

County Matter: Waste

South Hams District: Change of use from vehicle depot (Class B8) to a waste transfer station (sui generis) including land previously used as a Household Waste Recycling Centre, with building works to include demolition of an existing storage building, and construction of a waste transfer station building and associated litter netting,

Ivybridge Council Depot, Ermington Road, Ivybridge

Applicant: FCC Recycling (UK) Limited

Application No: 2519/19/DCC

Date application received by Devon County Council: 25 July 2019

Report of the Chief Planner

Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that planning permission is granted subject to the conditions set out in Appendix I this report (with any subsequent minor changes to the conditions being agreed in consultation with the Chair and Local Member).

1. Summary

- 1.1 This application relates to a change of use from an existing vehicle depot, together with an area of land previously used as a Household Waste Recycling Centre, to a waste transfer station, with the demolition of an existing storage building and construction of a new waste transfer building. The new facility will be used for the reception and bulking up of household recyclable waste materials.
- 1.2 The main material planning considerations in this case are the impacts upon local working and living conditions; impacts upon ecology and the local landscape; flooding and drainage; pollution of watercourses; the economy; and impacts on the highway and the Public Right of Way.
- 1.3 The planning application, representations received, and consultation responses are available to view on the Council website under reference DCC/4139/2019 or by clicking on the following link:
<https://planning.devon.gov.uk/PlanDisp.aspx?AppNo=DCC/4139/2019>

2. The Proposal/Background

- 2.1 The site is located between the A38 and the Ivybridge slip road off that highway. There are several commercial and industrial units in the area, as well as the new purpose-built Ivybridge Recycling Centre (located south of the slip road about 100m away), a sports club and a sewage treatment works. The nearest residential properties are located around 125m away on the northern side of the A38.
- 2.2 The application site previously accommodated a household waste recycling centre, prior to the construction of the new facility nearby, together with a vehicle depot for South Hams District Council.

- 2.3 The proposal seeks to develop a waste transfer station to store pre-sorted, kerbside collected household waste for onward transfer, and would be operated by the contractor for the District Council. Recyclable materials including paper, card, glass, food waste, plastic, and cans would be bulked up and sent for reprocessing elsewhere. The total throughput of waste anticipated per annum would be 13,200 tonnes, split into 3,500 tonnes per annum (tpa) of paper; 2,000 tpa of card; 3,500 tpa of food waste; and 900 tpa of plastic cans. The site has the capacity to hold a maximum of two days' worth of waste deliveries, so it is anticipated that waste will generally be stored on site for no more than two days, but food waste would be stored on site for a maximum of seven days.
- 2.4 The existing storage building on the site would be demolished and a purpose-built waste transfer facility constructed, measuring 23m in length, 15m in width and with a height of 8.57m (7m to the eaves). There would be a 2m standoff distance from the communication mast on site. The building would be a steel frame construction with a mono-pitch roof, with external blue painted cladding. Roller shutter doors on the building would be opened to receive deliveries of waste and for despatch of the bulked-up materials, and downward facing lights and CCTV cameras would be installed on the building. Within the building the waste materials would be stored in separate bays, with a sealed skip container located outside to store food waste. Litter netting with a height of 3m is proposed around the perimeter of the site, and palisade fencing would also be installed along the site boundary that runs along the southern edge of the site.
- 2.5 The existing storage units on the west side of the site, which are currently used for grounds maintenance, would be relocated to the eastern end, and the staff welfare building/office, located toward the eastern end of the site, would remain in the same location. Wash down and refuelling of the fleet vehicles will continue to take place in the same location as it currently takes place, and this will require an above ground red diesel storage tank in addition to the existing underground white diesel storage tank.
- 2.6 Access to the site would be from Bridge Court, a no through road off the junction of the A38 slip road and the Ermington road. Staff parking for 12 cars is proposed together with parking for eight lorries.
- 2.7 The proposed hours for site operations are Monday to Saturday between 06:00 and 17:00.

3. Consultation Responses

- 3.1 South Hams District Council (Planning): declares its interest in the site as the landowner with a contractual agreement with the applicant (FCC) for the delivery of waste services, and this application is directly related to the Council's own waste strategy.

In its role as statutory consultee, the District Council raises no objection subject to ensuring adequate measures are put in place to manage and mitigate highway and environmental impacts including a recommendation for a green travel plan condition, consideration of the adequacy of the proposed car parking provision and resolution of the objection from DCC as Lead Local Flood Authority.

- 3.2 South Hams District Council (Environmental Health): recommend a limit to the hours of construction to minimise impacts from the generators to: 08:00 – 18:00 Monday to Friday; 08:00 – 13:00 on Saturday; and no construction works audible beyond the site boundary on Sundays and Bank Holidays.
- 3.3 Ivybridge Town Council: objects to the scheme in relation to the following elements:
- (a) increase in vehicle movements by larger vehicles/lorries and the associated timings of these, with particular concern about the combined impacts, with other existing users, and in particular, with the planned 1,000 new homes for the town and those in Modbury;
 - (b) traffic impact on Saturdays, when football matches take place;
 - (c) concerns about visibility, and parking on the access road should be restricted as a consequence;
 - (d) impact upon safety of users of the Erme/Plym Trail that runs across the site entrance from vehicles accessing the site;
 - (e) Policy INP7: Traffic and Movement, of the adopted Ivybridge Neighbourhood Plan advises that developments proposals should improve cycling and walking opportunities “especially along the river corridor”;
 - (f) there are not enough parking places, contrary to Policy DEV 29: Specific Provision Relating to Transport of the Joint Local Plan;
 - (g) existing problems with on street parking in the vicinity;
 - (h) the potential to pollute the River Erme due to the use of diesel on the site and the proximity to the river;
 - (i) impacts upon nearby residents from odour from the food skip; vibration, dust and light pollution from other processing of waste at the site; and noise associated with the diesel generators on site;
 - (j) alternative sites should be investigated such as the derelict site at the Woodpecker at South Brent and the recently purchased employment land owned by the District Council at Sherford; and
 - (k) the current industrial activity is of a much lesser scale than this proposal.
- 3.4 Environment Agency: the previous use of the vehicle depot presents a high risk for contamination during construction works, particularly in relation to the River Erme, and a planning condition should be used to require the submission of a remediation strategy to address any potential contamination issues.
- 3.5 Highways England: no objection.
- 3.6 Natural England: no comments.
- 3.7 Devon County Council Highways: note the level of traffic proposed as set out in the submitted Transport Statement and has no objections. The plans indicate the vehicle crossing at the access will be resurfaced in tarmac construction, which will require a S184 licence following any planning approval unless the applicant is not adjusting the surfacing at the access.
- 3.8 Devon County Council Waste Management: no objections as Waste Disposal Authority.

- 3.9 Devon County Council Historic Environment: assessment of the Historic Environment Record and the details submitted by the applicant do not suggest that the scale and situation of this development will have any impact upon any known heritage assets.
- 3.10 Devon County Council Public Health: no objections as satisfied that the proposal achieves the following:
- (a) provides increase in employment at the site;
 - (b) has environmental permit that controls against adverse effects to air, water and land;
 - (c) is near the main road, reducing heavy goods vehicles travelling through built up areas; and
 - (d) no loss of trees or hedges at the site and enhancements made to the ecology of the site.
- 3.11 Devon County Council Ecology: no objection subject to conditions requiring compliance with the submitted ecological appraisal; implementation of wildlife enhancement measures; control of lighting to avoid spill onto wildlife habitat; and submission of a Construction Environmental Management Plan.
- 3.12 Devon County Council Lead Local Flood Authority: no objection following submission of additional information to address initial concerns and achieve a betterment in runoff rates.
- 3.13 Devon County Council Landscape Officer: the proposals can be integrated into the landscape without resulting in significant harm to the distinctive character, special qualities and features of the landscape affected subject to securing suitably worded conditions covering the following:
- (a) protection of adjacent surrounding trees during construction to BS5837:2012;
 - (b) implementation of proposals for wildflower area creation and ongoing management;
 - (c) all proposed external lighting to be shrouded to avoid upward light pollution; and
 - (d) samples of building cladding and roofing colour/materials to be approved prior to installation.

4. Advertisement/Representations

- 4.1 The application was advertised in accordance with the statutory publicity arrangements by means of a site notice, notice in the press and notification of neighbours by letter. As a result of these procedures 13 neighbours were consulted, but no responses have been received.

5. Planning Policy Considerations

- 5.1 In considering this application the County Council, as Waste Planning Authority, is required to have regard to the provisions of the Development Plan insofar as they are material to the application, and to any other material considerations. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that where regard is to be had to the Development Plan, the determination shall be in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the Development Plan policies are summarised below and the most relevant are referred to in more detail in Section 6.

- 5.2 **Devon Waste Plan** (adopted December 2014)
Policies W1 (Presumption in Favour of Sustainable Development); W2 (Sustainable Waste Management); W5 (Reuse, Recycling and Materials Recovery); W11 (Biodiversity and Geodiversity); W12 (Landscape & Visual Impact); W14 (Quality Design); W15 (Infrastructure and Community Services); W16 (Natural Resources); W17 (Transportation and Access); W18 (Quality of Life); and W19 (Flooding).
- 5.3 **Plymouth and South West Devon Joint Local Plan** (adopted March 2019)
Policies SO7 (Maintaining a Strong Network of Main Towns); SO10 (Maintaining a Beautiful and Thriving Countryside); SO11 (Delivering High Quality Development); SO12 (Delivering Infrastructure and Investment); SPT 9 (Strategic Principles for Transport Planning and Strategy); SPT 12 (Strategic Approach to the Natural Environment); DEV23 (Landscape Character); DEV 26 (Protecting and Enhancing Biodiversity and Geological Conservation); and DEV 29 (Specific Provisions Relating to Transport).
- 5.4 **Ivybridge Neighbourhood Plan** (October 2017)
Policies INP7 (Traffic and Movement) and INP8 (Historic and Natural Environment).
- 5.5 Other material considerations are the National Planning Policy Framework, National Planning Policy for Waste and Planning Practice Guidance.

6. Comments/Issues

- 6.1 The main material considerations in the determination of the proposed development are discussed below.

Policy Context

- 6.2 The site has been identified as there is a need for additional storage and handling of municipal waste collections from the South Hams and West Devon area (specifically for the waste transfer facilities at Haye Down and Torr Quarry). In terms of the provision of a new site, which will enable the re-use and recycling of material, this will help move waste up the waste hierarchy in line with the Waste Strategy for England and the Devon Waste Plan. In terms of Policy W5 (Reuse, Recycling and Materials Recovery) this would then contribute towards targets for re-use and recycling of 61% for 2021, and 64% for 2026. This policy states that permission will be granted where developments:
- (a) *are located at or close to the source of the waste or opportunities for its beneficial use; and/or*
 - (b) *achieve the segregation of reusable, recyclable or compostable materials prior to energy recovery or disposal of the residual waste; and/or*
 - (c) *are co-located with a complementary waste management operation.*
- 6.3 This site would be strategically well-located for waste arising in the South Hams area and would contribute to the re-use and recycling of materials, and the development is considered to support part a) of Waste Plan Policy W5.
- 6.4 The development also complies with Policy W3 (Spatial Strategy), as a non-strategic facility which enables reuse and recycling, as it is located close to Ivybridge.
- 6.5 As a brownfield site, the Waste Plan also encourages this type of use in line with Policy W16 (Natural Resources).

Impact upon Living and Working Conditions

- 6.6 The construction and operation of the site would generate some level of increased noise, and potentially some odours associated with the transfer of food waste in particular. It is considered very unlikely that dust would be generated at the site, or mud left on the highway, as the site is surfaced with tarmac or concrete. It is also very unlikely that impacts from vibration resulting from the construction, or operation of the site would be generated, as the only likely sources would be from mobile plant or vehicle unloading and loading waste.
- 6.7 The nearest residential properties are found on Marshall Drive to the north east and Park Street to the north-west, both beyond the A38 and, at their nearest, around 125m away. The proposal is not considered to result in direct impacts upon the living conditions of these residential properties, due to the distance from the properties, and the fact the A38 acts as a barrier between the two.
- 6.8 The main impacts are upon the surrounding businesses and these, in relation to both the construction period and operation of the proposed facility, are discussed below.

Noise

- 6.9 It is expected that increased noise will be generated during the 26 weeks construction period, and there will be some noisy activities associated with the operation of the facility.
- 6.10 The noise assessment accompanying the application identifies that the highest increase in noise levels would be during the construction phase, with a worst case scenario assessment predicting that noise levels could reach 55dB throughout the duration of a working day. It is recommended that, to avoid potential significant adverse effects, construction site noise levels (averaged over the duration of the working day) do not exceed 65dB LAeq,T at any residential dwelling. It is also recommended that this is checked routinely throughout the construction period to determine if further control measures are necessary. The operator has put forward the hours for construction as between 07:00 to 19:00 Monday to Friday and on certain Saturdays between 09:00 and 17:00. In line with the recommendations of the Environmental Health Officer, and to minimise impacts upon surrounding businesses, these hours should be restricted to the following periods: - 08:00 to 18:00 Monday to Friday, 08:00 to 13:00 on Saturday and no construction works audible beyond the site boundary on Sundays and Bank Holidays.
- 6.11 Impacts from the operational phase are considered likely to be limited, with noise mainly expected from vehicle deliveries, loading of lorries adjacent to the waste transfer building, use of plant within the site to move waste, and from the deposition of glass at the site. These activities would be between the hours of 06:00 to 17:00 on Mondays to Saturdays. A number of mitigation measures are set out in the application to minimise and manage noise levels during the operating hours, including adhering to the proposed operating hours, maintaining plant and machinery, and the management of vehicles at the site to minimise noise. The operator has also stated that they propose to limit any particularly noisy operations (such as cutting with saws or breaking up concrete) to between 09:00 to 17:00 on Mondays to Fridays.
- 6.12 It is considered that noise from construction and operational stages can be kept to a satisfactory level and would not result in significant or unacceptable adverse impacts upon the nearest residential properties. To ensure this, and to minimise

impacts upon surrounding businesses, it is recommended that conditions are used to limit noise levels for the construction phase; require a noise management plan to minimise impacts and deliver the mitigation measures included in the noise assessment, and limit the hours of construction to those recommended by the Environmental Health Officer and the hours of operation.

Odour

- 6.13 The main source of odour is expected to be generated by the food waste skip, during the operation of the development when this is opened and closed. This skip will be located outside a building at the western end of the site, adjacent to storage buildings by the main entrance. It is proposed that this would be emptied every two days with food stored on site for a maximum of seven days, and this can be controlled through a condition.
- 6.14 If the above mitigation is carried out it is considered that any adverse impacts from noise and odour can be adequately controlled in accordance with Waste Plan Policy W18 (Quality of Life)

Highways, Parking and Traffic Issues

- 6.15 The current vehicle depot accommodates 18 vehicles, mainly refuse collection vehicles, smaller box vehicles and road sweepers, leaving the site between 06:45-07:00 and returning around 15:00, resulting in a total of 36 one-way movements per day.

Construction Phase

- 6.16 Approximately 12 construction staff cars will be on site per day during the construction period and, during the first two weeks of the construction period, an additional 10 lorries will visit the site to deliver plant and machinery. Following this it is anticipated that two to three vehicles per day will visit the site when a specific construction activity is taking place, such as pouring concrete for foundations for the waste transfer building. On other days there will be no deliveries.
- 6.17 It is considered that these vehicle movements will not result in a severe impact upon the highway and can be satisfactorily accommodated on the existing highway network. The hours for deliveries/operation during this period should be conditioned as part of a Construction Management Plan to limit impacts.

Operational Phase

- 6.18 The introduction of the waste transfer facility will see the refuse and street collection fleet based at the site reduce to 13 vehicles, with these continuing to leave the site between 06:45-07:00 and returning around 15:00 (Monday to Saturday). An additional 12 vehicles will be added to the fleet in association with the new waste transfer operation, and these will leave the depot between 06:45-07:00, return between 10:00-11:00 for unloading, and then return again between 14:00 and 15:00 for a second round of unloading. This will result in 74 one-way daily movements, all outside the peak hours on Monday to Saturday.
- 6.19 In addition to the movements associated with the facility's fleet, articulated lorries will collect bulked up waste four times per day, resulting in additional eight one-way movements. This results in a total of 82 one-way movements per day, representing an increase of 46 additional one-way movements in comparison with current

operations (excluding staff car movements). When not in use, the vehicles will be parked at the western end of the site.

- 6.20 The application indicates that there is sufficient visibility at the entrance to the site and that current collision data do not raise any specific concerns. The Highways Officer does not object to the increase in traffic movements, as these are predominantly outside the peak hours and the site access is acceptable. It is, however, important to limit the hours for deliveries through a condition to ensure that the operator complies with these time periods and to limit the maximum throughput of material at the site in any year.
- 6.21 Policy W17 of the Devon Waste Plan seeks to minimise the distance that waste is transported, and the development is considered to deliver this by providing a facility close to the sources of waste.

Staff Parking

- 6.22 The number of operatives at the site will increase from 40 to 56, and one additional member of staff is anticipated (an additional 17 in total). The application includes provision for 19 staff car parking spaces, and also includes provision for some cycle parking, but no details are included other than an indicative location. The application notes the good walking and cycling links with Ivybridge town centre and the bus services that stop within 400m of the site that operate between Plymouth, Exeter and Torbay.
- 6.23 Policy W17 (Transportation and Access) of the Devon Waste Plan permits development that would not have an adverse effect on road safety, capacity and functionality of the transportation network for all users, and on public rights of way. As set out above the development does not raise road safety or capacity concerns as the development is considered to mainly impact the off-peak hours. As staff travel by car is more likely to impact upon the highway network, it is considered that a Green Travel Plan should be required, to ensure staff are encouraged to use the most sustainable modes of transport in their travel to work. A condition should also set out the number of secure cycle parking spaces required, with details of design to be submitted. A minimum cycle parking provision for 14 bicycles is expected in line with the calculations of modal split set out in the Transport Statement.
- 6.24 Subject to these requirements, the proposal would accord with Policy DEV 29 (Specific Provision Relating to Transport) of the Plymouth and South West Devon Joint Local Plan 2014-2034, together with Policy W17 of the Devon Waste Plan.

Public Right of Way

- 6.25 The Erme/Plym Trail, a Public Right of Way, starts in Ivybridge and links to Plymouth running along the same road that provides access to the site. The trail starts further north in the town, travels under the A38, then runs along a pavement on the opposite side of the road to the application site. It then follows a path under a road bridge, alongside the River Erme. The proposed development is not considered to raise pedestrian safety concerns, as users would not be crossing the access to the site but would instead be using the pavement on the opposite side of the road. The proposal is considered to accord with Policy W17 (Transportation & Access) of the Devon Waste Plan and Policy Dev 29 (Specific Provision Relating to Transport) of the Plymouth & South West Devon Local Plan by avoiding adverse impacts upon the right of way &.

Nature Conservation

- 6.26 The River Erme, located 23m from the site boundary, flows into the Erme Estuary Site of Special Scientific Interest (SSSI) approximately 3.8km south of the site, and the Start Point to Plymouth Sound & Eddystone Special Area of Conservation is located approximately 8.8km from the site. Drew/Westover Woods, defined as Ancient Woodland, are located 200m south west of the site.
- 6.27 The proposal states that no felling of trees is proposed, but any trees/hedges that overhang the site would be cut back where necessary. The proposal includes the ecological enhancement through provision of two swift nest boxes fixed to the new building, and an area in the east of the site will be planted with wildflowers.

Impact upon the River Erme Estuary SSSI

- 6.28 Due to the proximity of the river which is linked to this SSSI, there is potential for pollution events to occur during construction and operation. The site management measures put forward within the submitted Environmental Risk Assessment should be conditioned along with a Construction Environmental Management Plan to limit any risk of pollution events occurring.

Impact upon species and habitats

- 6.29 The site has been identified as having the potential to impact upon bat and bird species and their associated habitats. Species rich hedgerow is located adjacent to and overhanging the northern boundary, and a semi natural woodland strip is located adjacent to the south-eastern and south-western boundaries.
- 6.30 The Ecological Appraisal concludes that there is negligible bat roosting potential associated with the existing buildings on site but identifies low roosting suitability from the trees just outside the boundary. It also notes that this boundary could be used by bats for both foraging and commuting. Extensive cutting back or felling of trees, or use of lighting that isn't sensitive to bats, could cause harm to these protected species.
- 6.31 Both the species rich hedgerow and woodland strip are suitable habitats for nesting and foraging for a range of bird species, but no nests or species were noted during the ecological survey. As a precautionary measure, a condition should be used to prevent any clearance or cutting of trees and shrubs within the bird nesting season.
- 6.32 To ensure that the development aligns with wildlife legislation and policy, in particular Policy W11 (Biodiversity & Geodiversity) of the Devon Waste Plan, it is recommended that the conditions are included in any permission for a Construction Environmental Management Plan, a lighting plan to prevent light spill into the surrounding vegetation, and compliance with the ecological documents submitted with the application.
- 6.33 Following screening under the Habitats Regulations, it is concluded that this development will not, alone or in-combination with other projects, have a likely significant effect on any European nature conservation site.

Flooding and Drainage Issues

- 6.34 The access into the site is designated as Flood Zone 2 as well as an Area at High Risk of Surface Water Flooding. The site is also noted as being within 100m of a Critical Drainage Area, situated to the north of the A38.
- 6.35 Due to the sensitivity of the site, it is essential that there is a betterment, in runoff rates in line with the Devon Sustainable Urban Drainage Guidance (2017), so that the site does not add to surface or river flooding. This has been demonstrated in run-off calculations provided with the application, and compliance with the drainage proposals will be conditioned as part of any grant of permission.

Groundwater & Land Contamination

- 6.36 Due to the proximity of the site to the River Erme, it is critical that construction and ongoing operations do not result in any contamination of this watercourse. The Environment Agency are satisfied that this issue can be addressed through agreement of a remediation strategy to deal with risk of contamination, and this should form a condition of the permission to ensure it aligns with Policy W16 (Natural Resources) of the Devon Waste Plan.

Landscape

- 6.37 The site is not located within a statutory landscape designation but is located within the Landscape Character Type LCT7- Main Cities and Towns within the Plymouth and Modbury Farmlands Devon Character Area. In addition, the site falls within the setting of Dartmoor National Park, the boundary of which lies just over 1km to the north.
- 6.38 It is considered that the character and scale of the proposals are consistent with the urban industrial land uses and buildings, which typify the area where the proposal is found. There is limited visibility into the site, although it is noted that this is mainly as a result of the surrounding trees and vegetation, which are outside the applicant's control but which should be protected during construction works.
- 6.39 The greatest visual impacts are considered to be during the construction period for those using the Erme Plym Trail, although these impacts are considered to be temporary (26 weeks) and minor. During operation, the increased activity and larger waste transfer building would result in an adverse impact, but this is considered to be minor considering the existing impact from buildings in the area.
- 6.40 From Dartmoor National Park, the site is likely to be seen as part of the wider urban landscape of Ivybridge. It is noted that the building will be relatively high, standing at 8.57m at its highest, although there are higher buildings in the surroundings as well as the A38. To reduce visual impacts and ensure that the proposal does not detract from the quality of views, a condition should be included regarding the colour and materials of the waste transfer building and to agree lighting associated with the site to ensure it is shrouded to avoid upward light pollution.
- 6.41 It is considered that the proposals can be integrated into the landscape without resulting in significant harm to its distinctive character, special qualities and features, subject to mitigation secured through suitable conditions to ensure accordance with Policy W12 (Landscape and Visual Impact) of the Devon Waste Plan.

Economy

- 6.42 The vehicle depot currently employs 44 members of staff, 40 operatives and 4 site staff, and the application states that the new waste transfer operations will generate a minimum of 17 additional full-time jobs, which are likely to be local. The development would therefore support the Plymouth and South West Devon Local Plan Policy SP2 (Spatial priorities for development in Ivybridge).

Other Environmental Considerations (Including Climate Change)

- 6.43 Paragraph 148 of the National Planning Policy Framework requires that “the planning system should support the transition to a low carbon future in a changing climate”, while Devon County Council has declared a climate emergency and committed to facilitating the reduction of Devon’s carbon emissions to net-zero by 2050. The scope for individual planning applications to contribute to these initiatives will be dependent on the nature and scale of the development being proposed, and relevant considerations are outlined below.
- 6.44 Recyclable waste materials collected within South Hams and West Devon are currently managed at two waste transfer sites near Tavistock and Kingsbridge. Development of an additional facility at Ivybridge, located centrally within the two council areas, will reduce the distances that collection vehicles will need to travel and, as a consequence, reduce emissions. The proposal will assist in with moving the management of waste up the waste hierarchy, and the site is well located to help in reducing the need for staff travel by car.
- 6.45 The application has been screened as part of the Environmental Impact Appraisal process. It is considered that the proposed development is unlikely to result in significant environmental impacts and therefore does not amount to ‘EIA development’.

7. Reasons for Recommendation/Alternative Options Considered

- 7.1 The Committee has the option of approving, deferring or refusing this planning application.
- 7.2 It is considered that the benefits associated with the application to move waste up the hierarchy and reduce transportation distances outweigh the potential adverse impacts, which it is considered can be mitigated against through the recommended conditions.

Mike Deaton
Chief Planner

Electoral Division: Ivybridge

Local Government Act 1972: List of Background Papers

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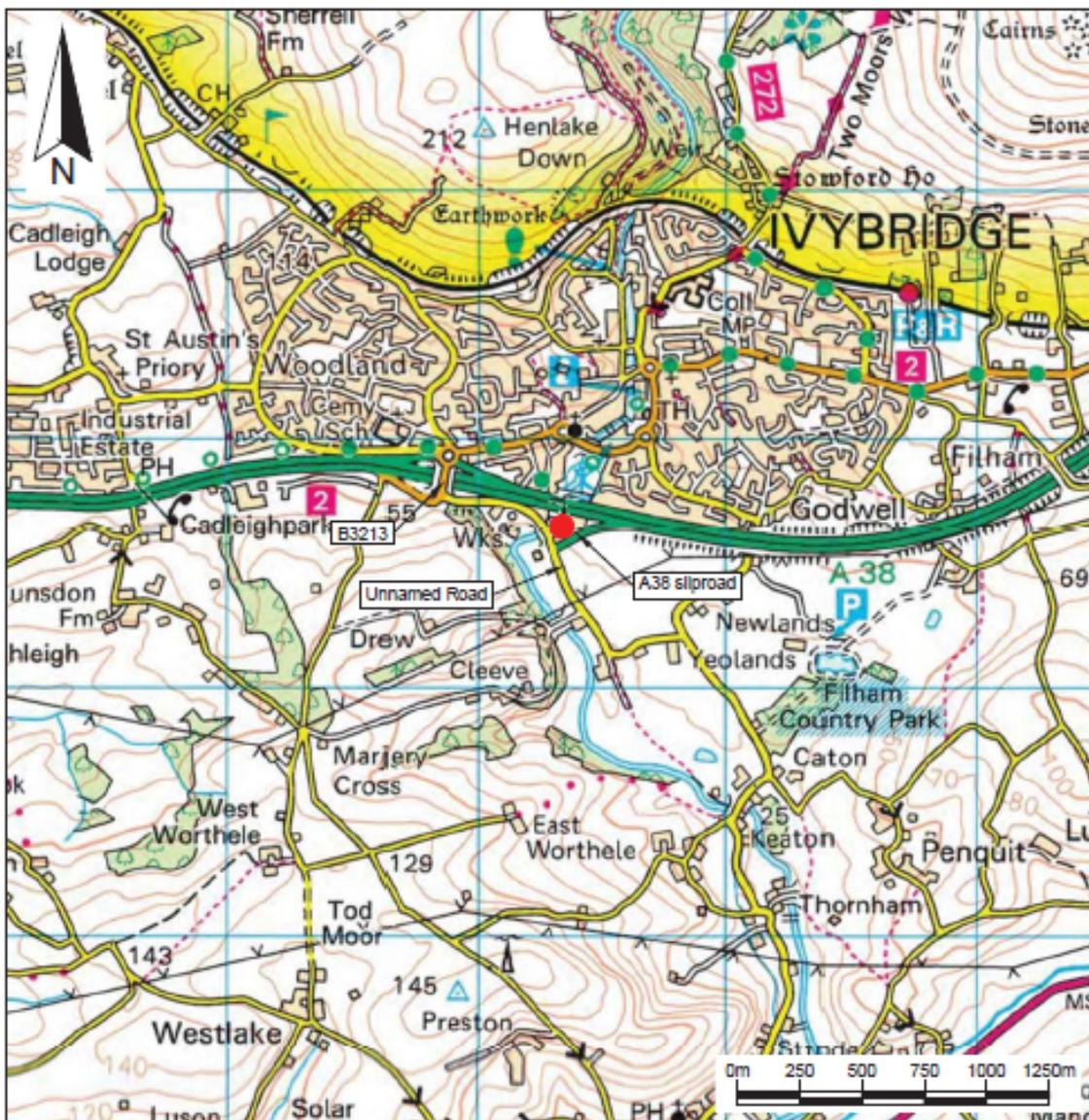
Tel No: 01392 383000

Background Paper	Date	File Ref.
Casework File	Current	DCC/4139/2019

hs011119dam

sc/cr/Change of use from vehicle depot to a waste transfer station Ivybridge Council Depot Ermington Road
Ivybridge
02 181119

Location Plan



Key / Notes

● Site location

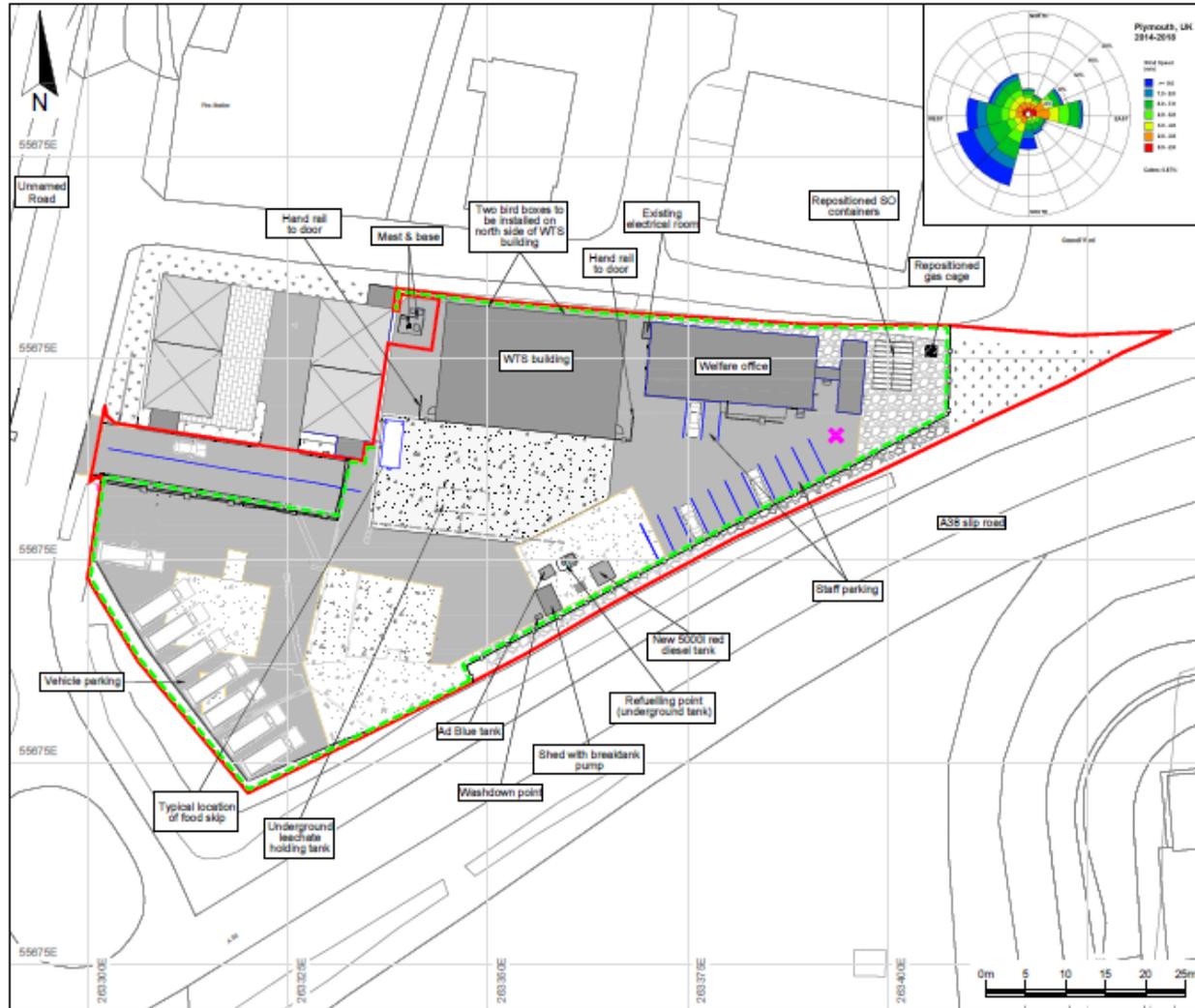
	Final	KR	SE	LC	27/06/19
Rev	Status	Drn	App	Chk	Date

Site IVYBRIDGE	
Client FCC Recycling (UK) Limited	
Title Site location plan	
Figure 1	Scale 1:25,000@A4
Drawing Ref FCC/IVY/06-19/21191	

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Site Plan



Key / Notes

- Planning application boundary and land under the control of FCC
- Pallets fence line
- Gate
- Tarmac
- Concrete hardstanding
- Grass areas/soft ground
- Block paving
- Gravel
- Proposed concrete slab
- Proposed wild flower planting
- Litter fencing
- ✕ Approximate location of a cycle rack

Note:
Based on FCC Environment drawing reference EC-18005 S10 002 dated 27 June 2019

C	Updated skip location	HM	SE	SE	25/07/19
B	Updated base plan	KR	SE	LC	23/07/19
A	Addition of cycle rack	KR	SE	LH	15/07/19
	Final	KR	SE	LC	27/06/19
Rev	Status	Drn	App	Chk	Date

Site:
IVYBRIDGE

Client:
FCC Recycling (UK) Limited

Title:
Proposed site layout plan

Figure 6 Scale: 1:500@A3

Drawing Ref:
FCC/IVY/07-19/2119/rev C

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MJCA
Technical advice on environmental issues. Tel: 0127 73807

Responsible Colours Office,
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Planning Conditions

STANDARD COMMENCEMENT

1. The development shall commence within three years of the date of this permission.

REASON: In accordance with Section 91 of the Town and Country Planning Act 1990.

STRICT ACCORDANCE WITH PLANS

2. The development shall be carried out in strict accordance with the details shown on the approved drawings and documents numbered and entitled FCC/IVY/06-19/21191, OSCJ1911502-P-1, FCC/IVY/06-19/21193, FCC/IVY/06-19/21194, FCC/IVY/06-19/21197 revision B, FCC/IVY/06-19/21198 revision A, FCC/IVY/08-19/21356, FCC/IVY/09-19/21196 revision E, ST17560/112T1 Proposed Surface Water Contributing Areas & Drainage Strategy; Preliminary Ecological Appraisal (06/06/2019); Preliminary Environmental Assessment October 2019, Wildflower Planting Document, unless varied by the conditions below.

REASON: To ensure that the development is carried out in accordance with the approved details.

PRE-COMMENCEMENT CONDITIONS

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

3. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Waste Planning Authority. The Plan shall provide details of:
 - (a) days and hours of building operations and deliveries associated with the construction of the development, which shall be limited to the hours of 08:00-18:00 on Mondays to Fridays and 08:00-1300 on Saturdays; and other time limits for specific operations shall be set out in the CEMP;
 - (b) timetable/programme of works;
 - (c) measures for traffic management [including routing of vehicles to and from the site, details of the number/frequency and sizes of vehicles];
 - (d) location of contractor compound and facilities;
 - (e) provision of boundary fencing/hoarding; including any tree and hedgerow protection, in accordance with BS5837:2012 'Trees in relation to design, demolition and construction. Recommendations';
 - (f) any temporary surface water management measures;
 - (g) details of any temporary lighting;
 - (h) parking of vehicles of site personnel, operatives and visitors;
 - (i) wheel washing; and
 - (j) any habitat protection measures or species mitigation measures including requirements for Natural England Licences.

The development shall be implemented in accordance with the approved Plan.

REASON: To ensure adequate access and associated facilities are available for the construction traffic and to minimise the impact of construction on nearby residents/businesses and the local highway network in accordance with Policies W11 (Biodiversity & Geodiversity), W12 (Landscape & Visual Impact), W17 (Transportation & Access) and W18 (Quality of Life) of the Devon Waste Plan.

WATER PROTECTION AND POLLUTION CONTROL

4. No development shall take place until a remediation strategy to deal with the risks associated with contamination of the site, has been submitted to, and approved in writing by, the Waste Planning Authority. This strategy will include the following components:
 - (a) a preliminary risk assessment which has identified:
 - (i) all previous land uses;
 - (ii) potential contaminants associated with those uses;
 - (iii) a conceptual model of the site indicating sources, pathways and receptors; and
 - (iv) potentially unacceptable risks arising from contamination at the site.
 - (b) a site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site;
 - (c) the results of the site investigation and the detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken; and
 - (d) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the Waste Planning Authority. The scheme shall be implemented as approved.

REASON: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework and Policies W16 (Natural Resources); W11 (Biodiversity & Geodiversity), W12 (Landscape & Visual Impact), of the Devon Waste Plan.

NOISE

5. Before the development commences a Noise Mitigation and Management Scheme shall be submitted to and agreed in writing with the Waste Planning Authority. The development shall be carried out in accordance with the approved scheme, unless otherwise agreed with the Authority.

REASON: To minimise the effect on the living conditions of local residents and working conditions of local businesses in accordance with Policy W18 (Quality of Life) of the Devon Waste Plan.

CONDITIONS DURING CONSTRUCTION

MATERIALS

6. The cladding for the waste transfer building, shown on drawing number FCC/IVY/06-19/21197 Rev B' - Proposed Elevations shall not be installed until the details (including colour) and samples of the materials to be used in the external surface have been submitted to and approved in writing by the Waste Planning Authority. The development shall be carried out in accordance with these approved details.

REASON: To ensure the development is in keeping with the character and appearance of the area in accordance with Policy W12 (Landscape & Visual Impact) of the Devon Waste Plan.

LIGHTING

7. The external lighting shall be designed, located, installed and operated in such a way that the lateral and upwards light overspill is minimised. No new lighting shall be installed on site until the lighting details have been submitted to and agreed in writing with the Waste Planning Authority. This shall include the following:
 - (a) a layout plan;
 - (b) design of lighting fixtures and mounting height;
 - (c) beam orientation and spread;
 - (d) identify the area of any light spill, detail mitigating measures, and assess the impact of light spill on the receptor
 - (e) controls (which should include movement sensors, and/or timers where practical to reduce energy consumption); and
 - (f) hours of use.

The development shall be carried out in accordance with the approved details.

REASON: To minimise the visual impact of the site in accordance with Policies W11 (Biodiversity & Geodiversity), W12 (Landscape and Visual Impact) and W18 (Quality of Life) of the Devon Waste Plan.

CYCLE PARKING

8. The proposed facility shall not be brought into use until details of the secure cycle storage facilities indicated on plan numbered and entitled 'Proposed Site Layout Plan - FCC/IVY/09-19/21196 Rev E' have been submitted to and approved in writing by the Waste Planning Authority. This shall include a minimum of 14 cycle spaces which shall be in place prior to use of the site. The development shall be implemented in accordance with the approved details.

REASON: To promote sustainable travel to Ivybridge and the surrounding area in accordance with Policy W17 (Transportation and Access) of the Devon Waste Plan.

GREEN TRAVEL PLAN

9. The proposed facility shall not be brought into use until a Green Travel Plan, including a programme of implementation, has been submitted to and approved in writing by the Waste Planning Authority. The Travel Plan shall be implemented in accordance with the approved implementation programme.

REASON: To ensure safe and sustainable travel to the proposed Waste Transfer Facility in accordance with Policy W17 (Transportation and Access) of the Devon Waste Plan.

LANDSCAPING AND TREES

10. The wildflower planting shown on the Proposed Site Layout Plan - FCC/IVY/09-19/21196 Rev E, and set out in 'Schedule 1 - document numbered FCC/IVY/SE/1733/01 (July 2019), shall be carried out in the first seeding or planting season (as appropriate) following commencement of the development, and shall be maintained in accordance with these approved details. Once established, the wildflower area shall be protected and maintained as such for the lifetime of the development. Any wildflowers that are removed, uprooted, or otherwise destroyed within five years of the date of establishment shall be replaced with the same or similar species in the same location.

REASON: To protect and enhance biodiversity and the character and appearance of the local landscape in accordance with Policies W11 (Biodiversity and Geodiversity) and W12 Landscape and Visual Impact) of the Devon Waste Plan.

NOISE

11. The construction site noise levels (averaged over the duration of the working day) shall not exceed 65dB LAeq,T at any residential dwelling. The Waste Planning Authority shall be notified within one working day of any exceedances. Any necessary actions required as a result of the exceedance, shall be carried out in accordance with the recommendations of the Waste Planning Authority.

REASON: To minimise the effect on the living conditions of local residents in accordance with Policy W18 (Quality of Life) of the Devon Waste Plan.

OPERATIONAL CONDITIONS

HOURS OF USE

12. The site shall operate only between the hours of 06:00 to 17:00 Mondays to Saturdays with no operation on Sundays or Public Holidays, except as varied by the subsections below:
 - (a) delivery and export of materials shall only take place between the hours of 06:00 to 08:00 and 09:00 to 16:45 on Mondays to Saturdays, with the exception of a maximum of two vehicles leaving or arriving at the site, between 08:00 and 09:00 Mondays to Saturdays. No delivery or export of materials shall take place on Sundays or Public Holidays;
 - (b) emergency maintenance work may take place outside of the operating hours.

REASON: To minimise the impact of the development on the local businesses in accordance with Policy W18 (Quality of Life) of the Devon Waste Plan.

WASTE RESTRICTIONS

13. Food waste shall not be stored at the site for any longer than seven days.

REASON: To limit impacts associated with food waste stored at the site, in accordance with Policy W18 (Quality of Life) of the Devon Waste Plan.

14. No more than 20,000 tonnes of waste materials shall be delivered to the site in any calendar year.

The operator shall maintain monthly records of all waste entering the site and make them available to the Waste Planning Authority at any time upon request.

The records shall contain details of all deliveries including date, vehicle registration, type of vehicle, type of waste, tonnage of waste and source of waste.

REASON: To minimise the impact of the development on the local residents and the local highway network in accordance with Policies W17 (Transportation and Access) and W18 (Quality of Life) of the Devon Waste Plan.