development. The Flowers Lane junction is currently operating above capacity in the peak hours but the additional traffic generated by the development passing through the junction is only 1 vehicle in each direction in either peak hours which is identified as presenting an insignificant increase. Staff arrivals and departures are likely to take place outside of peak hour traffic along the A530. Given the level of traffic generated the Strategic Infrastructure Manager considers there is a very limited impact arising from the proposal on the local highway and there would be no material impact on the local highway network.

Access arrangements

The current access arrangements into the site (a simple priority junction off A530) are considered inadequate by the applicant as large incoming refuse vehicles cannot negotiate the tight left turn into the site, and would have to wait on the A530 to let an exiting vehicle depart which is considered a safety risk.

With respect to alternative junction options, an alternative new junction to the south of Leighton Grange was discounted on the basis that the forward visibility of a junction to the south by northbound vehicles is partially restricted by the hedge/fence on the east side of the road and forward visibility is slightly restricted to 120m rather than the desired 160m and would require a one step departure from standards. Furthermore it is good practice to minimise the number of accesses along a particular length of road and the chosen option negates the need for the additional access.

The proposed amendments to the access road would move the traffic further north and widen the carriageway, allowing for the two way movements of vehicles on the first part of the access road. At its junction with A530, the width of the access is also improved to allow HGV access and the junction radii has also been improved. Sufficient visibility at the access point has been provided in accordance with vehicle speeds on the A530. The proposal also includes for improvements to the existing access track to provide passing places capable of accommodating a HGV vehicle at 150m intervals with intervisbility between them to avoid the need for any vehicles to reverse if incoming vehicles are encountered.

The Strategic Infrastructure Manager considers that the improvements to the existing access and junction are of a standard that would accommodate the proposed traffic generated. The proposal is therefore considered to accord with CELPS policy CO4, policy 28 of CRWLP and policy BE3 of CNBLP.

Cultural Heritage

In terms of heritage assets the proposed facility lies between two non designated heritage assets. The route of a Roman Road is situated approximately 50m to the east of the proposed facility whilst the existing access road into the site crosses its route. The applicant proposes a watching brief during the construction of the facility to protect the integrity of this archaeological feature and the existing large hedge and proposed landscape planting on the eastern boundary would screen the Roman Road from the site. The former WW2 Anti-Aircraft Battery and Nissan Hut Compound also lies at Leighton Grange. The proposed facility would encroach upon the outskirts of the Nissan Hut compound however the Cheshire Archaeological Planning Advisory Service (APAS) advise that it is unlikely to disturb any significant below ground archaeological remains and no further archaeological mitigation is required.

One Schedule Monument (Moated Site and Fishpond) is located approximately 1.5km of the site. Given the distance from the site and the presence of intervening hedgerows, trees and topography there is not considered to be any significant detrimental impacts on the Scheduled Monument. There are no listed buildings or conservation areas in the vicinity of the site.

Given these considerations it is considered that the proposals would accord with the CELP policy SE7, policies BE15 and BE16 of CNBLP and policy 16 of CRWLP.

Ecology

The application site is largely improved grassland with three species poor hedgerows present on the site. In the vicinity of the site are ponds and two watercourses. There are no statutory wildlife sites within 2km of the site. One non-Statutory Wildlife Sites lies c.650m to the north and one Habitat of Principal Importance (Deciduous woodland) is located c.200m southwest of the Site.

With respect to Great Crested Newts (GCN), the ecological assessment identifies that none were recorded on site or within 500m. The terrestrial habitat is considered to be of low suitability for GCN with limited foraging and sheltering opportunities. There are no aquatic habitats on the site and the terrestrial habitat is considered to be of low suitability for Other Amphibians. There are also no records of reptiles within 2km of the site and the habitats at the site are considered to be of low suitability for reptiles.

The ecological assessment consider that the habitats on site are of low suitability for Otters and subject to appropriate mitigation measures being secured any reduction in habitats resulting from the proposal would present no adverse effects on the species. The habitat at the site is considered to be of negligible suitability for Water Vole. Equally, no suitable badger sett habitat has been identified on site and due to a lack of suitable roosting habitats and the low suitability of the commuting and foraging habitat, the habitats at the site are of low suitability for Bats. The habitats on site are also considered to be of low suitability for other mammals such as rabbit and red fox.

Whilst the site is considered to be of low value for breeding birds, surrounding habitats, such as the River Weaver and arable fields, do support or have the potential to support notable breeding species, such as Skylark, Lapwing and Kingfisher. Appropriate mitigation measures, safe working methods and habitat enhancement and management should therefore be considered as part of the proposals.

The Council's Ecologist does not raise any concerns and recommends planning conditions in respect of restrictions on vegetation clearance during bird breeding season, retention and enhancement of boundary hedgerows and method statement to avoid any damage and pollution to the pond during the construction of the new access. The Council's Ecologist also recommends a runoff and emissions plan to protect the local watercourses. The applicant notes that a drainage management plan with site specific controls would be developed as part of the Environmental Permitting process and subject to the approval of the Environment Agency. As this would be addressed by other environmental legislation, this measure is not considered necessary to be secured by planning permission.

Subject to the conditions identified above being secured, there are not anticipated to be any significant adverse impacts on biodiversity, and the proposal would accord with policy 17 of CRWLP, CELPS policy SE3 and policies NE5, NE8 and NE9 of CNBLP.

Flood Risk and Water Resources

The River Weaver (Main River) lies adjacent to the western boundary of the site and flows northwards, whilst to the south is Leighton Brook (a minor watercourse). None of the application site lies within flood zones 2 or 3 and therefore the application of the sequential or exception test is not required. The site, due to its size, is classified as within flood zone 1. The development would be classified as 'less vulnerable' category as a waste treatment

facility which is considered in the NPPG as an appropriate form of development within flood zone 1.

With respect to flooding from the River Weaver or Leighton Brook there is a significant drop (c.15m) towards the River Weaver and the Flood Risk Assessment (FRA) identifies that the maximum water levels (at 1 in 1000yr event) would be c.31 mAOD for River Weaver and c.33 mAOD for Leighton Brook and as such the risk of river flooding of the proposed development would be minimal.

The FRA identifies that, with respect to surface water flooding, site levels indicate that all runoff would flow westwards towards the river, and there are no depressions in the topography which would result in surface water flooding during an extreme rainfall event. Equally in respect of groundwater flooding, given the anticipated level of groundwater and the site's topography which would result in groundwater flowing downhill towards the river, the site is not considered to be susceptible to groundwater flooding. No risk of flooding from sewers is also anticipated given that there are none in proximity to the site.

Drainage
The proposals would increase the impermeable footprint of the site by 16500sqm. The use of a SuDs drainage system via ground infiltration for managing surface water disposal has been discounted as unviable as the percolation testing identifies that the soil is largely impermeable; equally there are no public sewers in the vicinity of the site.

Due to the topography of the site, the FRA recommends discharging to the River Weaver by a gravity fed connection (reflecting the current situation on the site), with discharge rates restricted to greenfield runoff rates as far as possible. The development includes for a below ground surface water attenuation tank to accommodate a 1 in 100 year event (plus climate change allowance).

With respect to foul drainage, discharge to an outfall at the River Weaver via a treatment plant is recommended in the FRA due to no available sewer infrastructure being located in the vicinity of the site. Detailed foul drainage designs could be secured by planning condition and depending on its size, consent could be subject to regulation by the Environment Agency.

The Council Flood Risk Management officer raises no objection subject to conditions securing the implementation of mitigation identified in the FRA, approval of finished floor levels, and submission of detailed drainage strategy and management plan. United Utilities also raise no objection subject to conditions in respect of separate foul and surface water drainage systems, submission of a surface water drainage scheme and maintenance/management regime for any SuDs scheme. The latter is however not considered necessary given the proposed drainage arrangements. The proposals are considered to accord with CRWLP policy 18, policy SE13 of CELP and the approach of the NPPF.

Loss of agricultural land
Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality (NPPF para 112). All development will be expected to avoid the permanent loss of agricultural land quality of 1, 2 or 3a (Best and Most Versatile (BMV)) unless the strategic need overrides the issue (Policy SD2 of CELP).

The facility would result in the loss of approximately 2.27ha of agricultural land which Natural England maps indicate could potentially include grades 3. An agricultural land assessment has not been submitted with the application to determine whether this loss could include BMV agricultural land.

With respect to the NPPF, it is the loss of 'significant' areas of BMV land which is of principal concern, and a recent Inspectors appeal decision has defined 'significant' in this context as the loss of over 20ha of BMV; therefore the loss of 2.27ha is not considered as significant under this definition. Natural England advise that smaller losses of BMV land (under 20 hectares) should be taken account of, if they are considered to be significant.

In respect of the potential loss of BMV land, the applicant considers that the benefits of this facility in providing a strategic facility for the sustainable management of waste which helps to increase recycling targets and also produces compost which can be used on local agricultural land outweighs any relatively small loss of agricultural land required for this development. It is also noted that Natural England raises no concerns with respect to the loss of agricultural land. The impact of such a loss of potential BMV agricultural land would need to be taken into account when weighed into the overall planning balance.

Other matters

There is a high pressure pipeline crossing the site. Its route would run directly adjacent to the boundary of the facility. No objections are raised by HSE and Cadent Gas request an access strip be retained and provision has been made for a buffer to allow for an easement. United Utilities recommend a condition for a construction risk assessment method statement for infrastructure crossing the site, which is included in the recommendation below.

CONCLUSIONS

The NPPW identifies that planning plays a pivotal role in delivering the country's waste ambitions through the development of sustainable development and resource efficiency by driving waste management up the waste hierarchy. The NPPW should be read in conjunction with the NPPF; and all local authorities should have regard to its policies when discharging their responsibilities to the extent that they are appropriate to waste management.

Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise, and should be delivered without delay. In addition paragraph 14 of the NPPF, applications should be considered in the context of the presumption in favour of sustainable development by evaluating the three aspects of sustainable development described by the framework (economic, social and environmental).

In this case, the development would provide a range of benefits. It would provide a facility for sustainably managing organic waste, particularly for food waste which is not currently provided for in the Authority. It would assisting in contributing to the provision of an integrated network of waste management facilities required to meet predicted needs for waste arisings in the Authority and would assist with addressing an identified waste management capacity gap in the Authority. It would also assist in improving recycling rates, meeting national and European legislative requirements and help to drive waste management up the waste hierarchy in accordance with European legislation and national and local planning policy.

The scheme would also provide other operational/logistical and environmental benefits in terms of consolidating waste management facilities at one strategic site which has good strategic highway connections that is remotely located from sensitive receptors; allowing for improved service provision, efficiency and sustainable use of resources.

Balanced against these benefits must be the negative impacts arising from the scheme, in terms of the potential for increased transportation of some waste arisings, loss of agricultural land, and localised amenity impacts such as visual effects, and potential for noise, dust, odour and traffic generation. These matters can be controlled by proposed mitigation and conditions to keep any such impacts to within acceptable thresholds.

The development is in general accordance with the policies of the development plan and sufficient evidence has been provided to justify the choice of site and demonstrate there are no Preferred Sites of the CRWLP available in accordance with the tests of Policy 5. On the basis of the above, and given the strategic need to ensure sufficient facilities for the sustainable management of waste across the authority, it is considered that the proposal represents sustainable development. Furthermore applying the tests within paragraph 14 it is considered that the adverse effects of the scheme are significantly and demonstrably outweighed by the benefits. Accordingly the proposal complies with the relevant development plan policies and should be approved.

RECOMMENDATION:

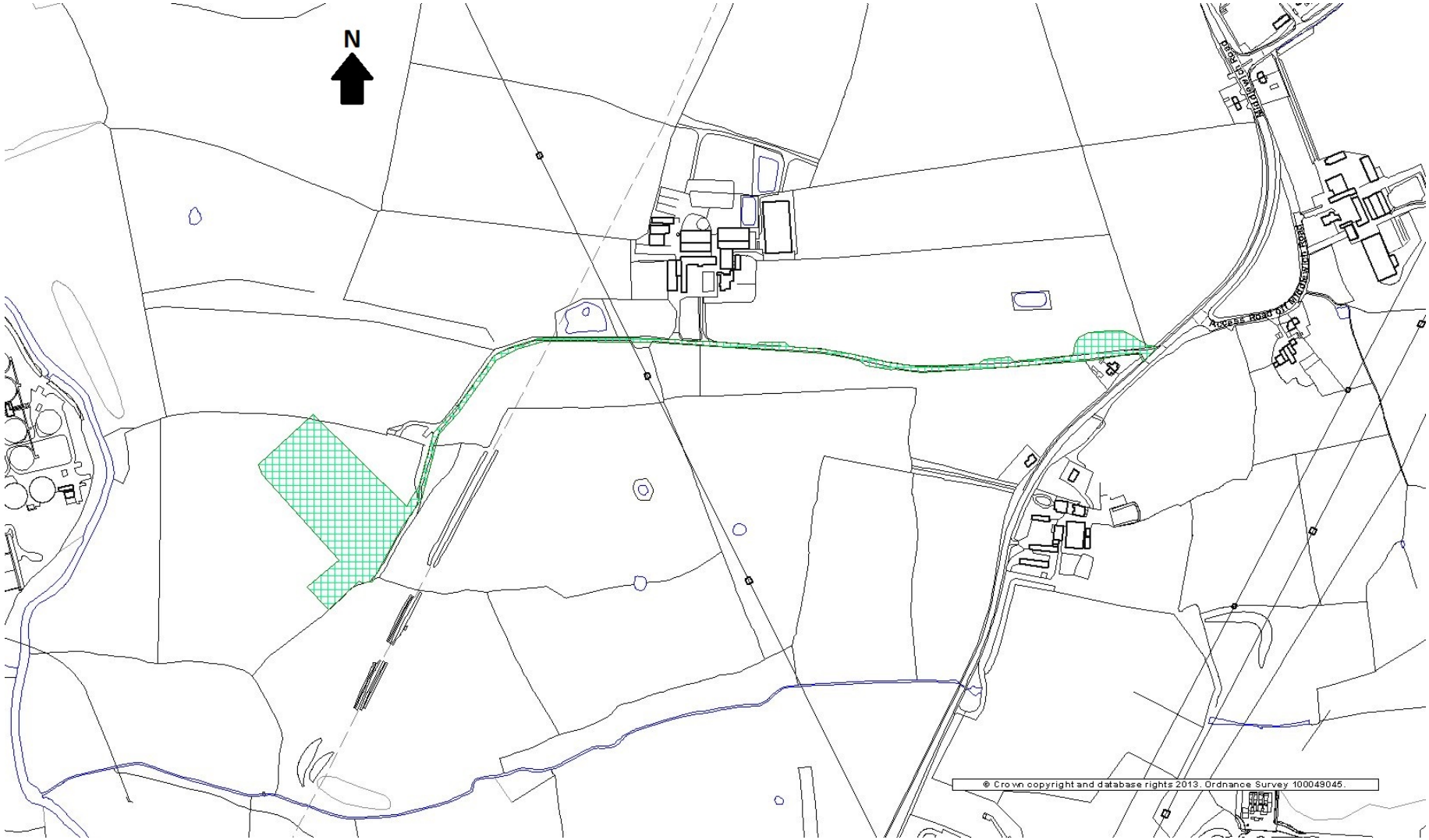
Approve subject to

1. **Commencement within 3 years**
2. **Approved documents**
3. **Hours of operation**
4. **Limit on stockpile heights**
5. **Materials management plan**
6. **Closure of doors outside of use**
7. **Maintenance of vehicles, plant and machinery**
8. **Construction environmental management plan**
9. **Noise levels for additional plant**
10. **Noise management plan**
11. **Acoustic landscape bund on access track**
12. **No external deposit of unprocessed material**
13. **Odour management plan**
14. **Dust management scheme**
15. **Lighting details**
16. **Compost maturation on sealed drainage**
17. **Development in accordance with Flood Risk Assessment**
18. **Detailed drainage design and management plan**
19. **Foul and surface water drained on separate systems**
20. **Finished floor levels**
21. **Landscaping scheme**
22. **Tree/hedgerow protection scheme**
23. **Restoration plan on cessation of use**

24. **Implementation of mitigation identified in ecological assessment**
25. **Breeding birds survey**
26. **Runoff and emissions plan**
27. **Method statement for pond protection**
28. **Construction risk assessment method statement for utilities**
29. **Archaeological watching brief to protect roman road**

In order to give proper effect to the Board's intentions and without changing the substance of the decision, authority is delegated to the Head of Planning (Regulation), in consultation with the Chair (or in her absence the Vice Chair) of the Board, to correct any technical slip or omission in the wording of the resolution, between approval of the minutes and issue of the decision notice.

Should this application be the subject of an appeal, authority be delegated to the Head of Planning (Regulation) in consultation with the Chairman of the Strategic Planning Board to enter into a planning agreement in accordance with the S106 Town and Country Planning Act to secure the Heads of Terms for a S106 Agreement.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