Indaver Rivenhall IWMF DCO

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Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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ECC Report to Committee

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07 May 2024
Indaver Rivenhall Ltd

Leading the field in sustainable waste management.

DR/19/09

committee DEVELOPMENT & REGULATION

date 24 April 2009

MINERALS AND WASTE

Development of an integrated Waste Management Facility comprising:

- **Anaerobic digestion plant treating mixed organic waste, producing biogas converted to electricity through biogas generators;**
- **Materials Recovery Facility for mixed dry recyclable waste to recover materials e.g. paper, plastic, metals;**
- **Mechanical Biological Treatment facility for the treatment of residual municipal and residual commercial and industrial wastes to produce a solid recovered fuel;**
- **De-inking and pulping paper recycling facility to reclaim paper;**
- **Combined Heat and Power Plant utilising solid recovered fuel to produce electricity, heat and steam;**
- **Extraction of minerals to enable buildings to be partially sunken below ground level within the resulting void;**
- **Visitor / Education Centre;**
- **Extension to existing access road;**
- **Provision of offices and vehicle parking;**
- **Associated engineering works and storage tanks**

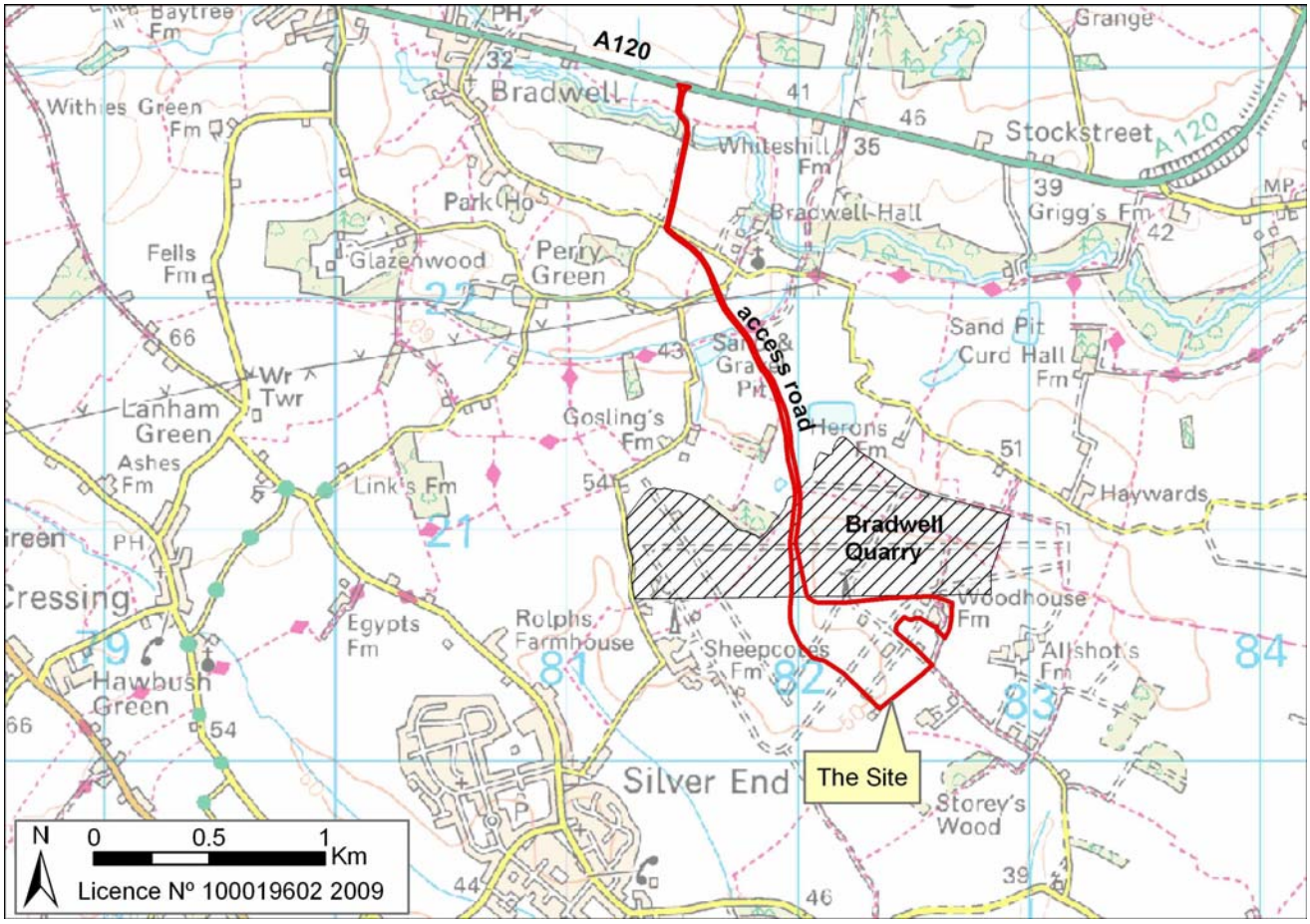
Rivenhall Airfield, Coggeshall Road (A120) Braintree CO5 9DF. Ref: ESS/37/08/BTE

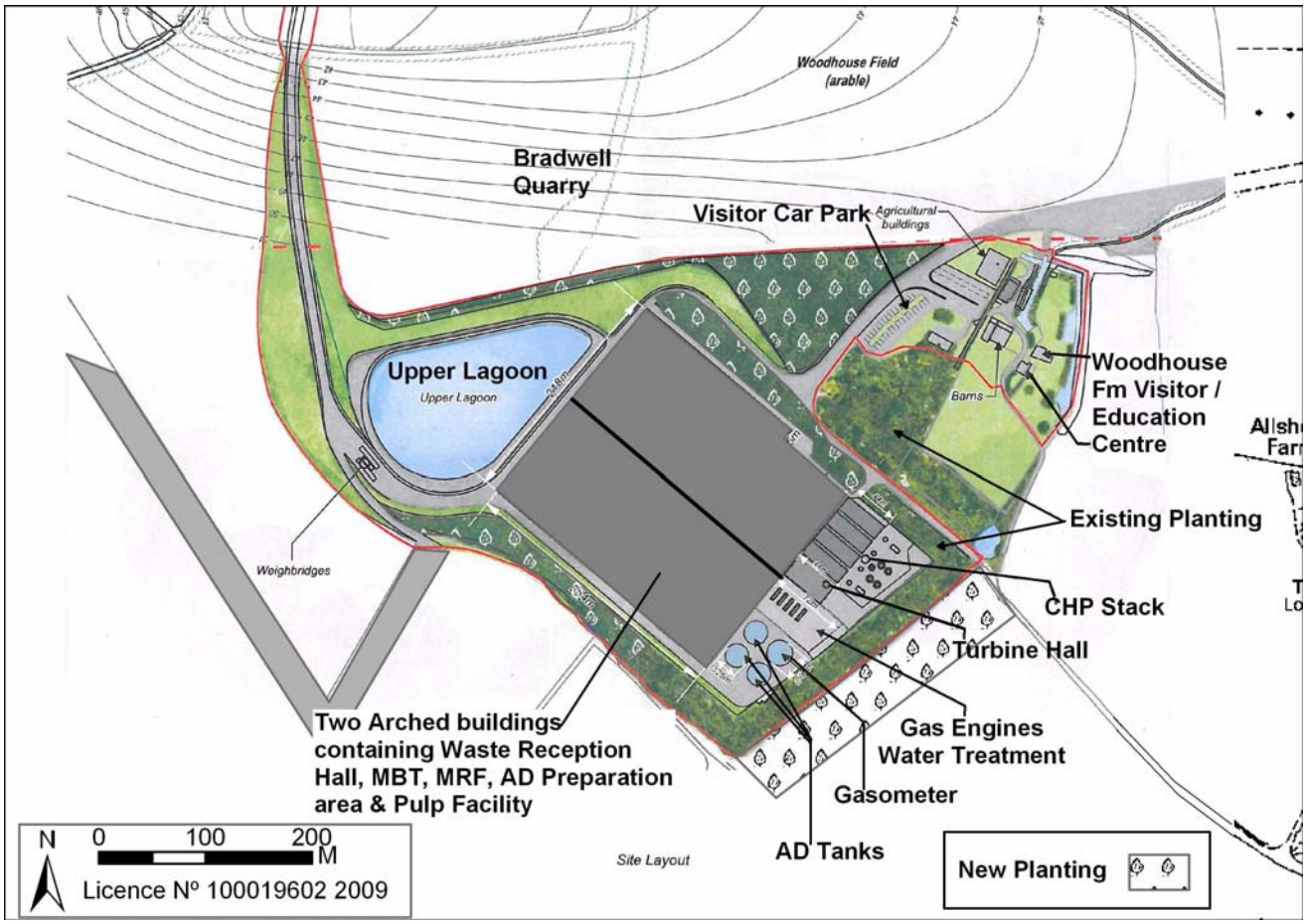
Report by Head of Development Control

Enquiries to Claire Tomalin – Tel: 01245 437541

See over for plans

Plans


A120
Bradwell
Stockstreet
Whiteshill Fm
Bradwell Hall
Grigg's Fm
Park Ho
Perry Green
Glazenwood
Fells Fm
Withies Green Fm
Lanham Green
Ashes Fm
Link's Fm
Gosling's Fm
Herons Fm
Sand Pit
Curd Hall Fm
Haywards
Bradwell Quarry
access road
Woodhouse Fm
Allshot's Fm
Sheepcotes Fm
Rolphs Farmhouse
Egypts Fm
Hawbush Green
Silver End
Storey's Wood
The Site
N 0 0.5 1 Km
Licence Nº 100019602 2009


Woodhouse Field (arable)
Bradwell Quarry
Visitor Car Park
Agricultural buildings
Upper Lagoon
Upper Lagoon
Barns
Woodhouse Fm Visitor / Education Centre
Existing Planting
Weighbridges
CHP Stack
Turbine Hall
Two Arched buildings containing Waste Reception Hall, MBT, MRF, AD Preparation area & Pulp Facility
Gas Engines Water Treatment
Gasometer
AD Tanks
Site Layout
New Planting
N 0 100 200 M
Licence Nº 100019602 2009

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APPENDICES

SUMMARY OF RECOMMENDATION

That subject to the completion within 12 months of a legal agreement including the following obligations to provide: evidence that the developer intends to complete the waste development following extraction of materials; that the paper pulp facility would remain ancillary to the waste management facility; highway improvements and traffic controls; a management plan for 20 years for planting and habitats; the refurbishment of Woodhouse Farm including community use and a heritage centre; and advance planting, planning permission be **granted** subject to conditions.

SUMMARY OF REPORT

The application site (see Plan 1) comprises 25.3 ha and is located on the southern half of the redundant Rivenhall Airfield. The application site includes existing areas of woodland and Woodhouse Farm Listed buildings and other areas of open land including some in agricultural use. The access to the facility is from the A120 utilising the existing access and haul road for Bradwell quarry. The haul road would be extended to serve the proposals.

The application proposes the development of a waste management facility for processing and disposal of municipal solid waste (MSW) and/or commercial and industrial (C & I) waste totalling 853,500 tonnes per annum including anaerobic digestion, a materials recycling facility, a mechanical biological treatment, a de-ink paper pulp plant and a heat and power (CHP) plant. The proposal includes energy generation from biogas as well as from the CHP plant.

The application is accompanied by an Environmental Statement which indicates that the potential harms arising from the proposal can be satisfactorily mitigated. However concerns have been raised as to the need, location, and visual impact of the development.

The report sets out all consultation responses and representations received following two periods of consultation.

Six hectares of the proposed site are identified within the Essex and Southend Waste Local Plan 2001 (WLP) for waste development. The remaining area is not subject to any land use designations within the Braintree District Local Plan Review (BDLPR).

The application site is identical to that of a site for a waste management facility granted planning permission in February 2009, the significant difference between the current application and that approved is the inclusion of the combined heat and power plant with a 35m stack and the inclusion of the de-ink paper pulp plant.

Due to the larger size of the site in comparison to the WLP allocation and the inclusion of an industrial process, namely the de-ink paper pulp plant, the proposal is a departure from the Development Plan and therefore it is necessary to consider need.

The report considers the need for the facility both for MSW and/or C & I waste and concludes there is a need for a facility to serve either type of waste stream for Essex waste and that there is a wider Regional need for the de-ink paper pulp facility. It then considers the justification for departure from the WLP and the BDLPR in terms of the larger site and development in the countryside. While the current application does

propose to locate the buildings slightly further north east than the permitted development it is not considered this would not have a significant visual impact more than the permitted proposal. With respect to the CHP plant during the WLP inquiry the Inspector did not preclude the possibility of an incinerator at the site and therefore nor the possibility of a chimney stack. With careful treatment of the stacks finish it is considered the visual impact of the stack can be mitigated.

The paper pulp plant would be ancillary to the waste management and as an "energy hungry" facility its co-location with the CHP plant would be an efficient use of the heat, steam and energy produced. It is therefore concluded the chosen technologies are in conformity with the objectives of Planning Policy 10 – Planning for Sustainable Waste Management and the objectives, the Regional Spatial Strategy, particularly ensuring that waste management is pushed up the waste hierarchy and waste is seen as a resource. It is therefore considered that there is justification for a departure from the Development Plan. It is also acknowledged the application could provide a facility that would be in line with the requirements of the Joint Municipal Waste Management Strategy.

The report then considers the developments other potential environmental impacts, including highways, landscape and visual impacts, emissions, local amenity, cultural heritage, water resources and mineral extraction. The report concludes that these impacts have either been adequately addressed within the proposal or can be mitigated through conditions or obligations through a legal agreement.

Accordingly, officers recommend that planning permission be granted.

1. BACKGROUND

The site of the application is identical to that of an application (ESS/38/06/BTE) which was submitted in August 2006. The application in 2006 was also for a waste management facility, but was for the following development.

Proposed enclosed recycling and enclosed composting facility for the treatment of residual waste comprising both municipal and commercial & industrial wastes; associated engineering works; extension to existing access road and provision of offices; biogas generators, storage tank, vehicle parking; and visitor/education centre.

In March 2007 it was resolved to grant planning permission for ESS/38/06/BTE, subject to conditions and a legal agreement. The legal agreement was completed and planning permission issued in February 2009.

Each application must be considered on its individual merits, and while the application site area is the same the nature of the development in certain respects is different to that given permission in February this year. The main differences between the two developments are set out in Appendix A

A Glossary of abbreviations and definitions is provided at Appendix B.

2. SITE

The site is located east of Braintree, approximately 3km south east of Bradwell village, and approximately 1km to the north east of Silver End. The application site totals 25.3 hectares and includes the proposed access road from Coggeshall Road (A120 –trunk road).

The area for development of the Waste Management Facility lies on the southern part of the former airfield located approximately 1.7km south of Coggeshall Road and includes Woodhouse Farm and its buildings and includes the 6ha area identified as a “preferred location for waste management” (WM1) in the WLP.

The site for the waste management facility lies south of Bradwell Quarry where sand and gravel extraction with low level restoration to agriculture is anticipated to be completed by 2021. The site for the waste management facility comprises a former aircraft hanger (known has Hangar No. 2), concrete hardstandings and runway; the Grade II Listed Woodhouse Farm buildings, agricultural land and woodland to the south of the hanger containing 6 groups of protected (TPO) trees and 11 individually preserved trees.

Industrial and commercial land uses are carried out in the former airfield buildings, including another hangar (known as Hangar No 1) to the west of the site. The site is set within a predominantly rural character area, consisting of arable crops in large fields, often without boundaries resulting in an open landscape. Located on the old airfield to the west of the site is a 48m (above natural ground level) radar mast positioned next to Hangar No. 1, approximately 370m west of the site. The landform around the site forms a flat plateau at about 50m AOD. There are limited elevated viewpoints from which to oversee the site, but there are some views from higher ground to the north east.

The nearest residential properties not including Woodhouse Farm (not occupied), include The Lodge and Allshots Farm located to the east of the site at 400m and 450m respectively from the proposed waste management facility. To the north east on Cuthedge Lane lies Haywards 950m from the proposed waste management facility, Deeks Cottage at 860m and Herron's Farm at 720m from the proposed waste management facility and 460m from the site access road. To the west of the site on Sheepcotes Lane lies Sheepcotes Farm 470m from the site boundary, Gosling's Cottage at 900m from the site boundary, Gosling's Farm 900m north west of the site boundary, Goslings Barn 880m from the site boundary and Greenpastures 470m north west of the site boundary. Properties to the southwest within Silver End village lie over 1km from the site boundary. Parkgate Farm lies south of the site approximately 1km from the site boundary. 200m to the east of the haul road lies Bradwell Hall.

The proposed access route utilises the existing junction with the A120 and the access road which currently provides access to the quarry. The access route crosses the River Blackwater, which lies within The Upper Blackwater Special Landscape Area, as defined within the Braintree District Local Plan Review (BDLPR). The access road serving Bradwell Quarry crosses Church Road and Ash Lane (a Protected Lane as defined in BDLPR). The access road is two lane from the A120 to Church Road, then single lane with passing bays between Church Road and Ash Lane and then two lane south of Ash Lane. The crossing points on Church Road and Ash Lane are both single width only.

Apart from the access road the land the subject application site has no designations within the BDLPR.

There are three County Wildlife Sites within 3 km of the site at Maxeys Spring, Storeys Wood and Blackwater Plantation.

There are a seven Grade II Listed properties in the vicinity of the site, including, Allshots Farm (400m away) and Sheepcotes Farm (470m away) located to the east and west of the airfield respectively. To the south west Bower Hall (1.2km away) and to the south east Porter's Farm (1.3km away) and to the north west Goslings Farm (900m away), to the north east Curd Hall (1.3km away) and finally to the east of the haul road Bradwell Hall (200m away from haul road).

Three footpaths (FP's 19, 57, 58), including the Essex Way, are crossed by the existing quarry access road and the extended access route would cross the FP35 (both on its definitive and temporary diverted due to quarry operations). There is also a public footpath No. 8 routed through the eastern part of Woodhouse Farm.

3. PLANNING HISTORY

The relevant planning applications/permissions are set out below

ESS/38/06/BTE- Waste Management Facility. Planning permission granted, but has not yet been implemented. Rivenhall Airfield

ESS/07/08/BTE – Extraction of sand and gravel, processing plant, access via an improved existing junction on the A120. Planning permission approved and implemented, completion date 2021. Bradwell Quarry

ESS/15/08/BTE – Variation of ESS/07/98/BTE to allow amended restoration levels. Resolved to be granted subject to completion of legal agreement which is not yet been signed. Bradwell Quarry

There are also various other planning permissions with respect to processing plant at Bradwell quarry.

4. PROPOSAL

The proposal is for a Waste Management Facility comprising the following elements

- Anaerobic Digestion (AD) plant;
- Materials Recovery Facility (MRF);
- Mechanical Biological Treatment (MBT) facility
- De-inking and pulping paper recycling facility to reclaim paper;
- Combined Heat and Power (CHP) Plant;
- Extraction of minerals and overburden;
- Visitor/Education Centre;
- Extension to existing access road;
- Provision of offices and vehicle parking;
- Associated engineering works and storage tanks.

The application site is a total area of 25.3 ha and area is made up of the following elements:

6ha (approximately) for the waste management facility including buildings and structures
2.6ha for the redevelopment of Woodhouse Farm
11.9ha including the fresh water lagoon and proposed areas of landscaping
3.8ha for the construction of the extended haul road
1ha the existing haul road to the quarry to be utilised by the proposals.

The proposal is to provide an integrated waste management facility that would deal with Municipal Solid Waste (MSW) for Northern Essex, and/or Commercial and Industrial (C & I) waste from within Essex and provide a waste paper processing facility for largely the East of England Region. (Definitions of MSW and C & I waste are set out in Appendix B). Whether the facility is utilised for MSW and/or C & I waste, the waste would be non-hazardous. By way of further explanation the constituent parts of the proposal are as follows:

Anaerobic digestion (AD) plant would treat mixed organic waste (MOW) from kerbside collected kitchen and green waste at approximately 85,000 tonnes per annum (tpa), producing biogas converted to electricity through biogas generators and a compost suitable for use in agricultural and horticultural uses.

Materials Recovery Facility (MRF) for mixed dry recyclable waste e.g. paper, plastic, glass, metals. These dry recyclables would be from kerbside collections (100,000 tpa) and/or recovered from the dried waste following treatment in the MBT. The collected dry recyclables may arrive in various mixes depending on the District Councils' particular recycling schemes and therefore would require sorting which would be achieved using machinery such as trommel screens, ballistic

separators and density sorters. The recyclable materials would then be bulked up for export for further reprocessing. The MRF would also process output from the MBT to recover any recyclables.

Mechanical Biological Treatment (MBT) facility for the treatment of 250,000 tpa of municipal and/or commercial and industrial wastes to produce a solid recovered fuel (SRF). Within the MBT waste would be shredded and dried. The MBT would consist of 5 "Biodrying halls" each with a 50,000 tpa capacity. The shredded waste would be laid in windrows within the halls and continuously moved by cranes down the halls with air flow being created via perforated concrete floor. The process would take about 12 -15 days and would reduce the waste in mass by about 25%.

De-inking and pulping paper recycling facility to reclaim up to 360,000 tpa of paper and card received from within East of England Region and London and that recovered at the MRF. The paper and card would initially be treated with steam to create a "floc". The floc would be passed through pulping machinery and through processes of flotation and de-inking to emerge as wet pulp before being dewatered and dried. Once dried the de-inked paper pulp would be formed into boards and bulked up and transported off site for manufacture of graphic or tissue paper. It is anticipated a maximum of 199,500 tpa would be exported from the site.

Combined Heat and Power (CHP) Plant utilising a total up to 360,000 tpa solid recovered fuel (SRF). The total would include SRF produced by the MBT (up to 109,500 tpa), rejects from the MRF (up to 10,000 tpa) and SRF imported from the Waste Management Facility at Courtauld Road, Basildon (up to 87,500 tpa), plus pulp process waste sludge (up to 165,000 tpa). The CHP plant would consist of four 90,000 tpa boiler lines. The CHP would produce electricity, heat and steam. The energy generated would be used to provide electricity for use within the Waste Management Facility and export to the national grid and the heat and steam would be used directly in the paper pulp facility.

Extraction of minerals - in order to enable the buildings to be partially sunken below ground level, there would be extraction of 760,000m^3 of Boulder Clay, 415,000m^3 of sand and gravel and 314,000m^3 of London Clay. This extraction would be take approximately 12 months and would be completed prior to operation of the waste management facility. Where possible the materials would be utilised in construction of the facility or exported from the site. Sand and gravel could be processed at Bradwell Quarry, subject to a further planning permission related to that site.

Visitor and Education Centre – the Listed Woodhouse Farm house and associated buildings would be refurbished and used as a visitor and education centre, providing an education facility in connection with operation and products of the Waste Management Facility. It is also proposed to provide an area for a local heritage and airfield museum.

Extension to existing access road – the existing access road to Bradwell Quarry would be extended approximately 1km south through the quarry workings to the proposed facility. All traffic would only use the A120 to access the site, utilising the existing junction for Bradwell Quarry. The haul road would be an 8m wide metalled road located into an existing and extended cutting. The crossing points with Church Road and Ash Lane would be improved with additional speed ramps, lighting and signing, but would remain single lane.

Provision of offices and vehicle parking – offices would be provided within the waste facility. A staff and visitors car park would be developed west of Woodhouse Farm and would not be used by HGV traffic.

Energy Production - 36-43MW per annum of electricity would be generated on site from a combination of energy generated from biogas from the AD process (3MW per annum) and between 33-40MW per annum spare energy from the CHP plant. Approximately half the energy would be utilised on site enabling approximately 21MW per annum to be exported to the National Grid.

Buildings and Plant

The facility would comprise 63,583 m^2 of partially sunken buildings and treatment plant situated on the south-eastern edge of Rivenhall Airfield providing employment for around 50 people.

The proposed building to house the Materials Recycling Facility (MRF), Mechanical Biological Treatment (MBT) and Pulp Production Facility consists of two arch roofed buildings adjacent to each other, each measuring 109m wide x 254m long x 20.75m to their ridges. Both buildings would have "green" roofs, reducing their visual impact and providing a new area of habitat to enhance bio-diversity.

To the south of the main buildings there would be:

- A water treatment building 40m x 72m x 21m;
- A Combined Heat and Power Plant 78m x 44m x 31m high with a stack of 35m above original ground levels;
- A Turbine hall and Electrical Distribution hall 23m x 44m 10m, plus electrical distribution gear on the roof;
- Flue gas and exhaust air clean up complex 33m to 45m x 72m x 24m;
- 3 Anaerobic Digestion (AD) tanks approx 28m in height and approximately 25 m in diameter;
- A gasometer 30m diameter and 28 metres in height.

The extracted air from all the processes on site would be used as combustion air for the CHP, so that the CHP stack would be the only stack.

The main structures, except the stack at 35m, would be no higher above surrounding ground level than the existing hangar currently on the site (approximately 12.5 m maximum height). The 6 hectare footprint of the new buildings and structures, however, would be considerably larger than the existing hangar (approximately 0.3 ha) and would project north of the existing woodland towards the adjacent quarry.

Existing and Proposed Habitats, Planting & Screening

Approximately 1.6 hectares of woodland in the south eastern part of the site would be removed involving the loss of 4 trees (T1, G1, G4 & T8) covered by Tree Preservation Orders (TPO) and 2 TPO groups of trees (W2 & W3) leaving a strip of woodland approximately 20m around the void. The 'American Oaks' on site which would be felled have been authenticated as native English Oaks. The remaining woodland around the waste management facility would be managed to improve both its ability to screen the development as well enhance the biodiversity value. In addition 19.1ha of open habitats would be lost, including areas of grassland,

arable land, bare ground, mitigation proposed includes approximately 1.2ha of new species rich grassland and the management of 1ha of existing grassland south of Woodhouse Farm to improve its species richness. In addition to that proposed in the application the applicant has now committed to provide an additional area of new species rich grassland of approximately 0.6ha east of Woodhouse Farm.

The Waste Management Facility would be sunken below natural ground within the void created by the extraction of the mineral and overburden. In order to maximise the void space the sides of the void would be constructed with a retaining wall. The void would be approximately 16m deep, such that the ridge of the arched buildings would be approximately 10m above natural ground levels and the tops of the AD and gasometer tanks would be 12m above ground levels. The CHP stack would be 35m above original ground levels. Cladding materials would be dark in colour to ensure that they generally blend into the existing landscape, woodland backdrop, distant horizon and immediate surroundings.

New planting at existing ground levels is proposed on the south west and north east side of the two main buildings, approximately 20m wide. New hedging (2km in total) on either side of the extended haul road is proposed as well as enhanced planting between the car park and Woodhouse Farm buildings. An additional block of woodland planting is also proposed northeast side of the site along with long term management of existing woodland to enhance its screening and ecological value. In addition to this planting described in the application it is now proposed to provide an additional 45m wide belt (approximately 1.2ha) of trees adjacent to the woodland on the south side of the proposal. The applicant has also committed to implement the proposed planting and woodland management within the first available season following issue of any planning permission.

Detailed ecological surveys have been undertaken on and in the vicinity of the site in order to evaluate the importance of any habitats or species present. In addition, records of protected species and birds in the local area have been gathered in order to determine whether species may be present off-site which may be affected by the development. Mitigation measures are included within the proposal to protect these species.

Lighting

The proposal is situated within a light sensitive area and therefore low level lighting with timers and solar sensitive detectors would be fitted to the exterior of the plant and installed at a low level to prevent light pollution. Internal lighting levels would be reduced to approximately 5 lux. for security purposes at the end of the working day or 23:00 hours whichever occurs first.

Waste type and throughput

The facility has been designed to import and recycle or dispose of up to 853,500 tonnes waste annually comprising the following.

Mixed dry recyclables (MSW or similar C & I)	100,000 tpa
Mixed organic waste (MSW or similar C & I)	85,000 tpa
Residual MSW and/or C & I	250,000 tpa
Waste paper and card	331,000 tpa
Imported SRF	87,500 tpa

Totals imports	853,500 tpa

The through put capacity of each element of the waste management facility and therefore the total treatment capacity is as follows

Materials Recycling Facility	up to 287,500 tpa
Anaerobic Digestion	up to 85,000 tpa
Mechanical Biological Treatment (MBT) Plant	up to 250,000 tpa
Paper pulp facility	up to 360,000 tpa
CHP	up to 360,000 tpa
	---
	up to 1,342,500 tpa

In reviewing the importation of waste figures against those of processing capacity it must be remembered that some of the imported waste would pass through one or more processes within the facility. For instance the output of the MBT plant would also be passed through the MRF, allowing recovery of recyclables. The remaining un-recyclable output from the MBT plant would then provide up to 109,500 tpa of SRF utilised in the CHP plant. Similarly the MRF is anticipated to provide an additional 29,000 tpa of paper and card for the paper pulp facility. The 360,000 tpa of card and paper processed through the de-ink paper pulp facility is anticipated to provide approximately 110,000 to 165,000 tpa of waste by products suitable as SRF for the CHP plant.

While the application has made reference to the facility potentially providing a facility suitable to meet contracts of the Joint Municipal Waste Management Strategy (JMWMS) for the north of Essex, it should be emphasised that the applicant has confirmed that the waste management facility is equally capable of dealing with C & I waste from the whole of Essex, should the proposed waste management facility not be awarded a contract by the County Council as Waste Disposal Authority for treatment of MSW.

Traffic Generation

The waste management facility would generate up to 404 daily Heavy Goods Vehicle (HGV) movements comprising 202 into and 202 out of the site a day, with approximately 90 Light Goods Vehicle (LGV) or car movements associated with staff, deliveries and visitors (including approximately 2 coach movements a day). During the construction phase the waste management facility would generate 195 HGV movements in and 195 HGV movements out. See Appendix C for a breakdown of movements in relation to the various wastes imported and the products/materials exported.

Environmental Control

Waste would be delivered in enclosed vehicles or containers and all waste treatment and recycling operations would take place indoors under negative air pressure and within controlled air movement regimes, minimising potential for nuisances such as odours, dust and litter which could otherwise attract insects, vermin and birds. Regular monitoring for emissions, dust, vermin, litter or other nuisances would be carried out by the operator to meet the requirements of the Environmental Permit that would be required by the Environment Agency.

Hours of operation

Proposed hours of operation for the receipt of incoming waste and departure of outgoing recycled, composted materials and treated waste would be 07:00 to 18:30

Monday to Friday and 07:00 to 13:00 Saturday with no normal deliveries on Sundays, Bank and Public Holidays. The only exception would be, if required by any contract with the Waste Disposal Authority that the site is expected to accept and receive clearances from local Household Waste Recycling Centres on Sundays, Bank and Public Holidays. Due to the continuous operational nature of the waste treatment processes, the waste management facility would operate on a 24 hour basis but not involve external activity for large scale plant or vehicle movements outside the normal operating hours for the receipt of waste.

During the construction period of 18 to 24 months the proposed hours of operation would be 7:00 to 19:00 seven days a week.

Water management

The waste management facility includes a water treatment facility. All surface water outside the buildings would be kept separate from drainage systems within the buildings. External surface water from roofs and hardstandings and from groundwater pumped during construction would be collected and stored within the upper lagoon proposed to the north of the buildings, which would be below natural ground levels. All drainage and water collected within the buildings and used in the paper pulp process facility would be purified through an on site water treatment facility. It is anticipated that the waste management facility would be largely self sufficient, by utilising rain/surface water, only requiring some importation of water which could be sourced from New Field Lagoon, which is part of the drainage system for the restored mineral working to the north or from abstraction points (subject to the appropriate licences), or obtained from the mains.

Other details

The tipping areas and internal reception bunker would provide a form of buffer storage of approximately 2 days of imported waste within an internal reception bunker to ensure that waste processing and treatment operations run continuously and that there is spare capacity in the event of temporary shutdown of the waste management facility.

An archaeological investigation on those parts of the site to be striped or excavated would be carried out prior to stripping of soils. A retaining wall would be created prior to the extraction of minerals to create the void. These materials would be removed over a period of 12 months as part of the preparatory excavation works.

Environmental Statement

The current planning application is accompanied by an Environmental Statement (ES) detailing the Environmental Impact Assessment for the proposal and considered the following:

- Land use and Contaminated Land
- Water Resources
- Ecological risk assessment
- Landscape and Visual Impact
- Cultural Heritage
- Travel and Transport
- Air Quality t
- Noise and Vibration
- Social and Community Issues

- Nuisances
- Human Health Risk Assessment

An appraisal of the Environmental Statement is set out in Appendix D.

5. POLICIES

a. Policy Direction

Planning Policy Statement 10: Planning for Sustainable Waste Management (PPS 10) 2005 sets out the Government key planning objectives, these include:

- To deliver sustainable waste management through driving waste management up the waste hierarchy, seeing waste as a resources and disposal as the last option, but one which must be catered for.
- Community responsibility for their own waste, with sufficient and timely provision of waste management facilities
- Help implement the national waste strategy, seeking to support targets set by European legislation
- Help secure the recovery or disposal of waste without endangering human health and without harming the environment, and enable waste to be disposed of in one of the nearest appropriate installations
- Reflect interests and concerns of key stakeholders
- Protect green belts but recognise the locational needs of waste management facilities.

The objective to move the management of all waste up the "waste hierarchy" whilst viewing waste as a resource has been reiterated in the Government's National Waste Strategy for England (2007).

PPS 10 also sets out the complex interrelationship between the respective roles of the Waste Planning and Waste Disposal Authorities and the need for respective waste frameworks and strategies should take account of one another in their preparation. This is recognised in the JMWMS drawn up by ECC in partnership with Southend-on-Sea Borough Council and the 12 Borough and District Councils who are all key stakeholders and also members of the Area Waste Management Joint Committees who are overseeing the delivery of the Essex Waste Strategy.

b. The policies of

- Planning Policy Statements and Mineral Policy Statements
- The Adopted East of England Plan (Regional Spatial Strategy) 2008 (RSS)
- The Adopted Minerals Local Plan 1996 (MLP)
- The Adopted Essex and Southend Waste Local Plan 2001 (WLP)
- The Adopted Essex & Southend-on-sea Replacement Structure Plan 2001(RSP)(Saved policies only) and
- The Adopted Braintree District Local Plan Review 2005 (BDLPR)

are considered relevant to the consideration of the proposals are set out in Appendix E.

c. Other Policy – The Joint Municipal Waste Management Strategy

PPS10 places a requirement on Waste Planning Authorities to take into consideration the policies of the local Waste Strategy. Essex adopted the JMWMS in July 2008. The strategy sets out how Essex authorities will seek to manage Municipal Solid Waste. It is not required to provide a strategy for treatment or disposal of C&I waste. The 4 main aims of the JMWMS are

- Reduce the amount of waste produced
- Achieve high levels of recycling, aspiring to 60% recycling of household waste by 2020, through recycling and composting kerbside collection schemes and recovery of recyclable materials through new treatment plants.
- Favouring composting technologies such as anaerobic digestion with the biogas produced used for energy production
- Introduction of Mechanical Biological Treatment to further recover recyclables, the residual used to manufacture fuel for energy or landfilled.

6. CONSULTATIONS

The application was subject to two consultation periods, the first on the original application and Environmental Statement and then on additional information submitted in response to points raised following the first consultation. The applicant since these consultation has through additional information and commitments has sought to address some of the concerns raised by the second consultation.

GOVERNMENT OFFICE FOR THE EAST OF ENGLAND – Advised that GO-East has received requests from members of the public for the application to be "called-in" for determination by the Secretary of State (SoS for Communities and Local Government). Guidance with respect to need for referral changes on 20 April (Circular 02/2009), such that the application would no longer be required to be referred to the SoS as a departure, however Go-East have requested that the report is sent to them for consideration.

EAST OF ENGLAND REGIONAL ASSEMBLY – No response received

EAST OF ENGLAND DEVELOPMENT AGENCY (EEDA) - No objection. The proposal aligns with the aspirations of the Regional Economic Strategy resource efficiency goal and would contribute to the implementation of opportunities for recycling/recovery as an alternative to landfill. EEDA therefore broadly supports this application.

BRAINTREE DISTRICT COUNCIL - Objection on the following grounds:-

- Proposed facility is significantly different than the original proposal (ESS/38/06/BTE), the development is for a range of waste processing facilities, a paper pulp facility and a 360,000 tpa waste incineration facility (as defined by the EU Waste Incineration Directive). The proposal has a larger capacity and a regional catchment for waste paper. It is not clear how the proposal meets the delivery of the adopted JMWMS and RSS objectives. Specifically there is no clear justification for a paper pulping facility of the regional scale proposed and doubts that there is sufficient feed stock and markets for the output. In the

absence of need the proposals would conflict with policies of the BLP, RSS and principles of PPS10. The applicants have not provided a quantitative assessment of the operational carbon balance of the plant, transport flows, lifecycle carbon balance, including its construction. Without these it not possible to test whether it is an acceptable sustainable waste management proposal meeting the requirements of PPS1.

- The proposal would introduce an industrial activity in a countryside location contrary to the RLP 27. Without a clear need case there is no justification for such a fundamental departure from the economic strategy of the BLP. The scale and size of the proposals is likely to seriously impact upon the character and appearance of the countryside in the locality including the loss of a preserved area of woodland contrary to RLP 78. The text of with respect to preferred locations refers in relation to this site "development could use the existing building on site or, if replacement buildings or structures are proposed they should be sensitively designed having regard to their surroundings and are comparable to the scale of the current buildings".

- The proposal would result in the loss of 11.5 hectares of "best and most versatile" Grade 3a agricultural land, contrary to local and national policies. The proposed chimney would be visually intrusive in the local landscape and likely to be significantly higher than 35m. The proposal would likely effect the setting of the listed buildings of Woodhouse Farm.

- The site is located in a quiet rural area, identified in ecological studies as supporting a wide range of wildlife, including protected species which would be adversely affected. Other environmental impacts are likely to impacts on habitats, local people, surface water, footpath network, light, noise and several local lanes including a Protected Lane.

- The proposal contends that it would generate no additional traffic than ESS/38/06/BTE, however the assertion this is based on is vague and raises serious reservations about the acceptability of the proposal in terms of the capacity of the A120 to cope with the related vehicle movements.

- It is recommended that a request for call in to a public inquiry be made to the Secretary of State.

- The additional information indicates the possibility that the facility could be developed disposing of waste from Commercial and Industrial only if the developer did not gain the contract for disposing of the north Essex's municipal waste. It is considered that this is an entirely different proposal and has not been the subject of statutory consultation. Such a proposal would require a complete re-examination of the need arguments for the facility. The District Council raises a fundamental objection to the consideration of these proposals in the context of such omissions and requests ECC requires additional information including the remodelling of environmental impacts and carry out further statutory consultation.

- The additional information with respect to vehicle movements would indicate discrepancies in the figures with respect to HGV movements particularly with respect to movements associated with the outputs for paper waste and export and fine aggregates recovered from the waste.

Comment: The applicants have confirmed that the output of the paper plant would most likely be for graphics paper and would not exceed 199,500 tpa. The tonnage of fine aggregates depends upon whether fines from the paper e.g. clays are recovered or passed through the CHP. The applicant has commented that should the fines be recovered the additional HGV movements that would be generated could be accommodated by back hauling of materials, thereby ensuring the proposed 404 HGV movements per day would not be exceeded.

- The additional information with respect to the tree survey would indicate that the trees are not as tall as originally identified and the coppicing of woodland edges would diminish the depth of remaining woodland. Both factors would increase the prominence of the buildings, the CHP stack, biogas engine stack and the ancillary development. Dewatering of the area adjacent to the void has not been adequately addressed.

Comment: There would be only one stack the exhaust from the biogas stack would be used as combustion air within the CHP plant.

- The additional information indicates the estimated maximum electricity production would be 20.9MW as opposed to that originally stated of 33MW, raising concerns about the resource benefits of the proposal.

Comment: The applicant has received more detailed advice as to the likely power generation since initial submission of the application such that a power generation range of 43 to 46MWpa is now anticipated from the combined output of both the Biogas generators and the CHP plant, with approximately half being utilised by the waste management facility itself.

- The additional information shows that the top of the CHP stack would be visible from the ground floor of Woodhouse Farm and the relationship between the farmhouse and the parking area both indicate a greater impact upon the Listed Buildings.

- The additional information also indicates that there is insufficient feedstock for the paper pulp facility in the Eastern Region and may require feedstock from other areas specifically London. This adds further weight to the District Council's objection for the need case for the facility in the context of the Municipal Waste Management Strategy and Regional Spatial Strategy.

- The additional information states the chimney stack height is adequate to disperse emissions to achieve the air quality standards, but it is not clear that the Environment Agency has confirmed this.

Without prejudice to these objections should planning permission be granted then Braintree District Council has requested that a Section 106 Obligation be sought for the following:-

a. Provision of a Parish and Rivenhall Airfield Heritage fund to enable the establishment and future management of a heritage facility at the site where airfield and archaeological funds can be displayed.

b. The free use of the Woodhouse Farm complex by the local Parish Councils or other identified local community groups.

c. The guaranteed implementation of agreed refurbishment and reinstatement works to the listed buildings at Woodhouse Farm.

d. The provision of a fully funded management plans to secure the long term health of the planting proposed for the site

e. The provision of a sizeable block of new woodland, accessible to the local community, to compensate for the loss of significant area of preserved woodland.

HIGHWAYS AGENCY - No objection, the proposal would not have an adverse effect on the Trunk Road (A120).

ENVIRONMENT AGENCY – No objection, subject to following comments

- Surface Water – may need to be treated prior to discharge and would require a discharge consent under the Water Resources Act 1991

- Ground Water – no major concerns regarding possible contamination and consider the proposal is only likely to have localised impact on the aquifer and therefore would not affect river flows or groundwater abstraction. Request a condition requiring mitigation and remediation if contamination is found on the site.

- Ecology – Environmental Statement very thorough and addresses all of the ecological impacts, while disappointing that some mature trees, hedgerows and scrub are to be removed the proposed mitigation, including additional planting would improve the connectivity of the site. Removal of trees and shrubs should be outside the nesting season. Natural England would need to be approached regarding licences should bats or Great Crested Newts be found on the site. It would be essential that all proposed mitigation is undertaken.

- Environmental Permit – The proposal would require an Environmental Permit under the Environmental Permitting (England & Wales) Regulations 2007 and the facility could not be operated until the permit is complied with. Under the Environmental Permitting Regulations the CHP plant or Waste to Energy plants are considered as incinerators. The facility would be required to comply with both the Waste Incineration Directive (WID) and the Integrated Pollution Prevention and Control Directive (IPPCD). The applicant would be required to demonstrate it would achieve a high level of protection for the environment taken as a whole, it would be preventing or minimising emissions by using Best Available Techniques (BAT) and in any event would not result in significant pollution. Where WID and IPPCD requirements produce different outcomes, the operator would have to comply with the more demanding.

- The Environmental Permit application for an incinerator is expected to include an explanation of how energy recovered from the incineration process would be maximised. Normally as a minimum this includes the recovery of energy by

raising steam for generating electricity. However, to maximise energy recovery, it also would be desirable for the incinerator to recover the remaining low grade waste heat, e.g. through combined heat and power, district heating or the supply of steam hot water to neighbouring industrial users. This requires the presence of potential customers for the waste heat reasonably close to the incinerator.

The applicant has designed the stack height such that the environmental concentration of pollutants at the point corresponding to the maximum ground level concentration would be just within the relevant environmental quality standards i.e. the stack height is the minimum to ensure sufficient dispersion of pollutants do not cause a beach of the environmental quality standard. The EA would not generally consider this to be acceptable as it does not demonstrate BAT, i.e. a higher stack would provide superior dispersion and consequently reduced ground level concentrations. The acceptability of the stack height cannot be confirmed until the Environmental Permit is submitted and considered.

- Water Treatment - The waste water treatment plant to treat waste water from the facility would also be required to be considered as part of the Environmental Permit application.

PRIMARY CARE TRUST - No objection, comments as follows

- The developer has conducted a social impact assessment and a human health risk assessment :

- Transport issues - The proposed waste management facility will result in increased HGV traffic in the area and increased emissions. This could have an impact on local transport conditions and air quality. The mitigation measures proposed should therefore be implemented to minimize the negative impact on air quality and road safety.

- Human health risk evaluation - A multi-pathway assessment was undertaken to assess the health risks from hazardous waste thermal treatment facilities. The results show that the daily exposures “do not exceed the published health effect criteria” and are “unlikely to result in unacceptable risks to identified human receptors within the local area”.

- Comments should be sought from:

    - The Food Standards Agency for matters relating to the impact on human health of any pollutants deposited on land used for growing food crops, etc, and
    - The Local Authority for matters relating to impact on human health of noise and odour nuisances.

FOOD STANDARDS AGENCY – No response received

STATE VETERINARY AGENCY - No response received

ENGLISH HERITAGE – No comments – application should be determined in

accordance with national and local policy guidance, and on the basis of local specialist conservation advice.

COMMISSION FOR ARCHITECTURE AND THE BUILT ENVIRONMENT (CABE) – No comment.

NATURAL ENGLAND - No objection, provided that mitigation is undertaken. The proposed ecological management plan would have a long-term positive impact on ecological assets and Natural England would welcome an opportunity to comment on ecological monitoring and the ecological management plan. Impact on Great Crested Newts should be limited, but a licence would be required for works impacting upon their habitat. Due to the large number of bird species found to be using the site habitat management works would need to be undertaken outside bird nesting season and also after an intensive nest search. The provision of alternative bat roasts and demonstrated usage prior to removal of buildings and trees is considered a good approach and should successfully the adverse impacts. The proposed mitigation of new barn owl boxes is considered appropriate in view of their presence on the site.

ESSEX WILDLIFE TRUST (EWT) - Objects, on the following grounds

- Considers that the application should include traffic calming measures to slow traffic in the vicinity of the River Blackwater to protect potential crossings by water voles and otter.

Comment: the applicant has indicated a willingness to provide traffic calming and this could be required by condition, should permission be granted.

- Concerned at the loss of 50m of species rich hedgerow and this has not been adequately addressed.

Comment: Over 2km of additional new hedgerows along the access road are proposed as mitigation.

- The loss of 1.6 ha of woodland and the resulting disturbance on the remaining area, will result in loss of connectivity reducing its ecological value and cause habitat fragmentation and consider while the proposed new planting will help to mitigate until this matures there would be a reduction in the species the woodland can support, the planting should be undertaken as soon as possible.

Comment: An additional area of woodland of approximately 1.2ha south of the site has now been proposed with connecting hedge to further area of woodland improving its connectivity. There is a commitment to undertake all the proposed planting where possible as soon as possible should planning permission be granted.

- The loss of 19.1 ha of open habitats is not adequately compensated with the management of 1.2 ha of species rich and 1.1 ha of species poor grassland, which only provides 22% of the lost mosaic, consider some additional open habitats should be created including areas of crushed concrete on the ground.

Comment: An additional area of approximately 0.6ha to be managed as an open habitat has been proposed east of Woodhouse Farm, which could include areas of crushed concrete.

- Dormouse survey required prior to any works

Comment: A survey could be required by condition should planning permission be granted.

- With respect to all proposed mitigation and management that there should be a requirement for a detailed management plan secured through conditions and/or a legal agreement, the details of which to be agreed in consultation with EWT.

ROYAL SOCIETY for the PROTECTION of BIRDS - No response received.

COUNCIL FOR THE PROTECTION OF RURAL ESSEX (CPREssex) - Objection on the following grounds

- Application of such significant and complexity should be determined by Public Inquiry the application should be "called-in" by the SoS.
- Concerned that the traffic assessment calculations are not robust and are too simplistic
- Concerned that the proposal now includes burning of waste with harmful emissions of gases and particulates and that the assessment of impact of emissions is based on predictive calculations.
- The incinerator would generate ash containing dangerous substances, which is likely to be landfilled.
- Disturbance during construction and when operational is likely to have an irreversible impact on wildlife
- The buildings and chimney would have a huge impact on the local landscape and do not consider the applicant has shown that the chimney will "disappear" into the background.
- The proposals are unsuitable for this rural location, with likely to give rise to noise and nuisance to neighbouring communities and loss of quality of life.

THE RAMBLER'S ASSOCIATION - Objects to the proposal, concern that the airfield is on an elevated site which gives commanding views in all directions and has many characteristics of a Greenfield site. The site is isolated and not been subject to building work in 60 years. Noise, dust and extra traffic will be a nuisance for residents of nearby settlements, especially Bradwell, Silver End and Coggeshall as well as users of Rights of Way. Notes that several footpaths are affected by the proposals any permission should be subject to conditions to ensure all RoW are reinstated on their definitive routes.

ESSEX BRIDLEWAY ASSOCIATION - No response received

BRITISH TELECOM - No response received.

EDF Energy - No response received

ESSEX & SUFFOLK WATER - No objection

NATIONAL GRID (gas & electricity) - No objection, the proximity of networks is such that the risk is negligible.

HIGHWAY AUTHORITY - No objection subject to the following being secured by condition or legal agreement

- Improvements to crossings with Church Lane and Ash Lane
- Removal of lay-by on single lane section with upgrading of surfacing to passing–by
- Creation/improvement of existing and new crossing points of the haul road with rights of way
- Financial contribution to traffic calming measures when A120 no longer a trunk road
- Financial contribution for informatory signs directing HGV traffic to the site on the strategic network
- Heavy goods vehicle management plan to ensure HGV vehicles access and leave the site via the strategic network.
- 12 month and 5 year monitoring of the operation of the crossing points and single carriageway between Church Road and Ash Lane and should the monitoring study show it to be necessary the section between the two crossing be widen to two way traffic and traffic management measures at the single lane crossing be improved.
- Appropriate crossing points for footpaths 56 and 35 (both temporary diversion route due to quarry and reinstated route) crossed by the haul road. Footpath 8 to remain on its current route through Woodhouse Farm rather than being diverted as it provides a good link to the Listed Buildings to be used as Visitor/Education Centre.

COUNTY COUNCIL'S NOISE CONSULTANT - No objection, subject to noise conditions. It is considered the noise assessment has appropriately assessed in accordance with British Standards and indicates that the development during construction and operation (both day time and night time) would not exceed those limits already imposed on Bradwell Quarry or set out within guidance.

ESSEX COUNTY FIRE & RESCUE SERVICE - No response received

ENVIRONMENT, SUSTAINABILITY & HIGHWAYS -

HISTORIC ENVIRONMENT (ENVIRONMENT, SUSTAINABILITY & HIGHWAYS) - No objection subject to conditions/legal agreement to carry out archaeological evaluation of the site prior to commencement. In addition a record to be made of the military buildings both those affected by the development and all those forming part of the airfield so as to put those affected in context. The record to be undertaken at level 3 in accordance with Royal Commission on the Historical Monuments of England (RCHME).

BUILT ENVIRONMENT (ENVIRONMENT, SUSTAINABILITY & HIGHWAYS) – No objection and made the following comments

The proposed chimney will introduce a new tall built element in the landscape, visible over a wide surrounding area. The chimney could therefore have a major visual impact in the landscape which could potentially be detrimental to the character of the

area. Only by mitigating the scale of the chimney through careful choice of materials and detail design and management could the chimney visually fit into the landscape as an acceptable feature.

To mitigate from the visual impact the solution proposed by the applicant is to have a mirrored surface to reflect the sky and the landscape and to design the chimney as a feature in the landscape.

Conditions requirements of the application being granted should therefore include:

- Submission of design of the chimney including elevations, sections, and plan views to appropriate scales
- Submission of detail design of the chimney showing construction details
- Submission of samples of finish of the chimney to provide a mirrored, reflective surface
- Information on effect of weathering on the proposed chimney material and how the chimney will be maintained to retain the quality of the surface.
- Management of the plant such that there is no visible plume from the chimney.
- Advanced planting of the proposed woodland within the application and the additional planting now proposed south of the site on Fig 1-2B.
- Protection of trees and woodland to be retained
- Early commencement of the proposed woodland management
- Improving the setting of the listed buildings
- A management plan for the moat is required
- Works on Woodhouse Farm are completed prior to occupation of the waste management site.
- Appropriate signage, telecommunications and lighting (covering appearance, elevations, colours, positions, sizes and height) to be agreed with ECC.
- Appropriate materials for all the buildings to be agreed with ECC Built Environment Team.
- All roofs for the MRF, Pulp Production facility and Bio-drying buildings should have the sedum green roof approach.

NATURAL ENVIRONMENT (ENVIRONMENT, SUSTAINABILITY & HIGHWAYS) – No objection, made the following comments.

- With respect to the revised tree survey the dimensions and structural condition of trees is fair although ages may be exaggerated. Some trees are worthy of retention and there would appear to be potential to retain some those identified for removal. The removal of woodland area and the proximity of retaining walls to the void are likely to result in root damage and detrimental impact on these trees. Recommend tree protection for those trees near Woodhouse Farm. Suggest the poplars near Woodhouse Farm are replaced as they are liable to decay.

- The proposed ecological mitigation would ensure no harm to protected species and would provide alternative habits, but it would be essential that all mitigation is implemented and that an ecological management plan should be required to secure this.

- Consider the plant would fit into the landscape when viewed from A120, particularly in the context of the existing current airfield aerials. Individual

chimneys are often tolerable in the sky line providing a clear landmark. Approval of the chimney finish details to achieve a mirrored finish is crucial.

WASTE MANAGEMENT (ENVIRONMENT, SUSTAINABILITY & HIGHWAYS) - Comments as follows in the event that the facility is available for municipal waste:

- The proposal - The construction of the proposed evolution to the planned recycling and composting facility (eRCF) would be consistent with the policies set out in the JMWMS.

- Technology - The proposal for eRCF is consistent with the County Council's policy CAB/082/03 for the long term management of residual waste.

  Ref: CAB/082/03
  The County Council will invite solutions for the long term management of residual waste, requiring:

  - the development of front end sorting to recover further dry recyclable material

  - the development of either anaerobic digestion or mechanical biological treatment coupled, as appropriate, with the recovery of biogas

  - contractors to identify and propose options for the management of residual waste after treatment including the possible development of compost, soil conditioner or the use of a refuse derived fuel

The JMWMS states that Essex authorities will explore the option of producing a SRF from the MBT process and recovering energy with this. The use of SRF for the generation of electricity, heat and steam from the proposed Combined Heat and Power (CHP) plant would be consistent with this statement.

The proposal for a waste treatment facility which treats source separated mixed organic waste and produces a biogas which can be used to generate electricity is also consistent with statements made in the JMWMS; "*Essex Favours composting technologies such as anaerobic digestion where energy is recovered."*

If municipal waste is treated through the eRCF, the plant will divert biodegradable waste from landfill which will help the County Council to comply with the allowances set in the Landfill Allowance and Trading Scheme (England) Regulations 2004. By meeting its targets the County Council will be contributing to England's targets for reducing the amount of biodegradable waste landfilled, as set out in the EU Landfill Directive 99/31/EC.

The Waste Disposal Authority is supportive of the fact that the eRCF may qualify for Renewable Obligation Certificates (ROCs) as part of the Government's commitment to produce power from renewable sources.

- Scale - The proposed MBT plant will have a capacity to treat up to 250,000 tonnes per annum of incoming residual municipal solid waste from north Essex. The Waste Disposal Authority believes that the scale of the plant is consistent with the growth profile forecasts of municipal waste arisings, as set out in the JMWMS.

- Conclusion - The application for a proposed evolution to the planned recycling and composting facility at Rivenhall Airfield will help to facilitate commercial competition in the delivery of the JMWMS for Essex.

SILVER END PARISH COUNCIL – Objection on the following grounds

- The facility includes an incinerator (referred to in the application as a CHP plant) in breach of ECC public pledge that such a plant would not be built in Essex;
- The emissions from the chimney have been wildly estimated and are intended to be monitored when the plant is operational. It is not equitable that decisions should be base on estimates not supported by any valid data relative to the actual processes, particularly as there is potential risk to human health. Silver End lies close to the site and residents will be affected by air pollution, smell and noise;
- The 1 million tonnes of waste imported would result in thousands of HGV movements from Essex and way beyond, contrary to government guidelines on CO^2 emissions, carbon footprints etc;
- The 1 million capacity is many times larger than that necessary for Braintree;
- Braintree has a very high recycling rate and inevitably co-mingled recyclables taken to the plant would be incinerated, thus reducing recycling;
- Concerns re the disposal of residues from the site and the transportation of waste products through the surrounding areas;
- The proposal is considerably larger in area and scale that that stipulated by the Planning Inspector in his recommendation for the WLP preferred site WM1;
- It is contrary to WLP and RSS and EU Directives;
- Due to above contravenes the proximity principle;
- Request the application is determined by Public Inquiry, rather the ECC who are denying parishes the right to present their cases as proposed site would be four times greater than adopted the adopted Waste Local Plan, 1.2 km. from the village and would be visually intrusive. It should be smaller, deeper and further away;
- The facility should only accept kerbside collections from Braintree area. It fails Proximity Principle, instead a greater number of smaller sites spread across the county should be pursued;
- Fear that waste outputs incinerated on site, in breach EU. limits. Unknown long term health implications for villagers as emissions cannot be predicted;
- Noise and light at night would be intrusive; fugitive odour emissions would be carried by easterly winds towards village.
- Wildlife lost as well as woodland planted by American airmen. Replacement deciduous planting will take a long time to establish and provide little cover during winter months.

BRADWELL PARISH COUNCIL – Objection, on the following grounds

- massive scale of the proposed facility;
- failure to respect limitations imposed by Inspector at the 1999/2000 Public Inquiry for Essex and Southend Waste Local Plan (September 2001);
- The road infrastructure from A120 dual carriageway Braintree By-pass to the Rivenhall site is totally inadequate and already overloaded. The A120 does meet the standards of a trunk road and recent report to BDC indicated 23,000 movements a day while design capacity is 18,500.

Should planning permission granted then the following provision are required

- The facility should only be used when other facilities are at maximum capacity until the new A120 is completed. Maximum HGV movements for each year should be conditioned and the basis for their calculation made public;
- There should be direct access to the new A120 and ECC officers should expedite the A120 Braintree to Marks Tey Improvement and appropriate access to the Waste Management Facility;
- Crossing points with Church Road and Ash Lane and Rights of Way should clearly show priority to public road users;
- Two way crossing of Church Road and Ash Lane should not be contemplated and existing bollards should remain to prevent HGV traffic using local roads;
- Alternative access routes should be provided to accommodate road closures on the A12;
- Construction work should be limited to 0700 to 1830 Monday to Friday and 0700 to 1300 Saturdays

RIVENHALL PARISH COUNCIL – Objection on the following grounds

- The development is of regional significance, is controversial and contrary to policies of Braintree District Local Plan, in particular the site is not allocated for industrial development, “saved” Essex Structure Plan, Essex Waste Local Plan, East of England Plan, Planning Policy Statements and Planning Policy Guidance;
- The site is 4 times larger and the buildings 25 times larger than that stipulated for the site in the Waste Local Plan;
- Do not believe there is a need for such a large facility for North Essex and is in breach of the proximity principle. Essex and BDC are achieving high levels of recycling and this with green forms of waste management such as materials recycling and AD should be carried out at district level.

In addition raise the following concerns

- HGV traffic movements are likely to have an impact on Rivenhall;
- Access via the A120 is inadequate, what would happen if there was an accident;
- The suggested vehicle movements seem to rely on higher payloads than are realistic and assumes all waste would be bulked up and none would be delivered by waste collection vehicles;
- When would the development commence;
- The need for independent testing of emissions;
- Potential odour impact;
- Generated electricity would be used on site with no benefits to locals of cheaper electricity and the generating capacity is unclear;
- The application has been justified on the basis of providing a facility for MSW of north Essex and yet the applicant also could it be developed for Commercial and Industrial waste, this is considered to be a very different proposal;
- It is also stated that if feed stock for the paper waste could be sourced in the eastern region then it could be imported from outside including London;
- Concerned that there will be a future application to use the local gravel pit for disposal of ash and other materials;

- Incineration of so much material would create vast amounts of carbon-dioxide;
- Height of the chimney would have a detrimental visual impact for many miles and its exact final height seems to be unclear;
- 24/7 operations is likely to result in noise disturbance and light pollution;
- Archaeological surveys are required to ascertain WWII artefacts;
- Impacts on the local countryside and wildlife through loss of woodland and other habitats and disturbance to footpaths;
- The woodland to remain is lower and thinner than first indicated such that the buildings would note be adequately screened;
- Views of the stack would impact upon the Listed Building;
- The application does not include a report on climate change impacts as required by government guidance PPS1.

COGGESHALL PARISH COUNCIL – Objects. ECC has previously committed not to have incineration, if permitted there is potential for the capacity of the facility to be increased in the future. The facility proposes to deal with waste from outside the Region rather than just Essex. There is likely to be long term visual and environmental impact caused by the development.

Because the County Council is also the Waste Management Authority the application should be "called-in" and determined by Public Inquiry. The Parish supports those representations made by Braintree DC, Silver End PC and Rivenhall PC.

KELVEDON PARISH COUNCIL – No objection in principle, but raise the following concerns

- The piece-meal nature of the application with the current application a greater scale than the original proposal including the paper pulp facility;
- The traffic figures appear to be inaccurate as the scale of the development has doubled in size and yet the traffic movement has stayed the same;
- The increase in traffic on the A120 would be intolerable and no date is known for the new A120. .

FEERING PARISH COUNCIL – Makes the following comments

- Concerned re possible impact of emissions and subsequent air pollution from incineration proposal;
- Concerned re increased size in plant and potential traffic impact especially with respect to A12 and A120, consider there should be a rail link to the site;
- If granted a S106 agreement should require provision of a flood lagoon at Bradwell to relieve flooding problems in Coggeshall, Kelvedon and Feering (as proposed by EA following 2001 flooding);

Local Members - (BRAINTREE EASTERN and WITHAM NORTHERN) - The Member for Braintree Eastern opposes the development and is concerned that not enough consideration has been given to nearby local communities and the visual impact of the structure.

7. REPRESENTATIONS

In accordance with the Statement of Community Involvement (SCI) the applicant carried out pre-application consultation, with both statutory and non statutory consultees and the public. Public consultation included letter drops, posted press notices and exhibitions at the site at pre-application stage i.e. the EIA Scoping Opinion request (ESS/19/08/BTE) stage. In addition a further letter drop with information leaflets, press notices and a 3 day exhibition at the site were carried out at the time of the submission of the application. At all stages information regarding the proposal has been available on the web through the applicant's agent's website.

The application has been advertised on site and in the local press and direct neighbourhood notification has also been undertaken by the Waste Planning Authority direct to 3 properties within 250 metres of the application site boundary in accordance with the adopted protocols of the SCI.

Representations were received from 820 people/bodies resulting from the two periods of consultation more than 50 representees made more than one representation. These representations included 24 submissions of photographs and text considering the visual impacts of the proposal submitted by two District Councillors (both representing the district ward of Bradwell, Silver End & Rivenhall). The comments raised by all representees are set out in Appendix F.

8. DETERMINING AUTHORITY & "CALL-IN"

Concern has been expressed by both local councils and representees that the application should be determined by the Secretary of State (SoS - Communities and Local Government) via a Public Inquiry and letters have also been written to GO-East direct requesting the application should be "called-in". Part of this concern is caused by the fact that the Waste Planning Authority (WPA) and the Waste Disposal Authority (Waste Management) are both functions of the Essex County Council. However, the two functions are independent of each other. The WPA must determine waste planning applications in accordance with planning policy, unless it can see justification for departure from this policy. Part of the planning framework against which the application should be considered includes PPS10 and the RSS, both which require the WPA to take into account the JMWMS as a material consideration.

Go-East have been consulted on the application and Environmental Statement. The application has been advertised as a departure from the Development Plan. The criteria with respect to which items require referral to the SoS change on the 20 April 2009 (set out in Circular 02/2009) such that if the application were resolved to be granted the application would not be required to be referred to the SoS. However, in view of the commitment by GO-East to consider the application they have requested the committee report is sent to GO-East for consideration.

9. APPRAISAL

The key policy issues are

A. Need for the facility including the requirement to show need for the

development and the need for the facility in the context of National and Regional Planning Policy

B. Waste and Local Plan & Braintree Local Plan – justification for departure
C. Relationship to the Joint Municipal Waste Management Strategy

The Key potential environmental impacts to be considered are as follows

D. Traffic, Highways & Rights Of Way
E. Climate Change & Energy Production
F. Emissions & Health Impacts
G. Visual and Landscape Impact
H. Ecology and habitats
I. Local Amenity – Noise & lighting
J. Cultural Heritage
K. Ground and Surface Water and Contaminated Land
L. Loss of Agricultural land
M. Minerals Extraction & Sterilisation

A. NEED FOR THE FACILITY

i. The requirement to show need for the development

An applicant for planning permission usually does not have to show need for a development proposal, and this is clarified within Government policy in PPS10. However, where a proposal has the potential to materially conflict with planning policy, whether as set out in relevant local plans and development plan documents (DPDs) (the development plan) or as provided by Government policy guidance (PPGs) and statements (PPSs), then need may have to be shown to justify any departure from that policy.

It is appropriate in this case to consider the application in terms of its compliance with the development plan, that is, the Essex & Southend Waste Local Plan (WLP) of 2001, the Braintree District Local Plan Review of 2005 and the East of England Plan (RSS) (2008).

In view of the size of the application site and the inclusion in the proposal of an industrial process albeit it is ancillary to the primary waste management development, namely the de-ink paper pulp plant, the proposals should be considered a departure from Waste Local Plan policy W8A and Braintree District Local Plan Review policies LPR 27 and LPR 78, which will be discussed further in the report. It is therefore necessary to consider the issue of need as a material consideration.

ii Need in the context of National and Regional Planning Policy

<u>Need for the facility</u>

There is a drive resulting from EU obligations under the Landfill Directive, to reduce the amount of biodegradable waste sent to landfill to 75% of 1995 levels by 2010 throughout the UK which has driven the Government's aspirations to fundamentally change the way waste has traditionally been managed, namely moving away from the untreated disposal of waste to landfill. This was first set out within PPS10. The

Government's key planning objectives are to help deliver sustainable development through driving waste management up the waste hierarchy and by addressing waste as a resource looking only to disposal as the last option but one that must be adequately catered for.

The principles of 'self sufficiency' and 'proximity' of waste disposal (as set out in the EU Waste Framework Directive) have been re-formulated within PPS10 as described in section 5a and are now set out as objectives to be delivered through the framework delivered by development plans and strategies. In delivery of the objectives of self-sufficiency, and that waste should be disposed of in one of the nearest appropriate installations, communities have to take greater responsibility for reducing their own waste and waste management facilities need to be provided to meet the needs of communities.

These principles have now been embodied within the policies of the RSS. The focus of policies of the Regional Spatial Strategy is to achieve timely provision of waste management facilities for recovery or disposal without endangering human health or the environment, while viewing waste as a resource maximising re-use, recycling, composting and energy recovery. The disposal of waste should then only be as a last resort. Delivering sustainable waste management practice means a shift away from the current reliance on landfill.

The RSS projects the following provisional median waste arisings for MSW and C & I for Essex and Southend including the required apportionment of imported London Waste as at January 2007:

Years	(tonnes)
2010/11	3,150,000
2015/16	3,300,000
2020/21	3,670,000

The RSS also sets challenging targets (WM2) for authorities and commercial and industrial waste producers based on the overall aim of implementing improved recycling, composting and recovering value from waste. The objective is to eliminate the landfilling of untreated MSW C&I by 2021 and secure the following minimum levels of recovery

MSW recovery 50% at 2020 and 70% at 2015
C & I waste – recovery 72% at 2010 and 75% at 2015

The RSS also requires waste planning authorities and partnering authorities in the region should take responsibility for waste arising from within their administrative areas (for MSW and C & I) in meeting regional targets.

A substantial step change is, therefore, required in the way that waste is managed to achieve these government targets for recovering waste and elimination of untreated biodegradable waste to landfill. Facilities such as the one proposed are important to address the waste management issues within the county and the region.

PSS 10 objectives acknowledge that locational needs, together with the wider environmental and economic benefits of sustainable waste management are material considerations and should accordingly be given significant weight in determining proposals for waste management facilities. In achieving this objective it may be appropriate for centralised facilities to be developed which take in wastes from outside the immediate area. Similarly achieving economies of scale can be critical to the financial viability of some thermal and mechanical processing operations. PPS10 also acknowledges in identifying a pattern of waste management facilities regional planning bodies should take into account the need for waste management facilities, treating waste arising in more than one waste planning authority, but only requiring a limited number of facilities..

The RSS has embodied this principle within policy WM3 accepting that in order to provide and make viable specialist processing or treatment it may be necessary to import waste from outside the administrative areas.

The proposed waste management facility would provide a facility that could be utilised to treat either MSW and/or C & I waste from Essex. It would provide a specialised facility for the process of recovered paper and card for the region and possibly parts of London. In both cases the facility utilises technology that seeks to maximise recovery and re-use, while recovering energy all consistent with the principles of PPS10 and policies of the RSS.

Braintree District Council has raised concern with respect to the possibility that the facility could be used for MSW and/or C & I waste and that this requires a complete re-examination of the need case, remodelling of the environmental impacts and carrying out further re-consultation. The application has made clear that it is for either MSW or C & I and the applicants have sought to demonstrate a need case for both. Since the nature and composition of the waste is the similar it is considered there would be no additional significant environmental effects arising from matters not already considered in the existing application and EIA and does not therefore warrant additional EIA remodelling.

With respect to MSW should the facility be required for that waste stream the facility would provide many of the elements identified within JMWMS for Essex, that of AD of MOW with energy recovery, MRF to sort and bulk dry recyclables for export to appropriate processing facilities, MBT of residual waste with opportunity to recover recyclables through further processing and finally the production of SRF. The SRF is proposed to be used in conjunction with imported SRF (from within Essex) to power a CHP plant the steam, heat and energy used directly in a de-ink paper pulp facility. This would provide a specialist processing plant, namely a de-ink paper pulp facility meeting the needs of the region in terms of waste paper processing.

The waste management facility would be well located to serve North Essex for MSW in accordance with the principle of treating waste close to where it arises as set out within PPS10 and the RSS. Whilst MSW is only around 35% of wastes arising within Essex & Southend (excluding Construction and Demolition, hazardous and agricultural waste and based on figures within the RSS), it is the certainty and longevity of the municipal waste contract that is the driver to deliver the provision of installations such as this. The treatment of MSW is dependent on obtaining contracts from the Waste Disposal Authority, but it must be emphasised that MSW only makes up a small proportion of the total waste generated within the county and waste management facilities also need to be provided for C & I waste.

The WPA commissioned a study in 2007 “Waste Arisings, Capacity and Future Requirements Study” to assist in informing the evidence base for emerging waste development document. The assessment looked at different scenarios of growth in waste over time as well as improved recycling and composting (e.g. MRF & AD) and how this would affect the need for recovery and treatment capacity (e.g. MBT). The study has estimated (on the worst case scenario) that for “recycling and composting” (e.g. AD, MBT) the amount of capacity that is required over and above that currently existing in 2007 would be 1.5 million tonnes per annum by 2021 for both C & I and MSW. In addition the study estimated that there would be a shortfall in recovery and treatment capacity (e.g. MBT) under the worst case scenario of 600,000 tpa by 2021. The total shortfall of recycling, composting, recovery and treatment capacity (based on the worst case scenario) by 2021 would therefore be 2.1 million tpa. The study also showed that even with improved recycling the predicted short fall capacity would be to 1,235,000 tpa by 2021.

The current application proposes a treatment capacity of 435,000 tpa in the form of AD, MRF and MBT facilities.

Since the 2007 study, a waste management facility at Courtauld Road in Basildon has been permitted, with an initial capacity of 505,000 tpa rising to 565,000 tpa by 2034. There is also a resolution to grant a waste management facility at Stanway Quarry with a proposed treatment capacity of 300,000 tpa. Even if all 3 facilities were to be permitted and development to their full capacity, their total treatment capacity would be 1.3 million tpa. This would be slightly more than the forecasted required capacity with improved recycling and significantly less than the capacity predicted to be required based on the worst case scenario.

It is therefore considered regardless of whether the facility receives C & I and/or MSW there is a need for the facility to treat MSW and/or C & I waste arisings within Essex.

Type of facility

The proposal has been submitted on the basis that while the original proposal (ESS/38/06/BTE) would have provided a facility suitable to treat MSW and/or C&I waste from Essex, by increasing recovery and reducing the amount required to be landfilled both in accordance with the RSS and JMWMS, the current proposal expands and extends upon the capabilities of the original scheme. The current scheme significantly reduces the amount of residuals requiring landfill, utilising the residuals as a fuel to power a CHP plant, the resulting heat, steam and energy being used directly on site for the processing of waste paper from the Region and for generation of electricity into the National Grid. In addition to utilising SRF produced on site, it also proposes to use imported SRF from the waste management facility permitted at Courtauld Road, Basildon (serving the South of the County for MSW) should that come on-line and would negate the need for landfilling or exporting of this residual out of the County.

It is emphasised within PPS10 and RSS policy WM1 that waste should be seen as a resource and there should be maximising of recycling, composting and energy recovery. The MRF would provide a facility for sorting dry-recyclables imported or recovered from the output of the MBT supporting recycling. The AD plant would

provide a facility generating useable compost and would recover energy through the utilisation of bio-gas for electricity generation. The MBT would produce an SRF that can be utilised within the CHP to produce energy both to run the facility and export to the National Grid. The de-ink paper pulp plant would provide facility for processing paper for its reuse in paper mills. Therefore the proposal meets the objective within PPS10 of driving waste up the hierarchy seeing waste as a resource.

It is acknowledged within PPS10 that planning authorities should look to co-locate facilities with complementary activities and the policy WM1 of RSS also recognises that specialist processing facilities for waste, which the de-ink paper pulp is considered to be, may need to receive feedstock from more than the local area even from outside the Region. In January 2005 WRAP (Waste & Resource Action Programme) prepared a report entitled "Market De-Inked Pulp-Feasibility Study – Full Report". The report concluded that there was a need for additional treatment capacity within the UK, and the optimum size of plant was 124,000 tpa. However, the report also concluded it would only be economic feasible if co-located with other facilities to share the cost of infrastructure and service costs.

Concern has been raised that feedstock might need to be sourced from outside the Region. The WRAP report also identified that of the 8 million tonnes of paper and card collected in the UK, there are only facilities to process 4 million tonnes leading to much being exported from the country. The applicant has demonstrated that there is adequate feedstock within the East of England Region (estimated 600,000 tpa in East of England Region), even taking into account a recently to be opened paper reprocessing facility located at Kings Lynn. The applicant has pointed out that the Kings Lynn facility is better suited to serve the north of the Region and the East Midlands, while the proposed facility would serve the south of the Region. While the applicant has demonstrated that there should be adequate feedstock within the Region, it is acknowledged that potentially feedstock could be imported from London. However, the applicant has stated that this feedstock is already passing through Essex on its way to ports for export to overseas processing plants (evidenced by information from the Bathside Bay Inquiry). Should planning be granted it is considered appropriate that a condition be imposed limiting the percentage of imported paper and card from outside the Region to 20% of the total tonnes per annum, to ensure the majority of waste is sourced from within the Region.

All the inter-related elements of the facility would not be economically or practically viable on smaller scale plants scattered throughout the County. Waste disposal by its very nature is not sustainable; the proposal seeks to maximise the potential of wastes that have been finally discarded and increase recycling, as well as energy recovery through power generation and utilisation on site of steam and water to reprocess one of the recycling outputs that of recovered paper and card.

It is considered that there is a local (Essex) need for the facility both in terms MSW and C & I arisings and the East of England Region with respect to waste paper processing and that the proposed technologies are in conformity with the principles of PPS10 and policies of the RSS, particularly moving waste up the waste hierarchy, seeking to be self sufficient, maximising re-use and recovery, while providing specialist processing facility and energy recovery. The proposal is therefore considered to be in conformity with, WM1, WM2, WM3 and WM4 and WM5.

The establishment of need is, therefore, a material consideration. However, need has to be considered against other policy and environmental considerations, as discussed below

B. WASTE LOCAL PLAN & BRAINTREE DISTRICT LOCAL PLAN- JUSTIFICATION FOR DEPARTURE

The Waste Local Plan identified in Policy W8A six sites for large integrated waste management facilities (i.e. 100,000 tonnes per annum capacity or more) for all types of waste, these are defined as 'preferred locations for waste management facilities to assist the move up the hierarchy away from landfill'. These 'Preferred Locations' were identified to deal essentially with non-inert wastes, including both MSW and CI. Preferred location WM1 is located at Rivenhall airfield and forms 6ha of the 25.3ha site proposed. The larger site is clearly a departure from that originally proposed in the plan.

However, it must be acknowledged that the principle of a large scale waste management facility at the site has already been established with the approval of ESS/38/06/BTE which was referred to the SoS as a departure and was not called-in. While the physical elements of the current proposal are similar in that the facility is proposed to be sunk into the ground and additional woodland proposed to screen the facility, it is different in a number of ways. While the application area has not changed the size and arrangement of proposed buildings and structures has. The main 2 arched roofed buildings are now proposed to be located 12m further northeast and have increased in overall length. The proposed facility includes a CHP plant, which would include a 7m wide 35m high CHP stack and the proposed arrangement of AD and gasometer tanks has also changed. Other proposed structures have also been introduced but these would not protrude above natural ground levels. In addition containment walls are now proposed to allow the buildings to be sunk into the grounds while maximising the use of the void space and these do have potential to impact upon the remaining tree belt which screens the southern half of the facility. In addition the proposed facility incorporates a de-ink paper pulp plant the inclusion of this element is discussed in more detail later.

The deposit Draft Waste Local Plan was the subject of a Local Plan Inquiry between November 1999 and January 2000. There was considerable discussion on mass burn incineration in the Essex and Southend Waste Local Plan Deposit Draft 1998 (ESWLPDD) and was a recurring theme throughout the Waste Local Plan (WLP) inquiry. The Inspector's report made a number of references to incineration to the extent of using SELCHP incinerator in Lewisham as a reference case. He recognised that incinerators can be very large buildings with a 100 metre high chimney and would, therefore, be visible over a very wide area, adding that in most locations there would be limited opportunity to lower the ground levels to absorb buildings.

In his report considering objections to the Rivenhall site WM1 the Local Plan Inspector identified the main issues to Rivenhall airfield as: visual impact; traffic and access, environmental impact; effect on the historic airfield and the setting of the listed buildings; effect on neighbouring communities; relationship to existing Development Plan policies; relationship to ongoing mineral working, alternative locations; and light pollution.

Within his report the Inspector noted that the Listed Building was well screened from the hangar, but that development further north would risk harming the setting of Woodhouse Farm, but also commented that this issue could be considered at application stage "when enhancement measures might be considered". Clearly the proposed lowering of the buildings into the ground would considerably reduce the impact of the facility on its surrounds.

As stated the current proposals differ from those permitted in that the 2 arch buildings would extended a further 12m north east. However, due to the sunken nature of the buildings only the "green roof" arch would be visible above natural grounds levels and would be no higher than the existing hangar. Additional tree planting is proposed both on the immediate western boundary adjacent to the car parking and further west a triangle of woodland is proposed, such that once matured it is considered the location of the buildings would not further impact upon the setting of the Listed Building, than the permitted application.

The Inspector in his report also made reference to the possibility of an incinerator on the site and did not discount it as a possibility, only that such a large structure would be likely to cause visual impact in the open countryside. The potential for lowering the majority of the building into the ground had not been envisaged, but equally the possibility of an incinerator was not precluded and therefore the possibility of a significant chimney had equally not been precluded. The Inspector in making reference to incinerators in other parts of the report had referred to Lewisham incinerator with a 100m stack, and therefore it is likely that the Inspector had considered that a chimney in the vicinity of the hangar was a possibility and its potential visual impact "left as a challenge to a prospective developer". Visual impact is considered later. However, the issue is that an incinerator at this site was not ruled out by the Local Plan Inspector. The difference between the allocation of the site in the WLP and the proposed scheme is the scale of the development and hereby the land take required. That said, the principal of a larger waste facility to meet modern requirements has already been accepted at this site. The comparison between the approved and the proposed schemes is therefore a material consideration.

The introduction of the de-ink paper pulp facility as part of the facility introduces an industrial process onto a site in part designated for waste management facilities, but not for industrial processes and therefore is contrary to the Braintree District Local Plan Review (BDLPR) policies RLP 27 and RLP 78. The need for the de-ink paper pulp facility has already been discussed, but the principle of development with respect to a departure from the local plan needs to be considered, albeit that it would be utilising waste as the key input material.

Firstly, it must be emphasised that while the size of the building would increase from that proposed as part of ESS/38/06/TE the increase would not be significant to facilitate the incorporation of the de-ink paper pulp plant within the waste buildings. This has been achieved by a reduction in the size of the proposed AD and MBT facility and by locating the de-ink paper pulp facility on a mezzanine level within the proposed buildings.

The co-location of facilities encouraged by PPS10 has also been commented on. The de-ink paper pulp facility would be located with the CHP plant to enable heat, steam and energy to be used directly in the process. The SRF produced and

imported could be utilised in the energy from waste plant solely for the purpose of energy generation. However, it is known through research (presented at CIWM Thermal Treatment & Waste Strategy Event Oct 2008) utilisation of direct heat from incineration of waste is far more efficient than energy generation. It is estimated that 1 tonne of waste can produce 2MWh of heat while energy generation from the same amount of waste would only produce 0.65MWh of electricity. It therefore is far more efficient to utilise the direct heat and steam from the combustion of waste than it is to produce electricity only. In view of the lack of nearby population that could utilise the spare heat through, say a district heating scheme within an urban area the applicant is proposing to co-locate a processing facility that is heat, steam and energy "hungry". In addition, due to the MRF on site, while the majority of waste paper and card feedstock would be imported to the site approximately 10% would be recovered on site from other imported waste..

During the consultations on the JMWMS there was very strong support from the public for increased recycling which has been incorporated into the Strategy. Braintree District is now achieving 50% recycling rates of its household waste. However, the collection of recyclables is only worthwhile if these materials can be processed and re-used. The proposal's inclusion of the de-ink paper pulp facility would ensure the re-processing and re-use of paper and card in proximity to where the waste arises, a sustainable approach, rather than it potentially being shipped overseas for processing.

It is therefore considered that in view of the need and the sustainability and efficiency arguments associated with co-locating the de-ink paper pulp plant with the waste management facility, there is justification to locate this facility in conjunction with the waste management facility on land in part allocated for waste management but also on land not allocated for industrial purposes contrary to BDLPR policies. The principle that the de-ink paper pulp plant would be only be acceptable as ancillary to the waste facility could be secured through a legal agreement, should planning permission be granted.

It was considered with respect to ESS/38/06/BTE that there was a compellingly strong case for considering a larger site than the 6.0 hectares for Rivenhall, due the fact that a substantial area of the site was associated with the lagoon and inclusion of the Listed Buildings. Also, with respect to the facilities to be provided including AD and MBT which required considerably larger areas than the type of technologies envisaged by the Inspector at the time of the Inquiry into the WLP the larger buildings were necessary. The current proposal would not significantly change the scale of the development from that permitted. The key additional impact would be the CHP stack, which would normally be an essential part of any energy from waste facility.

Government guidance through Planning Policy Statement PPS 7 considers development in the countryside beyond areas designated in development plans to be inappropriate but recognises that subsequent emerging guidance has to be taken into account. In these circumstances PPS 10 and the RSS are considered to outweigh WLP policy W8B and Braintree District Local Plan Review policy RLP 78. Flexibility in the WLP is the key to facilitating waste management by enabling sites to be developed even though they may have larger footprints than originally envisaged. This is in order to ensure that waste development, including that required to deliver the JMWMS is implemented through the provision of

technologies that move waste treatment and disposal up the waste hierarchy in accordance with PPS10.

To summarise, the site is well located for large buildings and a waste management facility as set out in the WLP. The proposal, however, would take up a larger site area than within the WLP and introduce a stack due to the change in technologies now being promoted and an ancillary industrial process. However, it is considered the proposals are supported by PPS10 and the adopted RSS and there is sufficient to justify a departure from the WLP and Policies RLP 27 and 78 of the Adopted Braintree District Local Plan Review 2005 (BDRLP).

C. RELATIONSHIP WITH THE JOINT MUNICIPAL WASTE MANAGEMENT STRATEGY

Despite waste minimisation and recycling initiatives, growth in the amount of waste being generated broadly correlates with population growth. Achieving meaningful reductions in household waste through recycling and composting, however, relies heavily on the commitment and capability of individuals and in practice, circumstances dictate that not everyone will be able or willing to participate. It is on this basis, therefore, that the JMWMS identifies the requirement to establish waste management facilities to deal with projected household waste arisings that the population cannot or will not deal with. The preferred waste management treatment is that of MBT, to recover further material for recycling, stabilise the bio-degradable element, such that the remaining material can either be manufactured into a fuel for energy production or can be sent to landfill.

Consultation carried out as part of JMWMS showed the favoured approach to manage Essex MSW is treatment to deal with residual rubbish remaining after recyclables had been removed. Considerable concern was raised at the prospect of incineration at the time of the consideration of the JMWMS. Due to the public's concern ECC has committed not to utilise mass burn incineration (this is where waste is burned where there has been no attempt to remove recyclables or stabilise the bio-degradable element) as a means of disposal as part of the strategy for dealing with Essex's MSW. The inclusion in the current planning application of the CHP plant utilising SRF to produce heat steam and power for the processing of wastepaper and generation of energy is seen by many representees as a breach of this commitment.

Firstly, it should be emphasised that this application has been made by a private company, the facility is proposed to treat MSW and/or CI waste and there is no obligation on the Waste Disposal Authority to utilise this facility if approved, although clearly the applicant is hopeful of this. However, should the application be approved the technologies proposed are consistent with those of the JMWMS, namely AD of organic waste, MBT of waste with further recovery of recyclables and manufacture of an SRF. If a contract were secured for the treatment and disposal of MSW through a JMWMS contract then it would undoubtedly help to deliver the JMWMS.

D. HIGHWAYS, TRAFFIC AND RIGHTS OF WAY

The waste management facility is proposed to be served by road transport and it is essential that from the road capacity and hierarchy and the access road serving

the facility is capable of carrying the proposed additional traffic without an undue adverse impact on the locality.

Bradwell Quarry has the potential to generate 225 daily HGV movements (112 in +112 out) at peak sand and gravel production. The proposed waste management facility would generate an additional 404 daily HGV movements (202 in + 202 out) which would almost treble the daily movements using the existing access route and crossover points for Church Road, Ash Lane and Public Footpaths 19, 35, 56, 57 and 58. This is the same number of vehicle movements as proposed by the already permitted waste management facility on the same site. Concern has been raised that since the proposal now involves more elements including the CHP plant and De-Ink Paper Pulp facility, that it would seem unlikely that it would generate the same number of movements. To address this it is understood that the applicants have specifically scaled the size of the new facility to achieve the same number of movements as previously approved, to ensure the proposal meets with the requirements of Highways Agency with respect to vehicle movements.

The make up of vehicle movements would be different to the previous scheme. The proposed volume of MSW and/or C & I has been more than halved and with the CHP plant utilising residuals the export of both compost and residuals requiring landfill has been reduced, hence the vehicle movements with respect to these elements has been reduced.. These movements would be replaced with importation of mixed organic waste, dry recyclables, SRF and waste paper and card. The application has assumed that no refuse collection vehicles (RCV) would visit the site, unlike the earlier application, in the current application all RCV have been assumed to go via a transfer/bulking station such that deliveries by several RCV would be replaced with perhaps 1 HGV. However, the applicant has commented that it would be possible to accommodate RCVs that might wish to deliver direct rather than going via a transfer/bulking station, within the 404 daily movements. This could be accommodated by implementing back hauling e.g. an HGV importing mixed dry recyclables could be utilised to export separated dry recyclables and this way the proposal would still be able to not exceed 404 daily movements.

Similarly concern has been raised as to the number of movements associated with the export of ashes and residues. The applicant has confirmed the tonnage of residues would depend on the exact processes utilised at the facility. For example for paper pulp process, it is possible to recover clays from the paper that could be utilised by the adjacent quarry subject to planning permission. The variance in tonnages of ashes and residues could be accommodated through back hauling. In order to ensure movements do not exceed those proposed if the application were approved a condition could be imposed limiting the number of movements to a maximum of 404 HGV movements.

Coggeshall Road (the A120 trunk road) is responsibility of Highways Agency; but Church Road and Ash Lane crossed over by the access road are the responsibility of the Highway Authority.

Sole access to the site would be from the A120 but concerns have been expressed regarding existing traffic volume and the ability of the A120 to accommodate the additional movements. However, no objection has been raised by the Highways Agency with respect to highway capacity with respect to the A120

It has been suggested by local councils and representees that the proposals should not be considered until a direct access link to the new A120 can be achieved. At this stage the route for a new A120 is not known and timescale for its development is equally not clearly identified. The proposal therefore must be considered on the basis of the existing road infrastructure and in light of no objection from the Highways Agency there is no justification for refusal on highway capacity grounds.

The applicant has indicated a willingness to secure a direct access if possible to the new A120 subject to negotiations with the Highways Agency. This, however, cannot be regarded a material consideration in the determination of this application, which must be considered on the current road system and capacity.

If a new A 120 route were developed then the flow of traffic on the existing road would then become a relatively minor flow compared to current usage. The Highway Authority has requested that should the applicant not be able to secure a link to any new A120 (when it is developed) that the applicant fund traffic calming measures on the existing highway at that time.

The Highway Authority has raised concern that there could be potential difficulties with flow of traffic in the area of the single carriageway between Church Road and Ash Lane (even though not a public highway) and potential adverse impact on the A120 by backing up of arriving traffic. The Highway Authority has requested that this section of the access road should be monitored to assess this matter, in the early years of the development, and if problems are identified then the developer should be required to provide improvements to the carriageway including making it two way as opposed to single with passing places and/or improvements to controls on the crossing points, but this would not include two way traffic crossings.

Concern has been raised by representees that traffic approaching the site might not use roads suitable for HGV traffic, such as minor country roads and therefore the Highway Authority also requires that the hierarchy of roads suitable to access the A120 should be agreed for use by HGV traffic and funding provided for additional informatory highway signage. The required potential future funding of traffic calming, monitoring of the crossing points and road hierarchy and signage could be secured through a legal agreement, should permission be granted.

Concern has also been raised with respect to the loss and impact on rights of way. No rights of way would be lost as a result of the proposals, and safe crossing points have been proposed for the rights of way that cross the extended haul road. In addition there may need to be a temporary diversion of footpath 8 that passes through the Woodhouse Farm area when refurbishment works are being undertaken to the Listed Buildings. Footpath 8 would provide a useful pedestrian link to the Educational/Heritage Centre to be provided at Woodhouse Farm and therefore would return to its definitive route upon completion of the refurbishment works. Provision for footpaths crossing and details of the temporary diversion could be required by condition, should planning permission be granted.

Subject to conditions and a legal agreement securing the above requirements it is considered that the proposal would not compromise highway safety and capacity and is consistent with RSS policies T6 and WM1; WLP policies W4C, W8A, W10A, W10E, W10G, MLP policies MLP3 and MLP13 and BDRLP policy RLP 54.

E. LANDSCAPE AND VISUAL IMPACT

The applicant considers that the proposed waste management facility has been specifically designed to try and reduce its impact upon the landscape and minimise visual impact. The construction phase would last for 18 to 24 months relatively short term and the final form fixed rather than ever changing and visually disruptive, due to the containment of all activities except arrival of traffic within the buildings. Considerable objection has been raised by consultees, local councils and representees with respect to the visual impact of the proposals and the impact upon the landscape of the area, both in terms of the waste management buildings and the CHP stack.

The majority of the bulk of the building and plant would be below ground level within a void created through removal of minerals and overburden. The natural ground levels within the vicinity of the proposed buildings and plant area are approximately 50m AOD. The main buildings would consist of 2 arch roof buildings (height 51m AOD to eaves and 60.5m AOD to top of arch) and would be located north of the proposed CHP plant and AD tanks. The applicant has stated that the arched roof line was chosen to reflect the roof line of the hangar building that they would replace. Of these two buildings the vertical side elevations (on the south west and north east sides) would largely be below natural ground levels, with only the arched roofs (approx 10m from eaves to arch) above natural grounds levels. The arch roofs are proposed as green roofs. In addition, new screen planting is proposed to extend that existing to soften this on both the south west and north east sides, although clearly this would take time to mature. The front of the arched buildings would face northwards; the lower vertical elevation below eaves would be screened from outside the site because it is below natural grounds level. However, from eaves to top of the arches the semi circular ends of the buildings would be above ground, but would be eventually screened from the north by the proposed new planting.

Of the plant and structures to the south of the main buildings only the following would protrude above natural ground levels, the AD tanks and gasometer (maximum height 63m AOD) 13m above natural ground levels and the CHP plant (61m AOD) 11 m above natural ground levels and the CHP stack (86m AOD high 7m in diameter) 35m above natural ground levels. These structures, except the CHP stack would be screened by existing trees (approximately 15 m in height), from the south, west and east. Views of these structures from the north would be broken by the arched buildings in front and proposed tree planting.

It is also an advantage that the proposed layout of AD and gasometer tanks has changed such that these structures 13m above natural ground levels would be seen against the rear of the arch buildings, where as before they were more centrally positioned such that there outline would have been more obvious between two arch buildings.

Representations received with respect to the visual impact have included photomontages of the facility to demonstrate their concerns with respect to the visual impact of the facility. In addition, concern has been raised that the existing woodland belt to the south, east and west would not provide as an effective screen as indicated by the applicant. Footpath 8 runs from the south towards the site and would be the closest view from the south side of the site as it passes within 10s of

metre from the southern boundary of the site. The trees have been shown to be approximately 15m high (lower than first indicated by the application) and when in leaf providing a full screen to 15m. However due to the proximity of the retaining wall and necessary fencing, the woodland adjacent to the retaining wall may need some cutting back narrowing the remaining belt and thinning the screen. Also potentially the remaining trees may suffer from root damage and lack of water. Conditions could be imposed if planning permission were to be granted to minimise any impact including requirement for protective fencing and details of construction of the retaining wall. The applicant has offered to water trees adjacent to the retaining wall while construction works are undertaken and this requirement for watering could be secured by condition if planning permission were granted. The application proposes management of all existing and proposed woodland and a management plan for an extended period of 20 years to enhance planting both in terms of its screening and ecological value. In light of the concerns raised the applicant has additionally offered to plant a 45m belt of trees on the southern boundary and to carry out all planting and the management as soon as possible and this could be secured through a legal agreement if planning permission were granted.

The stack for the CHP would protrude around 20m above the existing woodland and would be visible from some distance, in all directions due to the surrounding flat plateaux in which the site sits. There are few elevated views of the site, except from in the north east, such as from the A120, where the stack would be visible across the Blackwater Special Landscape Area. However the innovative treatment with shiny surface would help reduce its impact and it would not be the highest structure in the vicinity in view of the 48m radar mast approximately 370m to the west.

As previously stated when considering the site for inclusion in the Waste Local Plan the Planning Inspector was envisaging the site to be used for mass burn incineration and made reference within his report to the Lewisham incinerator with a potential to have a very high stack of perhaps 100m and clearly would have been aware of the potential impact of a stack. However the Inspector did not reject the site allocation on the visual impact of a stack. A development of this size may cause some degree of additional harm to that envisaged by the Local Plan Inspector in respect of the smaller site. However, despite its size the proposal visual impact has been significantly reduced by the proposed lowering of the facility into an engineered void coupled with an innovative design for the CHP stack to reduce its silhouette and bulk.

In considering the impact of the CHP stack, it has been emphasised by landscape advisors that the mirror finish of the stack and its maintenance as such, would be essential to its acceptability in the landscape. Such details could be secured by condition if planning were granted. It is considered that with good design the stack would provide a reference point in this relatively flat landscape.

The waste management facility is relatively distant from residential properties the closest being 400m, such that while in the early years there may be some visual intrusion, this would reduce as new planting matures and management of existing planting improves the quality of screening. The applicants commitment to undertaken the proposed planting in advance of the development would give an opportunity for a longer period of maturity prior to the commencement of the development.

There would be some loss of enjoyment to users of footpath 35 currently temporarily diverted south of the quarry which would cross the haul road and have views of the north end of the facility, but this would be improved when quarry workings are completed and the route returned to its definitive line further to the north away from the facility.

The view of the whole of the front elevation of the arched buildings would only be possible when entering the site via the haul road, however, it has been commented that none the less there is an opportunity to provide a sense of arrival for visitors by ensuring good use of materials on the north elevations of the buildings and also incorporating a public art feature to the front of the building. The applicant has suggested the possibility of a mural on this front elevation using art from within the airfield buildings. The details of materials and requirement for public art at the front of the building could be secured by condition if planning permission were granted.

The existing haul road to Bradwell Quarry across Ash Lane, Ash Lane is a Protected Lane, due to its landscape value, it is relatively narrow and bordered by trees on both sides in parts. The proposed improvements to the crossing point with Ash Lane would be no more visually intrusive than that ready existing, but clearly there would be more HGV movements crossing the lane, however these are transient and therefore it is not consider there would be adverse impact upon the Protected Lane.

While it is recognised that due to the particular flat character of the airfield disguising such a large complex of buildings and plant would be impossible but that by sinking it into the ground this has substantially helped to minimise the impact to an acceptable degree and would be not detract from the surrounding landscape or cause unacceptable visual impact to warrant refusal, particularly once the proposed planting has matured and the management of existing planting improved the screening of the facility. It is considered the CHP stack would provide a point of interest in the landscape, but its visual impact reduced by its polished surface reflecting its surroundings. It is therefore considered, subject to the suggested conditions and legal obligations, that the proposal would not have an unacceptable adverse impact on the landscape character and visual amenity. The proposal is therefore consistent with RSS policies ENV2, ENV7, WAT1 and WAT4; MLP policy MLP4; WLP policies W10B and W10E and BDRLP policies RLP 80, RLP 86 & RLP 90.

F. EMISSIONS AND HEALTH IMPACTS

Concern has been raised by local residents, with respect to emissions particularly from the CHP plant. Waste within the proposed waste management facility would be stored and processed on impermeable base and odours and other gaseous emissions would all be sent through the CHP plant which would subject to filtering/scrubbing equipment to meet the requirements of both the Waste Incineration Directive and the Pollution Control Protection Directive and where these standards are different the facility would be required to comply with the higher standard.

The reception, shredding, sorting of waste and MBT processes would be carried out within buildings which would operate under negative air pressure and in line with current pollution control techniques and standards and thus should eliminate

the risk of odour, dust, bio-aerosol emissions normally associated with outside waste facilities and should, consequently, pose little risk to human health or loss of local amenity.

Detailed consideration of a waste management process and the implications for human health, if any, is the responsibility of the pollution control regulators, i.e. the Environment Agency. Where health concerns are raised waste planning authorities should, through drawing on Government advice and research, and consultation with the relevant health authorities and agencies, obtain considered advice of epidemiological and other health studies and the location implications of such advice.

The considered view of the Environment Agency and the Primary Care Trust is that the proposed processes would not cause harm to human health. The control of emissions would be subject to further scrutiny by the Environment Agency at the Environmental Permit application stage.

The proposal including the CHP plant would be subject to the requirements of Waste Incineration Directive and is of such a nature that due to all processes being within an enclosed and controlled environment the risk of any sustained adverse emissions is highly unlikely and, therefore, the development would satisfy the following policies: RSS policies SS1, WM5, ENG1 and WM1; WLP policy W10E and BDRLP policies RLP 62 and RLP 63 .

G. CLIMATE CHANGE & ENERGY PRODUCTION

Local councils and some representees as part of their objections to the proposals consider that the application and EIA have not adequately addressed the developments likely production of CO_2 and whether alternative waste management methods of waste management would generate less CO_2 and therefore the contribution that the proposals might make to climate change.

The Supplement to Planning Policy Statement 1 Planning and Climate Change December 2007 sets out how planning should contribute to reducing emissions and stabilising climate change. The supplement requires applicants to provide information with respect to its likely impact on climate change. However, it does not require specific and standalone assessments over and above those required by a Design and Access Statement or EIA. The applicant has stated it would not be possible at this stage to carry out an overall carbon balance calculation until all variables are known e.g. the location of transfer stations. The JMWMS was subject to Strategic Environment Assessment utilising abiotic depletion (relation between extraction of fossil resource and impacts on biodiversity) as a measure of its overall global warming potential. The Assessment showed that landfill performed worst and MBT(AD) with SRF perform best, while MBT (biodrying) as proposed while performing nearly as well as MBT(AD) it did produce a higher quality of SRF, which would generate a greater amount of electricity. The greater the amount of green electricity generated the more “ordinary” electricity it could be off set against in terms of CO_2. Using SRF in an energy plant avoids the production of methane that would otherwise occur in landfill and the associated harmful effects on the atmosphere where methane escapes.

The principles of the Climate Change Supplement have been incorporated into the

policies of the RSS. Policy ENG2 seeks to increase the production of energy from renewable resources and this includes energy generated from use of domestic and commercial waste, including energy production from anaerobic digestion and from combined heat and power (CHP), both proposed as part of the application and therefore in conformity with this policy. The saved RSP policy EG1 emphasises the requirement for new power stations are only acceptable subject to no materially adverse impact on residential amenity, or environmental and visual impact. With respect to these requirements these aspects please see other sections of this report. It is also considered that PPS10 and the RSS policies now supersede this policy.

It has been argued by representees that this facility is not a CHP plant because heat from the facility is not being directly distributed to homes. While CHP is often used to heat homes and businesses, in order for CHP to be most efficient the CHP plant would need to be in close proximity to a large residential population and in order to facilitate the utilisation of the heat it would require a housing development that could be built in conjunction to provide the necessary connections or easily adaptable to accommodate a district heating system. Because the site is not within close proximity to such housing the applicant has chosen to utilise the heat and steam in a specific process, i.e. reprocessing of waste paper, which can utilise directly the heat, steam and about half of the generated electricity on site. That energy not utilised in the waste management facility o about 21MW would be exported to the National Grid.

It is therefore considered that the application would provide electricity for the waste facility and supply surplus power to the National Grid contributing towards the objectives of PPS10, RSS policies SS1, ENG2 and WM1 and BDRLP policy RLP 77.

H. ECOLOGY & HABITAT

In considering the ecological impact of the proposals it is necessary to consider what types of habitat and species would be affected by the proposal and whether adequate mitigation measures have been proposed or could be secured by condition to address satisfactorily mitigate the impacts on habitats and protect species.

The site contains a total of 3.2 ha of semi natural woodland, 1.1 ha of scrub and 300m of hedgerow (250m species poor, 50m of species rich), of this 1.7 ha of semi natural woodland, 0.6 ha of scrub and 50m of species rich hedgerow would be lost. These habitats are likely to provide suitable habitat for a number of woodland and woodland edge UK BAP priority bird species. Appropriate mitigation measures have been proposed to protect such species, including avoidance of removal of trees and hedges during bird nesting season, and removal to be undertaken in the presence of a suitable experienced ecologist. To compensate for this, the proposals includes planting of 3.4ha of woodland belt around the edges of the site and the management of existing and new areas of woodland to improve their biodiversity value. In addition hedgerow planting on either side of the access road approximately 2000m of hedgerow is proposed helping to provide habitat connectivity between woodland around the waste facility, Woodhouse Farm and planting associated with the restoration of the quarry.

The site includes of 19.1 ha of open habitat (not including those currently within the quarry) and include grassland, arable land, bare ground, ephemeral/short perennial vegetation and tall ruderal vegetation and is known to support some UK BAP priority species including, brown hare, and bird species such as corn bunting, yellow hammer, skylark, European turtle dove and lapwing, yellow wagtail and hobby, little winged plover are also present on adjacent land. Once again clearance during bird nesting season would be avoided, bird scaring devices used if necessary and clearance would be supervised by an ecologist. An area of 1.6ha of species rich grassland would be created and 1ha of poor semi-improved grassland managed to increase its biodiversity value.

There is also potential for great crested newts within the ponds and moat adjacent to Woodhouse Farm. While these areas would not be lost management undertaken to improve these habitats would be undertaken by hand and supervised by a suitably qualified ecologist. It would also be necessary to fence any areas within 250m of breeding ponds and then translocate any newts to suitable sits; this would require a licence from Natural England.

It is also likely that there are bats and barn owls nesting within the Woodhouse Farm buildings to be refurbished and the airfield buildings to be demolished and/r/refurbished. It is proposed to establish in advance of the works barn owl and bat boxes as alternative nesting sites and then to incorporate suitable permanent nesting sites within the refurbished buildings or surrounding grounds. The works to buildings with respect to bats would be carried out outside of bat hibernating season and would be required to be supervised by a bat specialist under licence from Natural England.

Concern has been expressed by representees including Buglife and the EWT that the EIA did not adequately address invertebrates, additional information with respect to consideration of invertebrates has been submitted and EWT but is not satisfied that with the information submitted, however Natural England and the Environment Agency have raised no concerns in this respect.

The application has been subject to consultation with Natural England, the Environment Agency and the Natural Environment who all concurred that while it is recognised that there are areas of habitat and species of ecological value that would be affected by the proposals, subject to the implementation of the proposed mitigation secured through condition and/or legal agreement there would not be an adverse impact upon habitats or protected species and therefore is in accordance with RSS policy ENV3, WLP policy W10E, MLP policy MLP13 and BDRLP policy RLP 80.

I. LOCAL AMENITY

During the construction phase of the development it is proposed to work 7 days a week 0700 to 1900 for a period of 12-18 months.

Upon completion of the construction phase the facility would be operated such that HGV movements and reception of waste would be limited to 0700 to 18 30 Monday to Fridays and 0700 to 1300 Saturdays (same hours of the main quarry and plant at Bradwell Quarry). No waste would be received on Sundays, Public and Bank Holidays, except where required to so by the Waste Disposal Authority in order to

accept and receive waste from Household Waste Recycling Centres on Sundays, Public and Bank Holidays.

Once the facility is operational there would be night time working, which would largely involve activities within the buildings such as treatment, processing and recycling, not external activity involving large-scale plant.

Noise

The potentially sources of noise would be from the traffic associated with the importation and export of materials associated with construction and construction noise itself which would continue for the first 18-24 months.

Upon commencement of operation of the waste facility noise sources would include the traffic associated with the waste facility, however all other operations including waste delivery, waste handling and processing would be contained within the buildings. It is proposed that vehicles would enter the waste facility through high speed roller doors such that the doors would only be open for short time to allow vehicles to enter. Air purification circulation and extraction units together with pumps and alarms would be acoustically attenuated to minimise potential for night time disturbance. The location of the plant predominantly below ground and distant from the nearest occupied properties would serve to provide the noise containment.

Traffic noise particularly from empty HGVs, similarly should not give rise to an unacceptable impact due to the sunken alignment and metalled surface of the access road extension from the existing quarry and the distant position of properties from the current access road to the quarry.

The County's noise consultant has raised no objection to the noise associated with either the construction or operation phase subject to suitable conditions, including noise limits for operation of the facility no higher than those already imposed for the existing quarry operations. Noise controls including maximum noise limits and noise monitoring could be imposed by conditions and would ensure that development would be consistent with WLP policy W10A, W10E, MLP policy MLP13 and BDRLP policies RLP 35 & RLP 62.

Light

The interiors of buildings where possible would utilise natural light through high level windows and "light pipes". The waste facility would require lighting at night for building exterior illumination, perimeter and internal roads and building signage. It is proposed that windows would be fitted with louvers and outdoor lighting would be fitted with directional cowls, photo-sensors and timers and the average level of illumination would be maintained at 5 to 10 lux. As with noise containment the location of the plant predominantly below ground and the distance from the nearest occupied properties would assist in reducing light pollution. It is considered subject to the proposed mitigation and appropriate conditions the proposal illumination skywards from the plant. The proposal is consistent with WLP policy W10B and W10E and BDRLP policy RLP 65.

Community Liaison

The applicant has offered to establish a liaison group should planning permission be granted. The liaison group is suggested to include representatives of local councils, the EA and local representative, but its make up and frequency of meeting would be subject to decision by the liaison group it self.

Braintree District Council have requested that an area for community uses and a heritage area is made available within the Woodhouse Farm.

Since submission of the application the applicant has also offered to set up a trust fund for the local community, donating 5 pence per tonne of waste imported to the site and to also fund the any administrative or legal costs associated with the setting up and running of the fund. The liaison group, use of the visitor centre and establishment of the trust fund could be secured through a legal agreement.

J. CULTURAL HERITAGE

The proposals should be considered with respect to their impact on any archaeological value and historic and Listed buildings.

The proposals would result in the disturbance of southern area of the airfield to some depth and the surface disturbance of the area to the north west of Woodhouse Farm proposed for the car park. An archaeological investigation could be required by condition prior to construction to allow recording of any archaeological interest, two areas of interest have been identified at the early assessment stage.

The proposals would result in the demolition of the existing WWII hangar. The hanger has no historical protection status, but in order to ensure there is a record of the building in its context a commitment could be secured through a legal agreement for the full recording of the all the airfield buildings including the hanger and the information used to provide a fully funded display within the Heritage Centre proposed within Woodhouse Farm.

The proposals also have to be considered in light of the impacts upon Listed Buildings. There are several Listed Buildings in the vicinity of the site and access and the proposals include the Listed buildings of Woodhouse Farm and the Bake House and Water Pump. Other than the Woodhouse Farm Listed Buildings it is considered that due to the relatively large distances between the site and the other Listed Buildings the proposals would not affect the setting or character of the Listed Buildings.

Woodhouse Farm, The Bake house and the water pump are all currently not in use and in need of repair and refurbishment. The proposal includes the refurbishment of the Listed Buildings and other associated buildings as a Visitor Education and Heritage Centre. While this is welcomed, it has been requested by the local councils and Listed Buildings advisors that this should be carried out prior to the commencement of operation of the Waste Facility to protect the Listed Buildings from further decay. It is considered that the refurbishment of the buildings would enhance the character of the Listed Buildings. A full Listed Building application would need be submitted and approved by the Local Planning Authority prior to

commencement of works. If approved the timely submission of this application and completion of the refurbishment works could be secured by condition and through a legal agreement if planning permission were granted.

Concern has been raised by the County Council Listed Buildings advisor as to the proximity of the proposed staff and visitor car park area to the west of the Woodhouse Farm complex and its potential deterioration on the setting of the Listed Building. It was requested that the car parking be moved away from the Listed Buildings into an area proposed for tree planting to the north, but that was not accepted b the applicant, due to concern it would reduce the visual screening of the site from the north. Possible extension of this new woodland area to the north is precluded as it is permitted to be worked for sand and gravel extraction in the next few years and once restored would be at a lower level reducing the visual screening of any planting.

Additional planting is proposed between the car park and the Listed Buildings to enhance that already existing. It is also considered that should permission be granted further details of the layout of the car park and additional hard and soft landscaping could be secured through condition to further reduce the visual impact of this car park

With respect to the visibility of the CHP stack, it has to be acknowledged that the stack would be visible from Woodhouse Farm; however the lower sections of the stack would be screened by the existing woodland. It once again must be recognised that the Planning Inspector at the public Inquiry into the WLP did not preclude use of the site for incineration and therefore aware that there was likely to be a stack in responsible close proximity to the Listed Building which would not be able to be fully screened, but did not reject the site on these grounds. It also must be recognised that views from a Listed Building are not protected, it is only whether the setting or character of the Listed Building would be adversely affected. While the stack would be visible in one direction, it is not considered to be in such close proximity that it affects the overall setting of the Listed Building.

It is considered that subject to conditions and a legal agreement to secure the above suggested mitigation and protection the proposals would not have an unacceptable impact on the character and setting of the Listed Buildings and are considered to be in accordance with RSS policy ENV6; WLP policy W10E and BDRLP policy RLP 100 .

K. GROUND AND SURFACE WATER & LAND CONTAMINATION

The impact of the proposals on ground and surface water has been assessed through the EIA. During construction it would be necessary to de-water the site and at that stage a French drain would be incorporated to take water away from the void towards the Upper Lagoon. It has identified that the draw down effect on the ground water during construction and operation of the facility is likely to only extend to 300m from the site and there are no abstraction points within this radius that would be affected by the development. The closest building is Woodhouse Farm and this is located within 160m of the current mineral extraction where dewatering has been undertaken with no known impact on Woodhouse Farm.

The paper pulp facility would require water for its operation. It is proposed to

largely utilise surface water from the site to provide the majority of water to serve the facility. Surface water run-off from roofs, hardstandings etc would be collected within the Upper lagoon to be excavated north of the buildings. It is anticipated that there would be a shortfall, but that this could either be sourced from abstracting from the groundwater within the French drain, from New Field Lagoon, which will when complete collect water from the restored mineral working or be sourced from water utility company. Some water would need to be sourced from a water utility company for use for staff and the Education/Heritage Centre. Outside surface water would be kept separate from water management systems utilised within the facility and all water from within the facility including Woodhouse Farm would be processed through the water treatment facility forming part of the proposals to avoid any contamination of surface or ground water.

The Environment Agency has been consulted on the application it has raised no objections with respect to surface and ground water, subject to appropriate licences and conditions.

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No land within the application site has been identified as contaminated but the EA have requested that a condition be imposed requiring investigation and mitigation should any contamination be encountered.

The site is not located within an area of flood risk and would have no impact upon flows within the River Blackwater. It has been suggested that the applicant should make significant contributions in order to facilitate the implementation of a flood alleviation scheme to protect Coggeshall. However, such contributions could not be justified when considering the criteria for planning obligations as set out in Circular 05/2005, particularly that it is not directly related to the development as there is no impact upon the flows within the Blackwater as a result of the development.

Subject to appropriate conditions it is considered that the proposal would no adverse impacts on the water environment and therefore is in accordance with BDLPR policies 70, RLP 71, RLP 72, WLP policy W10E and MLP policy MLP13.

L. MINERALS EXTRACTION

The proposal includes the extraction of 760,000m^3 of Boulder Clay, 415,000m^3 of sand and gravel and 314,000m^3 of London Clay; this material is being removed to facilitate the lowering of the waste management facility into the ground to reduce its visual intrusion. The materials would be removed over a 12 month period. The extraction of the clay and sand and gravel would take place in the construction phase when it is anticipated the removal of surplus materials would generate in the order of 196 HGV movements in and 196 movements out.

With respect to the extraction of sand and gravel the site is not identified as a preferred site for sand and gravel extraction and at the current time there is no need to permit additional reserves of sand and gravel as the landbank is adequate. Therefore in accordance with MLP4 it must be demonstrated that there is an overriding need to extract the sand and gravel. Between 15 to 20m of the height of the main buildings and structures are accommodated below the natural ground levels and in particular the necessary plant for the CHP plant is even at one point 40m below ground. The construction of the waste management facility with

buildings of this height at natural ground levels would be visually intrusive. The lowering of the buildings is essential to reducing the visual impact of the buildings. It is therefore considered that there is an overriding justification for the extraction of the sand and gravel. The sand and gravel would either be utilised on site in construction as raised or exported or subject to a further planning permission imported for processing at Bradwell Quarry.

In addition to facilitating screening of the facility the prior extraction of the sand and gravel would prevent its sterilisation under the development. The proposal would not result in the sterilisation of minerals in terms of the access since these have previously been extracted as part of the Bradwell Quarry operation.

In order to ensure that the minerals are not extracted and the waste management facility then not constructed, the applicant could be required through a legal obligation to provide evidence that the applicant intends and has the means to complete the development prior to commencement of mineral extraction should planning permission be granted.

It is therefore considered there is justified need for the extraction of minerals and there would be no sterilisation of minerals such that the proposals are in accordance with saved RSP policy MIN4 and MLP policy MLP4.

M. LOSS OF AGRICULTURAL LAND

The proposals would result in the loss 12 ha of best and most versatile agricultural land. Whilst the loss of agricultural land should be avoided, the emphasis in the last 5 years has moved one of soil resource protection. In view of this change it is now only necessary to consult Natural England (taken on role previously administered by DEFRA) when a development results in the loss of more than 20 ha of best and most versatile land. Due the submission of an EIA Natural England were consulted on the application but no objection has been raised on the grounds of loss of agricultural land. It is proposed that the soil stripped from agricultural areas would be utilised in screening bunds on site, to soil areas for tree planted and grassland and to enhance the restoration of agricultural areas within the adjacent quarry. It is considered that this is a sustainable use of the soils and ensures the protection of the soil resource. If approved, conditions could be imposed requiring details of the stripping and final use of the topsoil to be submitted. It is therefore considered that the limited loss of agricultural land would not be contrary to PPS7, BDLPR policy RLP88, MLP policy MLP13 and WLP policy W10E.

10. CONCLUSION

It has been demonstrated that there is a need for the waste management facility to serve Essex both in terms of MSW and/or C & I waste and would provide a de-ink pulp paper plant for mainly the East of England Region in line with RSS policies. It would provide waste technologies for treatment and disposal of waste that meet the key Government objective set out within PPS10 that of moving the management of waste up the waste hierarchy and seeing waste as a resource. The waste management facility would provide facilities for recovery of recyclables as well as generating energy via biogas generators and a CHP plant for use on site and for export. The CHP plant would generate heat, steam and energy to be utilised in a co-located paper pulp facility, maximising the efficient utilisation of the energy produced.

The development is larger than the WLP allocation, but apart from the slightly more northern permission of the buildings and the CHP stack the development is similar in physical scale to an already permitted application for a waste management facility, that was subject to referral to the SoS. The development would be set into the ground through extraction of minerals, significantly reducing the overall mass of structures above ground levels. During the WLP public inquiry the Inspector did not preclude the possibility of an incinerator type facility on this site and therefore must have been aware of the need for a stack. The CHP stack is proposed to be finished in a shiny material such that it reflects its surrounds and as such would not give rise to unacceptable adverse visual impact.

Overall though there is a strong argument for enabling such a facility to be developed within Essex supported by the Government objectives to fundamentally change the way waste has traditionally been managed as set out within PPS, and the RSS, in addition the facility would provide technologies in line with JMWMS. It is considered that any harms associated with the proposal can be satisfactorily mitigated and there is sufficient justification to warrant departing from the Adopted Essex and Southend Waste Local Plan 2001 (WLP) and the Adopted Braintree Local Plan Review 2005 (BDRLP).

RECOMMENDED

That planning permission be **granted** subject to:-

- the Secretary of State not calling in the application for her own determination

- the completion within 12 months of legal agreements relating to planning obligations/contributions with respect to

    a. Ensuring that no excavation works take place on the site under this permission until the applicant has provided evidence to demonstrate their intention to substantially commence the construction of the waste management facility.

    b. Ensuring the market de-ink paper plant shall only be operated as an ancillary facility to the waste management facility.

    c. Setting up of an index linked fund of £(to be confirmed) to provide for the implementation of traffic management measures for the existing A 120 when no longer a Trunk Road.

    d. Provision and implementation of:

        - improvements to crossover points with Church Road and Ash Lane as indicated within the application;

        - a traffic routeing management system should HGV drivers be found to be using non County/Urban distributor roads between the A12 and A120 Trunk Roads;

        - funding for the installation of permanent information signs to direct HGV drivers to suitable County/Urban distributor roads to access the waste management facility via the A 120.

- monitoring and mitigation programme at 1 and 5 years from first beneficial occupation of the waste management facility, traffic capacity of the Church Road-Ash lane access road link to determine whether there is evidence of conflict with vehicles using the public highway at the crossover points and if found then install additional passing places or widen the access road to facilitate two way traffic and/or improved traffic management at the crossing.

e. No development until submission of ground water monitoring scheme for outside the boundaries of the site.

f. Setting up and meeting the reasonable expenses and administration of a Liaison Group to hold regular meetings.

g. Funding a level 3 survey in accordance with RCHME standards of all airfield buildings and structure prior to commencement of the development and fully funded presentation of the findings within the Heritage/Visitor Centre

h. Reinstatement and refurbishment of the Woodhouse Farm complex a funded and managed heritage facility.

i. Educational areas of the Woodhouse Farm complex being available outside of normal working hours to local parish councils or other identified local community groups to be agreed with the Liaison Group.

j. To submit details of the proposed planting and bunding and maintenance of such and to implement the approved details in the first available planting season following issuing the planning permission. These planting and bunding works not to constitute the commencement of development.

k. Provision of fully funded management plan to secure the regular maintenance/replacement as required of all existing and proposed planting and ecological management plan for habitats for the site from commencement until 20 years after the first beneficial occupation of the waste management facility.

- to conditions relating to the following matters:

Commencement

1. Commencement within 5 years, 30 days prior notification of commencement

Approved Plans and Details

2. The development hereby permitted shall only be carried out in accordance with the details submitted by way of the application and subsequent submitted information

Traffic and Access

3. The maximum number of HGV movements a day associate with the associated waste management facility shall be no more than 404 HGV movements a day. Records shall be maintained and submitted upon request.

4. Details of the extended access road to be submitted including removal of lay-by on single lane section with upgrading of surface to passing bay

5. No construction works for the development until the access road extension and widening and all footpath crossover points have been provided.

6. All vehicles shall only enter and leave the site using the Coggeshall Road (A120) junction.

7. No vehicles shall park within passing bays on the access road between Church Road and Ash Lane.

Cultural Heritage

8. No development until a programme for archaeological investigation

9. No demolition of airfield buildings until level 3 survey undertaken

10. No development affecting the moat until details of the proposed improvements and water supply submitted for approval

11. No development until details of signage, telecommunications and lighting within the vicinity of Woodhouse Farm have been submitted

Design and Layout

12. No development shall commence until details of the design of the chimney including elevations, sections, plan views to appropriate scales and construction details have been submitted

13. No development shall commence until design details including external construction, materials, colours and finishes of the external cladding of the buildings and structures have been submitted including the provision of an artistic feature on or near the north elevation.

14. No development shall commence until information on effect of weathering on the proposed chimney material and how the chimney will be maintained to retain the quality of the surface have been submitted.

15. No development shall commence until management measures for the CHP plant have been submitted to ensure there is no visible plume from the chimney.

16. No development shall commence until details of the green roofs have been submitted.

17. No development shall take place until details of the layout of the waste management facility have been submitted

18. No beneficial use of the waste management facility until details for parking of cars, HGVs and any other vehicles that may use the waste management facility.

Water resources

19. No development shall take place until a detailed scheme for foul water has been submitted and approved

20. No development shall take place until a detailed scheme of the surface water drainage and the ground water management system, including details of water flows between Upper lagoon and New Field lagoon.

21. No excavation shall take place until a scheme identifying locations for the installation of boreholes to monitor groundwater has been submitted

22. In the event that contamination is found the developer shall submit details of mitigation and remediation for approval

Waste Management

23. No element of the development may be implemented in isolation of others.

24. No waste shall be brought onto the site for processing in the MRF, AD, MBT and CHP plant (except waste paper and card) other than that arising from within the administrative area of Essex and Southend-on-Sea. Submission of monitoring data.

25. No wastes other than dry non-hazardous Municipal Solid Waste and Commercial & Industrial wastes shall be brought onto the site for processing, treatment or disposal

26. No more than 435,000 tpa of waste (MSW and/or C & I) as Mixed Organic Waste, Mixed dry recyclables or unsorted waste, shall be imported to the site, except C & I waste in the form of paper and card. No more than 331,000 tpa of paper and card shall be brought to the site. No more than 87,500 tpa of SRF shall be imported to the site. Records shall be kept and provided upon request.

27. No more than 20% of the imported waste paper and card shall be from sources outside the East of England Region. Records shall be kept and provided upon request.

28. No waste brought onto the site shall be discharged, deposited, handled, stored, composted or otherwise processed outside the buildings.

29. No waste materials other than those arriving in enclosed containers, and enclosed or sheeted vehicles shall be accepted for processing.

30. No vehicles shall leave the waste management facility site without first having been cleansed of all loose residual mineral or waste materials from the vehicle's body and chassis.

Hours of Working

31. No removal of soils or excavation of overburden, boulder clay, sand and gravel shall be carried out other than between 07:00-18:30 hours Monday to Friday, and 07:00 -13:00 hours Saturdays and not on Sundays, Bank and Public Holidays except for occasional maintenance of machinery, unless otherwise approved in writing by the Waste Planning Authority.

32. The construction works (including deliveries of building materials) for the waste management facility, hereby permitted shall only be carried out between 07:00-19:00 hours Monday to Sunday and not on Bank and Public Holidays except for occasional maintenance of machinery, unless otherwise approved in writing by the Waste Planning Authority.

33. No waste or processed materials shall be delivered to or removed from any part of the waste management facility other than between 07:00 and 18:30 hours Monday to Friday and 07:00 and 13:00 hours on Saturdays, and not on Sundays, Public or Bank Holidays except for clearances from Household Waste Recycling Centres on Sundays and Bank and Public Holidays as required and then only between 10:00 and 16:00 hours.

Footpaths

34. No development shall commence until the layout of the cross over points of rights of way with the haul road, both existing and proposed, have been submitted for approval.

35. No development shall take place until signs have been erected on both sides of the haul/access road where footpaths cross the haul road

Noise

36. Except for temporary operations, between the hours of 07:00 and 19:00 the free field Equivalent Continuous Noise Level ($L_{Aeg\ 1\ hour}$) at noise sensitive properties adjoining the site, due to operations in the site, shall not exceed the $L_{Aeq\ 1hour}$ levels set out in the following table.

Noise Sensitive Properties:

Location	Criterion dB $L_{Aeq\ 1\ hour}$
• Herring's Farm	45
• Deeks Cottage	45
• Haywards	45
• Allshot's Farm	47
• The Lodge	49
• Sheepcotes Farm	45
• Greenpastures Bungalow	45

- Goslings Cottage 47
- Goslings Farm 47
- Goslings Barn 47
- Bumby Hall 45
- Parkgate Farm Cottages 45

37. The free field Equivalent Continuous Noise Level ($L_{Aeq\ 1\ hour}$) shall not exceed 47 dB(A) $L_{Aeq\ 1hour}$ between the hours of 19:00 and 23:00, as measured or predicted at noise sensitive properties adjoining the site.

38. The free field Equivalent Continuous Noise Level ($L_{Aeq\ 1\ hour}$) shall not exceed 40 dB(A) $L_{Aeq\ 5min}$ between the hours of 23:00 and 07:00, as measured and/or predicted at 1 metre from the façade of the bedroom at noise sensitive properties adjoining the site.

39. Noise levels shall be monitored at three monthly intervals at up to five locations as agreed with the Mineral/Waste Planning Authority.

40. For temporary operations, the free field noise level at sensitive properties shall not exceed 70dB $L_{Aeq\ 1\ hour}$, at noise sensitive properties adjoining the site, due to operations on the site. Temporary operations shall not exceed a total of eight weeks in any continuous 12 month period for work affecting any noise sensitive property.

Lighting

41. No external lighting shall be installed on site except in accordance with details to be submitted to and approved. The lighting shall not exceed 5 lux maintained average luminance.

Operations

42. No development shall commence until a detailing phasing scheme for the construction of the haul road, creation of the retaining wall and extraction of the minerals has been submitted for approval

43. No development shall commence until details of soil handling, soil storage and machine movements and the end use of soils have been submitted for approval

44. No processing other than dry screening of excavated sand and gravel shall take place within the application site.

45. Any fuel, lubricant or chemical storage above ground and refuelling facilities shall be sited on an impermeable base and surrounded and bunded

46. Prior to commencement details of any permanent site perimeter fencing details shall be submitted for approval.

47. No development shall take place until details of external equipment required to control any fugitive dust from the handling/storage/processing of waste have been

48. Prior to the importation of waste details of external equipment required to prevent fugitive odour nuisance shall be submitted

49. No plant or machinery, containers, skips, trailers or vehicles shall be parked other than within designated areas

Ecology

50. No Development shall commence until a ecological management plan has been submitted to include management and mitigation measures with respect to Great Crested Newts, Bats, Badgers, protected bird species and other ecologically sensitive habitats and species and for proposed new habitats before and during construction and during operation of the development.

51. No development until a dormouse survey has been undertaken and subject to the survey proposals for protection and mitigation shall be submitted.

52. If the development hereby approved is not commenced within one year of the date of this consent a further wildlife survey of the site shall be carried out to update the information on the species and the impact of development and the report of survey together with an amended mitigation strategy as appropriate shall be submitted for approval

53. No construction / demolition / excavation works or removal of hedgerows or trees shall be carried out on site during the bird nesting season and only after an intensive nest search.

Screening and Landscaping

54. There shall only be one stack the CHP stack. The CHP stack shall not exceed 81m AOD

55. All landscaping and planting shall be undertaken during the first available planting season

56. Any tree or shrub forming part of a planting scheme is damaged, diseased or removed within the period of the operations or 5 years after completion of the operations shall be replaced by the applicants during the next planting season

57. No development shall take place until details of tree retention and protection measures have been submitted

58. No development until details for the protection and watering of trees adjacent to the retaining wall have been submitted and approved.

Woodhouse Farm/Visitors/Education Centre

59. No beneficial use shall take place of the visitor and education centre and/or waste management facility until the works to Woodhouse Farm (which require further permissions/consents) have been implemented.

60. No development shall commence until details have been submitted of the detailed layout of the parking area adjacent to Woodhouse Farm including hard and soft landscaping details have been submitted for approval.

61. No parking within the Woodhouse Farm complex shall take place until suitable vehicle restrictions have been submitted for approval and implemented to prevent access by HGVs except for specific deliveries to the complex.

BACKGROUND PAPERS

Consultation Replies
Letters of Representation

Ref: P/DC/Claire Tomalin/ESS/37/08/BTE

LOCAL MEMBER NOTIFICATION

BRAINTREE - Braintree Eastern and Witham Northern

APPENDIX A

SUMMARY OF THE MAIN DIFFERENCES BETWEEN ESS/38/06/BTE AND ESS/37/08/BTE

ESS/38/06/BTE – referred to as App1
ESS/37/08/BTE – referred to as current application

Anaerobic Digestion (AD) – The AD facility is now smaller than that proposed as part of App1, the original plant was proposed to treat all the output of the MBT plant (once recyclables and fines had been removed) creating a compost to be exported from the site for non-agricultural uses such as landscape and reclamation schemes. Under the current proposal the AD plant would only mixed organic waste, to generate a compost suitable for both agricultural and non-agricultural uses. Both applications utilised biogas from the process to generate electricity for export to the National Grid.

Materials Recycling Facility (MRF) – As part of both applications it is proposed to pass the output of the MBT through a MRF sorting process to recover recyclables such as metals, plastics etc. However, within App1 the MRF was not going to be used for the sorting and bulking up of mixed dry recyclables. The current application proposes a MFR capable of accepting 100,000 tpa of mixed dry recyclables or similar C & I waste and would sort and bulk these materials as well as those recovered from the MBT facility.

Mechanical Biological Treatment (MBT) plant - Under App1 510,000 tpa of MSW and/or Commercial & Industrial waste would pass through the MBT plant, a pre-treatment prior to recovery of recyclables and AD. Under the current proposal 250,000 tpa of MSW and/or Commercial & Industrial Waste would pass through the MBT plant, then the MRF to recover recyclables, the remainder being SRF to utilise in the CHP plant.

Combined Heat and Power (CHP) Plant – No CHP plant was proposed in App1. The CHP is an entirely new element utilising both SRF produced on site and also involving importation of SRF from the permitted Courtauld Road waste management facility, Basildon and. The CHP plant would produce energy for use on site as well as for export to the National Grid.

De-Ink Paper Pulp Facility – This is also a new element utilising heat and steam from the CHP to process imported waste paper and card from the Eastern Region and possibly London and paper and card recovered at the MRF to make recycled paper pulp to be exported for paper production.

Buildings – the size of the proposed double arch building has increased from 56,530 m^2 to 66,372m^2. The length of one building has increased by 1m and the two main buildings are identical in width while previously in App1 one was slightly wider than the other, but the combined width of both buildings has remained unchanged. The buildings are now of equal length while previously one was shorter than the other. Also in order to accommodate plant such as the CHP etc to the rear of the buildings the double arch building is now located 12 metres further north than proposed under App1.

Extraction of materials – Under App1 it was also proposed as with the current application to set the buildings down into the ground. In order to accommodate parts of the structures excavations under the current application would be deeper such that the volumes of sand and gravel to be extracted has increased by 115,000m^3 (250,000m^3 to 415,000m^3) and in addition 314,000m^3 of London Clay would be removed. The volume of Boulder Clay to be extracted remains the same.

Traffic Movements – The total number of HGV movements has remained the same, although the HGV movements both in and out relate to the importation and export of different materials and products. The total figure has remained the same largely because the export of SRF has been negated by utilising the SRF on site within the CHP. The amount of residual MSW and/or C & I to be imported has been reduced by 260,000 tpa, but under the current application, there are 4 additional separate waste streams of mixed dry recyclables (100,000 tpa) and mixed organic waste (85,000 tpa) and imported SRF (87,500 tpa) and imported paper and card (331,000 tpa).

APPENDIX B

GLOSSARY OF ABBREVIATIONS AND DEFINITIONS

AOD	Above Ordnance Datum
AD	Anaerobic Digestion
BAT	Best Available Techniques
BDLPR	Braintree District Local Plan Review
C & I	Commercial and Industrial waste Commercial waste is waste from premises used wholly or mainly for the purposes of a trade or business or for the purpose of sport, recreation or entertainment, but not including: household; agricultural; or industrial wastes. Industrial waste is waste arising from the provision of public services and industrial activities, but excluding construction an demolition material
CABE	Commission for Architecture and the Built Environment
CIWM	Charted Institute of Waste Management
CO	Carbon Monoxide
CO2	Carbon Dioxide
CWS	County Wildlife Site
dB	Decibels
DEFRA	Department for Environment, Food and Rural Affairs
DPD	Development Plan Document
RSS	Regional Spatial Strategy
EEDA	East of England Development Agency
EERA	East of England Regional Assembly
EIA	Environmental Impact Assessment
ES	Environmental Statement
HGV	Heavy Goods Vehicle
IPPCD	Integrated Pollution Prevention Control Directive
JMWMS	Joint Municipal Waste Management Strategy
LGV	Light Goods Vehicle
MBT	Mechanical Biological Treatment
MLP	Minerals Local Plan
MOW	Mixed Organic Waste
MRF	Materials Recycling Facility
MSW	Municipal Solid Waste This is household waste and any other waste that is collected for treatment and disposal by a local authority
MW	Megawatt
NO2	Nitrogen Dioxide
PPC	Pollution Prevention and Control
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
RCV	Refuse Collection Vehicle
RSP	Replacement Structure Plan
RSS	Regional Spatial Strategy
RCHME	Royal Commission on the Historical Monuments of England.
S 106	Section 106 Agreement
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
SCI	Statement of Community Involvement
SoS	Secretary of State
SRF	Solid Recovered Fuel
TPA	Tonnes Per Annum
UKBAP	UK Biodiversity Action Plan
WCA	Waste Collection Authority
WDA	Waste Disposal Authority
WID	Waste Incineration Directive
WPA	Waste Planning Authority
WLP	Waste Local Plan
WRAP	Waste and Resources Action Programme

APPENDIX C

TRAFFIC MOVEMENTS

One Way Traffic Flow to and From the Waste Management Facility

Incoming daily HGV movements (In full, out empty)

					Per day	
Daily imports	**Total Tonnage**	**Days /yr**	**Tonnes per day**	**Vehicle payload**	**One Way**	**Movements**
Municipal Solid Waste	250,000	278	900	24	38	76
Mixed Dry Recyclables	100,000	278	360	15	24	48
Mixed Organic Waste	85,000	278	306	24	13	26
Solid Recovered Fuel	87,500	278	315	22	15	30
Mixed Paper & Card	331,000	278	1191	25	48	96
				Total	138	27

Outgoing Daily HGV movement (In empty, out full)

					Per day	
Daily exports	**Total Tonnage**	**Days /yr**	**Tonnes per day**	**Vehicle payload**	**One Way**	**Movements**
Landfill rejects from MBT & MRF	42,500	278	153	25	7	14
Recyclables & Compost	100,000	278	364	25	16	32
Ashes & Residues	85,000	278	271	25	12	24
Recycled Paper Pulp	331,000	278	718	25	29	58
				Total	64	128

	One way	**Movements**
Total	202	404
	Per day	

APPENDIX D

APPRAISAL OF ENVIRONMENTAL STATEMENT

Planning Application for:

Development of an integrated Waste Management Facility comprising:

- Anaerobic digestion plant treating mixed organic waste, producing biogas converted to electricity through biogas generators;
- Materials Recovery Facility for mixed dry recyclable waste to recover materials e.g. paper, plastic, metals;
- Mechanical Biological Treatment facility for the treatment of residual municipal and residual commercial and industrial wastes to produce a solid recovered fuel;
- De-inking and pulping paper recycling facility to reclaim paper;
- Combined Heat and Power Plant utilising solid recovered fuel to produce electricity, heat and steam;
- Extraction of minerals to enable buildings to be partially sunken below ground level within the resulting void;
- Visitor / Education Centre;
- Extension to existing access road;
- Provision of offices and vehicle parking;
- Associated engineering works and storage tanks

Rivenhall Airfield, Coggeshall Road (A120) BRAINTREE CO5 9DF.
Ref: ESS/37/08/BTE

Environmental Impact Assessment (EIA)

An Environmental Statement (ES) has been submitted with the application and examines the existing situation and the main impacts to be associated with the proposed development. The EIA looks at each of the impacts in turn to assess the potential impact on the natural and built environment and considers, where necessary, the mitigation measures needed to reduce and minimise the potential impact. The impacts identified are:-

- Land use and Contaminated Land
- Water Resources
- Ecological risk assessment
- Landscape and Visual Impact
- Cultural Heritage
- Travel and Transport
- Air Quality
- Noise and Vibration
- Social and Community Issues
- Nuisances
- Human Health Risk Assessment

EIA SUMMARY AND RECOMMENDATIONS

The following provides a summary of the significant effects that could potentially arise as a result of the proposed development of the waste management facility

Land Use and Contaminated Land

The site is a combination of agricultural land, woodland, Woodhouse Farm (derelict) complex, the airfield buildings and hardstandings from when it was a US Air Force in WWII and grassland. Some of the remaining airfield buildings are now used for commercial and industrial uses.

There is no known contaminated land at or within the vicinity of Rivenhall Airfield and it is considered unlikely that any of the historic or current land uses at the site would have significantly contaminated the land beneath the proposed development.

During normal operation of the waste management facility minor incidents such as spills of fuel, lubricants etc. beyond areas of hardstanding could give rise to negative effects in terms of pollution of land and/or groundwater. Mitigation measures, however, would be put in place to prevent spills and clean up measures in place should they occur. For a major incident such as a fire, should polluting liquids runoff onto unsurfaced areas impacts may result in minor contamination of shallow soils and due to the underlying geology of London Clay it is unlikely ground water would be affected.

Of the agricultural land affected by the proposals 12ha is best and most versatile. Part of the land is within the Bradwell Hall Estate, which is located along the access route and it would divide a field in two parts, but would not preclude there continued agricultural use. The majority of lost agricultural land forms part of the Woodhouse Farm holding which is farmed by contractors. The Woodhouse Farm holding is too small to be viable as a "commercial agricultural unit", no staff are entirely dependent upon the land, and therefore the disruption of the holding is not significant.

Water Resources

Dewatering would result in a reduction in the water table, 'the cone of depression' would be limited to within 300 m of the site. During excavations groundwater would be monitored regularly. The frequency of monitoring may be reduced depending on whether it is necessary to pump from the French drain to keep structures dry or top-up the Upper Lagoon. Either way, the monitoring would continue to assess any long term water level trends and identify any necessary mitigation. The reduction in groundwater levels and the associated changes in groundwater distribution and flow are expected to have a minor adverse negative residual impact following implementation of the mitigation proposals.

Surface water runoff would be stored in the new 'Upper Lagoon' constructed below ground level. The Upper Lagoon would receive rainwater, surface water collected from the roofs of the buildings, areas of hardstanding and ground water pumped from beneath the site during the construction phase and possibly during the operation of the waste management facility and treated water from the waste management facility. Upper Lagoon would be main source of water for use within the waste treatment process. The water balance associated with the waste management facility would be negative, requiring importation of water from New Field Lagoon, abstraction licences or from the French drain; therefore it is unlikely there would be any impact on surface water flow.

The Upper Lagoon would be designed to provide flood risk control with overflow to New Field Lagoon and then ultimately Bradwell Pond subject to discharge controls from the Environment Agency

The overall environmental impact associated with the development and operation of the waste management facility on the quality and quantity of the surrounding ground and surface water is not considered to be significant.

Ecology Risk Assessment

Ecological surveys undertaken included an extended Phase 1 habitat survey and habitat assessment of: the entire length of the access road; the waste management facility site; Woodhouse Farm; a hedgerow survey throughout; and protected species surveys in areas identified from the habitat assessment as being suitable for Otters, Water Voles, reptiles, bats, breeding birds, amphibians (newts), and Badgers.

Direct impacts included loss of the following habitats: bare ground, grassland: some scrub, woodland and an area of arable land. Indirect impacts would include noise, dust and light impacts to birds and other fauna at the site both during construction and operation.

Mitigation measures include creation of new habitats as follows: scrub; woodland, hedgerows, wetland verges around Upper Lagoon; improvements to ecological environment around Woodhouse Farm by maintaining water levels in the adjacent moat and pond and implementation of woodland management plan across all areas of the site.

Great Crested Newt are a protected species and may be present around Woodhouse Farm, disturbance of vegetation would be minimised but would be subject to a licence from Natural England. Mitigation would include carrying out a hand search prior to any works and vegetation clearance undertaken by hand. For British bat species alternative roosts would be provided during refurbishment works and permanent roosts provided in roof spaces. Therefore the overall impact on newts and bats is considered to be significant only at a localised scale.

Barn owls have been present in the area and therefore demolition works would be carried out outside the bird nesting season and following checks to ensure no barn owls are present. Barn Owl boxes would be provided as alternative nesting or roosting sites. The site has been identified as providing habitat to a number of birds including a schedule 1 species and several red listed, amber listed and UK BAP species. Mitigation would be provided by removal of vegetation outside bird nesting periods and bird scaring if necessary.

The majority of impacts could be mitigated and compensation would take the form of habitat creation and management. Residual impacts are few and indirect and similarly cumulative impacts similarly low.

Landscape and Visual Assessment

The site does not lie in a designated or nationally protected landscape area but the access road passes through a Special Landscape Area. The landscape is predominantly agricultural with some woodland. The construction of the waste management facility would be sympathetic to surrounding landscape and its World War II heritage. The excavation of materials would ensure that the waste management facility would be largely constructed below surrounding ground level, providing screening and reducing the overall visual impact of the facility from the wider would be 9.75m above surrounding ground levels. The use of

green roofs on the main building would, however, disguise the mass of the main buildings, providing visual mitigation.

The existing Hanger No. 2 has an urbanising influence on the rural character of the area and though the new building would be sixteen times bigger its impact would be relatively localised. The loss of the existing woodland to accommodate the building and minimise its expansion northwards would cause relatively small impact on the landscape resources.

Visual impacts would be limited to users of footpaths near the site and a few residential properties, though none are in close proximity to the site. Views from Silver End would be over 1 km distant. Where the new buildings would project beyond the confines of the existing woodland screen, it would be perceived as an increased industrial presence. The potential impact, however, would be minimised through the implementation of mitigation measures including bunding and planting which would lead to improved screening provision around the site.

The proposed chimney would be the most visible feature of the development but it would be finished in polished stainless steel to reflect surrounding lighting conditions. It would stand 35m above natural ground levels, existing trees have been shown to be 15m high and therefore 20m would protrude above the tree line and would act as a visual way marker.

Proposed landscape mitigation measures would take time to screen the proposed building, but within 15 years, the facility should be completely screened from nearby visual receptors augmenting the landscape resource of the area.

Cultural Heritage

The proposed waste management facility is located within an area of high archaeological potential. An archaeological evaluation carried out identified a variety of features and deposits dating from prehistoric, medieval and post medieval to modern periods. The archaeological assessment considers that the overall impact of the scheme upon the potential archaeological resource if considered to be severe. However, this risk would be mitigated by a programme of fieldwork and archaeological evaluation, which would be undertaken prior to and during construction works. This would include two open excavations centred on the archaeological features already identified prior to construction to achieve preservation by record and the whole site would be subject to monitoring and recording.

Access road currently used by traffic associated with sand and gravel extraction and processing operations to the north and therefore the proposed waste management facility would have no impact upon potential archaeological to the north of main WWII runway.

Construction of coach and car parking at Woodhouse Farm may impact upon buried remains of a medieval homestead or an infilled moat arm and the potential impact upon the archaeological resource is considered to be major. This risk would be mitigated by ‘watching brief’ of fieldwork and archaeological evaluation, undertaken prior to and during construction works.

The site encompasses the WWII administration site associated with the former military airfield. None of these structures remain within the wooded area at the southern end of the site. Two ancillary structures are located within the central part of the waste management

facility site, but are not considered to be of significant historic importance. Hangar No. 2 is neither listed nor scheduled. English Heritage recently published a list of newly listed World War II airfields and Rivenhall was not identified as one where there is a case for preservation.

A level 3 survey in accordance with RCHME standards would be carried out on the existing hanger prior to dismantling and removal. A level 3/4 survey would be carried on the Grade II Listed buildings of Woodhouse Farm. Woodhouse Farmhouse, 'Bakehouse' and water pump are Grade II listed structures and are to be renovated as part of the proposed development. This would have a positive impact upon the heritage resource.

The proposed parking area would be adjacent to Woodhouse Farm, but planting is proposed to minimise the visual impact. The waste management facility would be screened from view by existing and proposed woodland as would the majority of the CHP chimney. The setting and local environment in and around Woodhouse Farm would remain largely unchanged.

Travel and Transport

Access to the Waste Management facility would only be via the existing A120 junction. Barriers could be installed at strategic locations around the perimeter of the airfield only permitting authorised or emergency vehicles to enter the site from the surrounding road network.

Transport assessments carried out in relation to application ESS/38/06/BTE were updated in line with Highways Agency requirements. The assessment considered the existing traffic from the quarry, traffic generation during construction and operation for both HGV and non-HGV traffic, the distribution of movements from east and west and during different periods in the day and in light of accident data and have found there are unlikely to be adverse highway and transportation impacts.

Existing junctions with Church Road and Ash Lane require modification with the introduction of additional lining and signing, vegetation maintenance and traffic management within site. With these mitigation measures the development is unlikely to jeopardise highway safety.

The access road crosses footpaths No. 56 and 31/35. The existing access road from the A120 into Bradwell Pit is already well established and provides suitable crossing points for the public footpath and bridleway network. Improvements would be made to these crossing points by installing further signage and road markings. During refurbishment, improvement and redevelopment to Woodhouse Farm, the existing rights of way would remain open and available for as long as possible. If necessary footpath 8 would be temporarily diverted around the eastern edged of Woodhouse Farm and the existing moat. The development of the waste management facility on the surrounding public footpath and bridleway network is therefore considered to be low.

Air Quality

An assessment of the impact of the proposed development on air quality has been carried out and considered receptors in the vicinity of the site, including identified residential properties, footpaths and nature conservation sites.

Potential emissions to air from the biological and mechanical processes, the biogas engines and flare and the CHP have been assessed by means of atmospheric dispersion modelling using modelling software.

The assessment considered a number of scenarios which modelled potential variations in the operation of the waste management facility. All atmospheric dispersion was based on the maximum waste throughput and maximum use of the biogas from the AD process within the engines and flare. The model considered a range of emissions including; $NO_{x,}$ SO_2, CO, PM_{10}, HC1, Hf, dioxins, furans and heavy metals. Metrological data from Stansted Airport was used in the model. This indicated that prevailing winds blow from the southwest towards the north east. The nearest village to the facility is Silver End which is up wind of the development and unlikely to be affected. However, in order to investigate the potential impact of a worst case scenario Silver End was also assessed as if it were located don win.

In summary the Process Environmental Contributions (PEC) of $NO_{2,}$ SO_2, CO_2, and PM_{10} have been assessed from the combustion of biogas in the engines and flare and the CHP; and additional PEC of HC1, Hf, dioxins and furans and heavy metals from the CHP have been assessed within the model and at the identified discrete receptors. The short and long term PEC from combustion of biogas, in all scenarios do not exceed the relevant environmental standards.

Sensitivity levels for odour, bio aerosols and dust emissions at near by receptors are considered to be negligible. Emissions would be minimised by collecting and ducting air within the waste management facility directly to the CHP plant where it will provide combustion air that will eventually be scrubbed and cleaned before discharge to the atmosphere by the CHP stack.

An assessment of local air quality impacts associated with the vehicle movements was carried out. The assessment showed that additional traffic on the A120 would have no impact on the existing conditions. With respect to the haul road there would be some impact but as receptors are more 200m from the haul road the vehicles would not likely affect background air quality concentrations.

Noise and Vibration

Existing noise levels were taken for 4 properties over a 24hr period. Worst case noise predictions were made for 12 potentially noise sensitive receptors around the site. During the construction phase 0700 to 1900 7 days a week the worst case predicted noise levels would not exceed noise criterion of 60 $dBL_{Aeq,1h}$ at any of the sensitive receptors. During operational phase the noise levels are not predicted to exceed those limits already imposed with respect in relation to the quarry and/or recommended within MPS2 at the 12 properties.

Owing to the distance separation between the proposed waste management facility and surrounding receptors i.e. residential properties and villages the assessment demonstrated there would be no adverse impact from noise or ground borne vibration being heard or felt by the neighbours.

Associated HGV movements along A120 are predicted to result in less than 1% Annual Average Weekday Traffic, the resulting noise level associated with this change is les than 1 dB(A). This would be imperceptible and therefore considered insignificant.

Social and Community Issues

A Social Impact Assessment undertaken showed how activities could affect social and economic conditions of adjacent local communities.

The waste management facility would contribute to regional targets and strategies for economic development and waste management by fulfilling an important role in the East of England region's overall Waste Management Strategy, particularly in the long term and possibly in the wider context. The refurbished Woodhouse Farm as an Education and training centre, and mini-museum would have a positive impact on the regional rural policy and action plan.

The waste management facility would have some positive impacts on local socio-economic development, district rural and/or local community plans and contribute positively to some elements of these local development strategies. It would employ up to 50 members of staff to operate the process with potential employment for supporting equipment and service suppliers.

The applicant is committed to supporting regional learning and local development through a pro-active community engagement programme, to ensure there is a positive impact on the local socio-economic environment.

Nuisances

Assessment of potential nuisances was prepared in accordance with source-pathway-receptor methodology. Potential sources of dust and particulate matter, bio-aerosols, litter, insects, vermin and birds and light pollution from the site were assessed.

For each aspect potential sources at the site were identified. Operational practices and principles to prevent, minimise and control these sources have been assessed. Potentially sensitive receptors, together with potential pathways, were identified. Prevailing wind direction is towards the north-east and the closest receptor is Woodhouse Farm. The location of proposed Education Centre considered, however, to have low sensitivity to nuisances from the waste management facility. Receptors to the north-east are Deeks Cottage and Haywards, at a distance of over 800 m from the proposed waste management facility.

Assessment of each potential source concluded that operational measures to be employed are extensive enough to minimise and control the sources. Waste would be delivered in enclosed vehicles or containers and all waste processing operations would take place indoors under negative air pressure and within controlled air movement regimes, minimising nuisances such as odours, dust and litter which could otherwise attract insects, vermin and birds. Regular monitoring for litter, dust, vermin or other nuisances would be carried out. Risk assessment concluded that at identified nearby properties are unlikely to be at risk from nuisances from the site.

Summary
The development of the waste management facility is unlikely to have a significant environmental impact, subject to implementation of the proposed mitigation measures.

APPENDIX E

PLANNING GUIDANCE & DEVELOPMENT PLAN POLICIES

a. Planning Policy Statements (PPS) and Mineral Policy Statements (MPS)

PPS1 – Delivering Sustainable Development

PPS7 – Sustainable Development in Rural Areas

PPS10 – Planning for Sustainable Waste Management

MPS2 – Controlling and mitigating the environmental effects of mineral extraction in England

b. Regional Spatial Strategy (RSS)

SS1: Achieving Sustainable Development
- living within environmental limits
- using sound science responsibly

T6: Strategic and Regional Road Networks
- local role importance of strategic roads

ENV2: Landscape Conservation
- securing appropriate mitigation measures for damage to local landscape character

ENV3: Biodiversity and Earth Heritage
- minimise damage to biodiversity, retain existing assets and new habitat creation
- promote conservation, enhancement, restoration, re-establishment and good management of habitats

ENV4: Agriculture, Land and Soils
- encourage sustainable re-use of degraded soils to beneficial after-uses including woodland and habitat creation

ENV5: Woodlands
- protect existing and increase woodland cover with new planting on derelict land

ENV6: The Historic Environment
- protect, conserve and enhance historic environment, listed buildings and their settings

ENV7: Quality in the Built Environment
- buildings of an appropriate scale, founded on clear site analysis and design principles
- promote resource efficiency and sustainable construction

ENGLE: Carbon Dioxide Emissions/Energy Performance

- supply energy from on site renewable/low carbon energy sources/energy saving initiatives

ENG2: Renewable Energy Targets

- support for renewable power generation

WAT1: Water Efficiency

- improvements in efficiency matched by reductions in consumption

WAT4: Flood Risk Management

- sustainable drainage systems to be employed in all appropriate developments

WM1: Waste Management Objectives

- ensure timely and adequate provision of the facilities required for the recovery and disposal of the region's waste and reduction of wastes imported into the region

- minimise the environmental impact of waste management, including impacts arising from the movement of waste, and help secure the recovery and disposal of waste without endangering human health

- seek community support in responding positively to the need to manage waste and to recognise the particular locational needs of some types of waste management facility in determining planning applications and defining green belt boundaries, and that these locational needs, together with the wider environmental and economic benefits of sustainable waste management, should be given significant weight in determining whether proposals should be given planning permission

WM2: Waste Management Targets

- achievable targets adopted by all authorities and commercial waste producers to minimise waste and secure at least the following minimum levels of recovery:

  i. municipal waste – recovery of 50% at 2010 and 70% at 2015
  ii. commercial and industrial waste – recovery of 72% at 2010 and 75% at 2015 and
  iii. to eliminate the landfilling of untreated municipal and commercial waste in the region by 2021

WM3: Imported Waste

- East of England should plan for a progressive reduction in imported waste
- allowance should only be made for new non-landfill waste facilities dealing primarily with waste from outside where there is a clear benefit to the region, such as the provision of specialist processing or treatment facilities which would not be viable without a wider

catchment and which would enable recovery of more locally arising wastes.

WM4: Regional Waste Apportionment

- waste planning authorities should take responsibility for waste arising within their own administrative areas and should plan for the following average annual tonnages of MSW and C & I waste to be managed within Essex & Southend:
  To 2010/11 – 3,150 (thousand tonnes)
  To 2015/16 – 3,300 (thousand tonnes)
  To 2020/21 - 3,670 (thousand tonnes)
  including imported untreated waste and post-treatment residues until 2015 in accordance with Policy WM3

- for waste arising in the region no allowance has been made for waste residues from treatment processes

WM5: Planning for Waste Management

- LDD should include policies which identify the additional capacity required to manage their apportioned wastes. Authorities should identify sites and areas suitable to accommodate the required facilities including for the collection, sorting and storage of waste, and its treatment, recycling and disposal and sufficient landfill capacity to meet the anticipated need across the region.

c. Replacement Structure Plan (RSP)– saved policies

EG1 Proposals for new power stations

MIN4 Sterilisation and Safeguarding of Mineral Sites

d. Minerals Local Plan (MLP)

MLP3 Preferred methods of access to highway network

MLP4 Sand and gravel working only permitted where there is over-riding justification or benefit for the release of the site and the proposal is environmentally acceptable.

MLP13 Mineral extraction only permitted where would not give rise to unacceptable effects in relation to, visual and aural environment, local residential amenity, landscape and countryside, the highway network, water resources, nature conservation.

e. Waste Local Pan (Waste Local Plan)

W3A Achieve sustainable development, avoid conflict with other waste hierarchy options and adhere to Proximity Principle

W3C Receipt of Essex wastes only

W4C	Suitable access to regional route
W7A	Composting within buildings
W7B	Open air composting
W7C	Support for anaerobic digestion and composting
W8A	Preferred locations for waste management
W8B	Provision for large-scale waste management facilities at non-identified locations
W10A	Conditions/agreements to control operations
W10B	Siting, design, external appearance of buildings, landscaping and mitigation of adverse effects
W10E	Development control criteria
W10G	Safeguarding/improvements to Rights of Way

f. Braintree Local Plan Review

RLP 27	Location of Employment Land
RLP 35	Industrial and environmental standards
RLP 54	Transport assessments
RLP 62	Development likely to give rise to or risk of pollution
RLP 63	Air quality
RLP 65	External lighting
RLP 70	Water efficiency
RLP 71	Water supply, sewerage and land drainage
RLP 72	Water quality
RLP 78	Protection of countryside from development
RLP 79	Special Landscape Areas
RLP 75	Waste reprocessing facilities
RLP 77	Energy efficiency
RLP 80	Landscape features and habitats
RLP 83	Local Nature Reserves, Wildlife sites on Regionally Important Geological/Geomorphological Sites
RLP 86	River corridors
RLP 88	Loss of agricultural land
RLP 90	Layout and design of development
RLP 100	Alterations, extensions and changes of use to Listed Buildings and their settings
RLP 105	Archaeological evaluation
RLP 163	Infrastructure and community facilities

APPENDIX F

SUMMARY OF REPRESENTATIONS

Observations	Comment
Consultation Process	
Public consultation by developers was inappropriate & poorly publicised. No correspondence sent to residents, no information posted in villages.	At the pre-application stage in May 2008 all neighbours within 1 km radius and key stakeholders were notified of the draft proposals via letter and leaflet. Upon submission of the application neighbours within 1km and key stakeholders were notified by letter and leaflet and notified of the date and times of public exhibitions.
Public Exhibitions held at inconvenient times & in inaccessible places.	The pre and post submission exhibitions were held over 3 days during the afternoon and evening and held at the application site to enable public to be fully aware of the proposals location and surrounds.
Little attempt to make succinct proposal summaries available to the public.	Both the applicant and the Waste Planning Authority (WPA) produced summaries of the proposal. The applicant circulated their summary to all properties within 1km and the WPA in accordance with the Statement of Community Involvement (SCI).
Available information is not easily understandable.	The Non-technical summary and summary produced by WPA were written to be as easily understandable as possible. It is acknowledged due to the technical nature of the information within the Environmental Statement that without specialist knowledge some sections would be difficult to understand.
Planning application not publicised properly so residents are unaware of the scheme.	The application was advertised in accordance with the SCI, including press and site notices and all properties within 250m of the site boundary directly notified by letter.
Further consultation period over Christmas reduces the opportunity for people to comment.	The consultation period for the additional information was extended from 28 days to 35 days, in view of the Christmas period.
Public summary documents don't accurately describe the key elements of the development.	The WPA summary listed the main elements of the proposal, but it is always emphasised that interested parties view the full documentation.

Summary of application inaccurate.	There was one figure quoted incorrectly within the summary and this was corrected on the web version as soon as brought to the attention of the WPA.
Proposal information has been drip-fed and not available in its entirety.	The planning application and ES were available during the consultation period at ECC, BDC and local libraries during the consultation period. Additional information was required to support the application and this was subject to full consultation.
Concerned ECC have not been pro-active in dispensing information on various applications & scoping studies by developers.	Both the Scoping request and Planning Application and Environmental Statement have been subject to full consultation with statutory and non-statutory consultees. The planning application was subject to public notification in accordance with the SCI. The applicant made the planning application and ES available via the web.
Alarmed to discover there is a restriction on the number of speakers at D&R Committee.	The public speaking protocol has been agreed by Development & Regulation Committee and there are restrictions on the number of speakers.
Request For Public Inquiry	
Request the application be called in for public inquiry.	See Section 9
Policy Issues – including location, waste issues	
Application has not demonstrated overriding need and that this is the only site available.	See appraisal
SRF and CHP plant incineration by the back door.	See appraisal
Contrary to planning policy – East of England Plan, Braintree District Local Plan, Government Planning Policy Statements & Planning Policy Guidance, Saved Essex Waste Plan policies, Saved Essex Structure Plan policies.	See appraisal
No clear statement as to how proposal helps deliver overall strategy & purpose of East of England Plan.	See appraisal

Application doesn't demonstrate need for size of site.	See appraisal
Site is larger that that allocated in WLP	See appraisal
Site is larger than needed for North Essex.	See appraisal
In breach of proximity principle.	See appraisal
Site is 4 times larger and building 25 times larger than allocation in WLP.	See appraisal
Contrary to pledge by ECC with respect to no incineration.	See appraisal
Site is green field not brownfield site – it is in middle of arable countryside.	Part of the site is a preferred site for waste management identified within the WLP, the remainder is not considered to be a "brownfield" site.
Proposal breaches 4 conditions of the earlier planning permission – no incineration; no non-Essex waste; increase in maximum output; no waste discharged outside buildings.	Conditions are imposed relevant to each individual planning application.
Application is not an extension/evolution to previously approved application.	Each application must be considered on its individual merits.
ECC promoting large sites through Waste Strategy & PFI bid, has a vested interest by virtue of being WDA, & cannot be relied on to be objective.	See appraisal
Developer using cover of waste facility to circumvent planning procedure, allowing an industrial development paper pulping in the countryside	See appraisal
ECC should question motives behind application.	Not a material planning consideration
ECC is WDA & Planning Authority. Members should determine application in line with policy. Applicant would then have opportunity to appeal & put forward material planning considerations.	See appraisal
Wrong location – should be sited with existing industrial & polluting uses.	See appraisal

Not in an industrial location as stated by developer – in open countryside.	See appraisal
Should be situated on coast away from human/animal habitation with easy access to roads & docks	The WLP provides the framework for consideration of locational factors with respect to waste development.
Should be situated on motorway with easy access.	As above
Should be located where there is no population.	As above
Former landfill sites would be a more suitable location than arable land.	As above
Site should be located where infrastructure is already in place.	As above
Can see the advantages of the site for the developer but these ignore the blight to the countryside.	See appraisal
Description misleading as not really composting.	The applicant describes the facility as an eRCF (evolution Recycling and Composting Facility). The WPA did not use this within the description of the development as it was considered this did not clearly describe the proposal. See description of proposal at beginning of report. However, it should be noted that the application does produce compost from the anaerobic digestion facility.
The proposal includes a CHP plant which is not acknowledged as a waste incinerator.	The CHP plant is a form of incineration or energy from waste facility, however it should be emphasised that it is not a mass burn incinerator i.e. where waste is burned without prior sorting or recovery of recyclables.
The CHP plant would not provide benefit for existing homes or business with heat.	See appraisal
The throughput capacity of the CHP plant is unclear.	Applicant has confirmed annual capacity of the CHP plant is 360,000 tpa
The proposals include 2 stacks one for the CHP plant and one for the biogas engines but the visual and landscape impact have only been assessed with the CHP stack.	The applicant has confirmed that there would only be one stack from the CHP plant at 35m high the exhaust from the biogas plant would be utilised as combustion air in the CHP plant, the CHP stack was considered in the visual and landscape assessment.

3rd largest incinerator outside London .	All details relating to the proposal size, need and implication are considered in the appraisal.
Would be one of the largest waste sites in Europe.	As above
The additional information states that the proposal could be developed to receive only C & I waste as opposed MSW, this undermines much of the supporting information and no reassessment of the impacts of C & I waste has been provided, particularly with respect to traffic movements.	See appraisal
Feedstock for the paper pulping plant could be sourced from outside the region.	See appraisal
The proposed volumes of paper pulp facility proposed are confusing, the vehicle movements relate to 199,500 tpa while other places the figures refer to potential outputs of between 216,000 and 226,800 for tissue and 198,00 tpa to 216,000 tpa for graphics.	The applicants have confirmed that the paper plant is most likely to produce graphic paper and in any event would not exceed 199,500 tpa.
Would lead to a reduction in recycling as easier to burn than recycle.	See appraisal
Essex making good progress with recycling, this would discourage recycling.	The facility proposes additional recovery at the facility and provides facility for bulking of recyclables for processing else where as well as processing of recovered paper and card on site for re-use.
Braintree DC residents have achieved 50% ahead of schedule and are rewarded with an incinerator.	See appraisal
Genuinely green forms of waste management such as materials recycling & anaerobic digestion should be done at district level.	The strategy with respect to waste is set out within National Policy namely PPS10, the Waste Strategy 2007, and the Regional Spatial Strategy 2008. In addition with respect to Essex MSW the strategy is set out within the Joint Municipal Waste Management Strategy, drawn up in discussion with all Essex District/Borough Councils.
Is this the right alternative to landfilling?	As above

Should be more emphasis on re-use,	As above
The proposal is now very different and larger scale than original.	See appraisal
Waste would be imported from outside Essex.	See appraisal
Importation of 331,000 tpa of waste from outside Essex.	See appraisal
Believe that that ECC as Waste Disposal Authority has letter of understanding with the applicant regarding provision of an incinerator.	The commercial negotiations being undertaken by the Waste Disposal Authority are an entirely separate process to the private planning application being considered by the Waste Planning Authority. These are two completely separate statutory functions of the Council. As with any similar type of commercial negotiation, it will of course be subject to the proper controls being in place including planning permission and environmental licences. This is standard practice and any commercial agreement or tender would make provision for this.
Learn from KCC incinerator not built because waste is too valuable too burn.	The proposal includes recovery of recyclables
Growing opposition to Waste Strategy & PFI bid.	Not a material planning consideration
Arising waste/waste products ash would need to be landfilled in local gravel pits,	The ash from the CHP plant would be likely to be considered hazardous waste and could only be disposed at facilities permitted by the EA to receive such waste, there are currently none within Essex.
Burning of resultant solid waste at unspecified location.	The AD facility would produce compost which could be used on agricultural land, the MRF would bulk recycling for export and reprocessing, while output from the MBT would be a solid refuse fuel for use in the on site CHP plant.
The public are constantly encouraged to recycle but the Government overrides considerations by attempting to dress up proposal for an incinerator as a recycling plant.	See appraisal
Dangerous materials from commercial & industrial wastes.	Only non-hazardous MSW and C & I waste would be processed/disposed of at the facility.

Burning of rubbish will contribute to global warming.	See appraisal
These facilities cannot be run economically & need a guaranteed supply of combustible waste.	The financial aspects of a development are not a planning issue, the need for such a facility is addressed in the appraisal
Concerned that asbestos & heavy metals will be present in waste stream & the ash will be used for compost.	The facility is proposed to receive only non-hazardous material, any non-hazardous materials inadvertently receive at the site would be removed to a suitable Permitted site. The ash residue from the CHP plant is proposed to be disposed to a landfill Permitted to receive such waste.
All such waste sites should be owned & managed by Local Authorities.	Not a material planning consideration.
Method of incineration should not be used until technology is capable of eliminating all emissions.	The facility would be subject to an Environmental Permit administered by the EA, which would include control of emissions.
Sensible progress is stalled by NIMBYs.	No comment
Will be some environmental & logistical challenges.	These have been addressed within EA or can be controlled by condition/obligations.
Traffic, Highways and Rights Of Way	
The proposed tonnages of material that can be carried by vehicle delivery to the site are not realistic for refuse collection vehicles.	The proposal does not propose waste collection vehicles serving the site directly, but brought to the site in 44 tonne HGVs capable of carrying the loads of various materials as proposed.
The proposals does not accommodate deliveries by waste collection vehicles operating close to the site it assumes all waste would have been previously bulked up this is unrealistic.	If it was found to be necessary to allow local waste collecting vehicles to deliver to the site, the applicant has stated this could be accommodate within the proposed 404 HGV movements per day, by the operator implementing back loading. Currently it is assumed all delivering HGV would leave empty and all collection vehicles would arrive empty. There is potential for utilisation of these empty vehicles to import and export materials reducing the number of load associated with the proposed facilities freeing HGV movements for local waste collection vehicles.
It is noted that there is inconsistency in the tonnages of ash and residues proposed by the application.	See appraisal

Roads wouldn't be able to cope with an increase in traffic.	See appraisal
A120 unable to take additional traffic.	See appraisal
Highways Authority have stated no new accesses onto A120.	See appraisal
Likelihood that if accidents occur on the A120 and A12 vehicles would utilise minor in appropriate route to access the site, such as roes through Silver End utilising Parkgate Farm Road.	The use of the strategic route network would be secure through a legal agreement. In event of accidents/closures of the A12/A120 all traffic would be subject to alternative routes as determined by the Highway Authority/Police.
Emissions from traffic.	See appraisal
Traffic figures not clarified as proposal much bigger than last application but application says there will be no more traffic movements.	See appraisal
Haul road crosses a protected lane.	See appraisal
Existing quarry access road crosses 2 country lanes.	See appraisal
Increase in traffic would impact on local village	See appraisal
No ministerial approval for proposed Southern Route for A120 improvement.	See appraisal
The application includes an access road to Hangar no. 1 industrial zone, there is no existing road or industrial zone.	The current redundant runaway provides access to owners of different land to the west of the facility, which would be disrupted by the proposed facility; this access would provide access for these land owners only.
Thousands of HGV journeys would contravene all government guidelines on CO2 emissions & carbon footprints & contravene international & EU targets.	See appraisal
Transportation of waste would cause light pollution.	See appraisal
Will be more litter/rubbish on roads/verges.	The waste would be imported to the site in closed vehicles, vehicles would be unloaded within the building and no storage of waste is proposed outside the confines of the buildings.

No attempt to use other forms of transport.	The proposed site is not located near existing wharf or rail links. Any additional provision of rail links is likely to encourage importation of waste from outside the County/Region.
Make use of railways for long distance transport.	See above
Requirement for public reporting system for lorries/trucks associated with the development using inappropriate routes or driving in a dangerous fashion.	See appraisal
Applicants have already constructed roads across private fields to discriminately gain access to existing gravel pit.	The existing road crossing and hauls roads are permitted under the quarry planning permission.
How will development affect human health?	See appraisal
Potential to produce significant odours, bio aerosols, contaminated water & fugitive emissions.	See appraisal
Emission impact upon wildlife.	The proposal would also be subject to emissions controls through an Environmental Permit administered by the EA.
Emission impact upon crops.	See above
Emission impact upon listed buildings.	See above
Climate data in application is unscientific & unreliable; doesn't present worst case scenario with respect to emissions.	The climate data is based on that collected at Stansted Airport the closest comprehensive monitoring station and emissions modelling has been based on the different likely weather scenarios.
Independent body should confirm there would be no risk to human health, wildlife or crops.	The application has been subject to consultation with Primary Care Trust, Foods Standards Agency and Natural England.
Pollution would be emitted continuously for 25 years.	The proposal would be subject to emissions controls through an Environmental Permit administered by the EA.
No mention of the consequences of accidents man-made or natural which pose a hazard.	The proposals would be subject of monitoring by both the WPA and EA and would be subject to the requirements of Health and Safety legislation.

Information provided by developers doesn't adequately address whether emissions will be kept within acceptable limits at all times	The proposal would also be subject to emissions controls through an Environmental Permit administered by the EA
Climate Change & Energy Production	
The application does not adequately address climate change impacts including likely carbon dioxide output.	See appraisal
The amount of energy available for export from the site is unclear and the majority of energy would be used on site with no benefit to wider community.	See appraisal
Ecology, Landscape & Visual Impact	
24 sets of photomontages taken in January 2009 and supporting text were submitted by Local District Councillors to demonstrate 6 main issues: • Show how the application site and surrounding area is largely open countryside and not an industrial area as stated by the applicant • Show the tree screening is lower in height and less opaque in depth than the applicant has stated • Show the impacts on the settings of Listed buildings are greater that state by the applicant • Show the entire proposal will be more visible in the landscape that stated by the applicant • Show the potential visual impacts of the gas flare stack and incinerator stack at current and possible higher heights, which the applicant has not done • Show the area and site from more viewing points including residential properties and footpaths	The applicant has confirmed there would only be one stack 35 m high. Consideration of a higher stack is not relevant. The application is only for a 35m high stack, a higher stack would need to be subject of a further planning application

Submission 1 Views from footpath 8, adjacent to the Polish Camp – views of the existing hanger building are clearly visible through the existing tree belt and the propose buildings are much larger and the tree belt would be reduced, such that the buildings would not be screened as indicated.	Views of the ridgeline of the hanger are visible through the trees. The woodland tree belt would be narrower, but it is proposed to manage this woodland to enhance its screening ability and an additional 50m of woodland has been proposed on the south side of the existing belt.
Submission 1 – View from the garden of Listed Building, trees screening the facility are less than 13m and those that are taller 16m are coniferous and they do not provide a continuous screen. The CHP stack would be more visible than that indicated by the applicant.	The applicant has stated that the CHP stack would be visible above the trees – see appraisal
Submission 2 – Footpath 8 adjacent to Woodhouse Farm the main building would be 2m below the existing hangar height , but would clearly seen through the existing trees as the screen is not continuous and lower than stated by applicant and are deciduous.	The profile on the building from this view would be a continuous height, with no changes and the green roof would form a green backdrop through the trees.
Submission 2 - Woodhouse Farm setting, the proposed car park and existing mineral working would harm the rural setting of this Listed Building.	Car park would be screened by existing and proposed landscaping. The mineral working is already permitted.
Submission 3 – Views from Woodhouse Farm to south and south west, the existing trees are likely to be bat roosts, the stack would be clearly visible from the farm house looking southwest.	It is acknowledged by the applicant that the CHP stack would be visible from Woodhouse Farm – see appraisal. Mitigation measures have been proposed for bats and are considered acceptable by Natural England.
Submission 4 – Views from Herons Farm to the north east, the hangar is very visible from this location even against the back drop of existing tees and the CHP stack would be visible. The propose screening would take many years to mature.	It is acknowledge by the applicant that views from the Cuthedge Lane would be possible of the building and CHP stack and screening would take time to mature.
Submission 5 – Views from footpath 8 by Polish Camp. The hangar is visible through the trees, the proposed buildings would be larger and closer to the edge of the woodland and only 20m of the	This a similar to views describe in Submission 1, the woodland would be shallower but would be subject to management and additional belt of tree planting is now proposed to the south although this would take time to mature.

woodland would remain. The applicant has stated that it is not a rural setting due to a scattered number of commercial activities. Footpath 8 runs closer to the proposals than indicated by the developer. The buildings and stack would be visible.	
Submission 6 - Wider views from Woodhouse Farm to the south east, the hangar is visible and the buildings would be on a much large scale through woodland W1 as lower and less dense than implied by applicant. The CHP stack would be visible.	Similar to those in submission 2 & 3. The existing screen would be more effective in leaf. Acknowledge the CHP stack would be visible from this location.
Submission 7 - Views from Parkgate Farm in the south, showing an open countryside setting.	Parkgate Farm is located 1km from the site and thus any views would be distant views.
Submission 8 – shows views from the south west, i.e. Silver End a model garden factory village partly covered by a conservation area the views are very open and the existing hangar an be seen, the proposed building would project north from the existing hangar and the proposed planting to screen this would take years to mature. Residents will have views of the large waste facility.	Views would be 1km away and are considered by the applicant to be less if only viewed from public rights of way.
Submission 9 – Views of the hangar and surrounding woodland from the north, the images indicate the scale of the building in the context of the existing trees. The proposed buildings would not be a similar in scale as described in the WLP.	See appraisal
Submission 10 – Views from Listed Buildings and other buildings other than Woodhouse Farm, including Rook Hal (listed), Porters Farm, Wolverton (listed), views possible from all these properties.	These properties are located over 1km from the site such that the visual impact would be distant and is not considered to significantly affect the setting of these Listed buildings.
Submission 11 –photos of substantial trees with wildlife value to be lost as a result of the development.	The application acknowledges the loss of woodland and has provided mitigation for the ecological impacts.
Submission 12 – photos of woodland areas to be lost, including showing size	See above

of trees, ground cover and dead wood, all possible habitats.	
Submission 13 - photos of potential invertebrate habitats – including standing dead wood, fallen dead wood, varied structure in the woodland, climbers, understorey shrubs, ground layer, wet areas and open rides and clearings.	The application proposes areas of additional woodland and open habitat and the mitigation measures are acceptable to Natural England and EA.
Submission 14 – airfield habitats, including buildings, structures, runway, scrub, grassland, potential rots for bats and birds.	The application acknowledges potential loss of habitats and proposes protection and mitigation measures with respect to protected species.
Submission 15 – View of proposals namely 35 m high CHP stack from Rook Hill.	It is acknowledged that the stack would be visible within the landscape the shiny surface would reflect its surrounding including colour of the sky, but none the less would be a notable visible feature in the landscape. See appraisal.
Submission 16 – View of proposals main building from the side visible for a notable section of the view and CHP stack from Wolverton.	As above for stack. The side of the green roof of the main buildings would be visible from this point, but proposed screening in time would soften this view.
Submission 17 – View from Porters Farm, the CHP stack evident above the trees.	It is acknowledged that the stack would be visible within the landscape the shiny surface would reflect its surrounding including colour of the sky, but none the less would be a notable visible feature in the landscape. – see appraisal.
Submission 18 View from Parkgate with stack visible above the tree line.	As above see appraisal
Submission 19 – View from Western Road, showing the green roof profile visible.	Views of the side of the roof would be possible until such time as screening and the green roof mature.
Submission 20 – View from Herons Farm with stack and profile of main building prominent.	The photograph would appear to be taken outside the property boundaries; however there would be views of the building until such time as the proposed woodland planting matures.
Submission 21 – Views from footpath 8 south of the site identifies broken views of rear of the facility and CHP stack above skyline, this would become more dominant when approaching the site on footpath 8.	There would loss of existing woodland belt in this location, but would be compensated by additional woodland and management to enhance the existing.

Submission 22 – More distant views from the Polish Camp to the south, buildings visible through trees and CHP stack above tree line.	As above
Submission 23 – Views from Woodhouse Farm with CHP stack, dominating the skyline.	See appraisal.
Submission 24 – Views from Woodhouse Farm gardens with views of the building roof side visible through trees (to remain) and CHP stack above tree line.	See appraisal.
Photomontages presented by the developer are based on photos taken with leaves on the trees and crops at full height.	The montages do show the screening when it is most effective.
The application refers to tree heights in excess of 15m, which have now been confirmed by the amended tree survey, therefore the site would have a greater visual impact than originally suggested.	See appraisal
The additional information indicates the remaining tree belt to be narrower existing to the south and west of the site.	Drawing 19-3 was found to be incorrectly scaled and that tree widths to remain were as originally stated.
The long term viability of the remaining woodland adjacent to the retaining walls is questionable due to the likely impact on roots and reduction of water availability.	See appraisal
Loss of habitats over a large area, the construction phase of 2 years, involving sterilising deep excavations and subsequent decades of 24/7 disturbance from engines ad machine noises, air emissions, light pollution would be detrimental too many species.	Mitigation measures have been proposed to ensure there is no direct impact upon protected species.
Consider the height and thickness of the remaining trees belts will not adequately screen the development.	See appraisal
Chimney would be very visible & could not be disguised.	See appraisal

The final chimney height is uncertain and a taller chimney stack would be visually intrusive.	The application proposes a facility with a 35m high chimney stack.
The AD tanks would be higher than existing tree screen.	See appraisal
The hangar is visible through the trees and the proposals involve a much larger building with removal of some of the existing trees such that it will be visible from several points including, the Polish Camp, nearby footpaths, Rook Hall (Listed Building).	See appraisal
Haul road crosses Blackwater Special Protected Landscape Area.	See appraisal
1km from Silver End model garden village and a Conservation Area.	See appraisal
Any planting would be ineffective screening for 10-15 years.	See appraisal
Unsightly gas burning flames.	No flare stack is proposed as part of the development.
Destruction of wildlife habitats – grassland & woodland.	See appraisal
The proposal would impact upon a greater area of woodland than RCF proposal.	See appraisal
Loss of protected woodland – some planted by US WWII airman which is part of area's heritage.	See appraisal
Damage to 5 EU/UK species – bats, great crested newts & BAP species including 60 species of birds, brown hares owls etc.	See appraisal
Impossible to quantify which invertebrates are on site as no surveys have been undertaken.	See appraisal
Ecology Statement gives no information about UK BAP priority habitats. Would expect to see invertebrate sampling undertaken.	See appraisal

No desk survey to identify what invertebrate data exists.	See appraisal
Should be independent survey of site's environmental value.	The application was accompanied by an Environmental statement in accordance with the Environmental Protection Regulations.
Local Amenity	
Noise, dust and fumes during 2 year construction period, with 7 day a week working.	See appraisal
Plant would run 24 hrs per day 365 days per year for 25 years, continuous operation contrary to WLP.	See appraisal
Adverse impact on residential amenity through increased noise.	See appraisal
Adverse impact on residential amenity through increased odour.	See appraisal
Adverse impact on residential amenity through increased dust.	See appraisal
Loss of quality of life	See appraisal
Adverse Impact of HGV movements for 2 years of construction.	See appraisal
Adverse impact on residential amenity through increased 24hr light.	See appraisal
Adverse impact on residential amenity through increased vermin.	No waste would be store outside and vermin control is proposed as part of the proposals.
Adverse impact on residential amenity through increased litter & fly tipping.	No waste would be stored outside the facility. There would be no direct public access for delivery of waste to the facility.
Loss of value on residential properties.	Not a material planning consideration.
Site will appear on house/property searches.	Not a material planning consideration.
Likely to be further expansion in the future.	Any future expansion would have to be subject of a further planning application and considered on its individual merits against National, Regional and local planning policy.
Long & lasting adverse environmental impact.	See appraisal

Everyday lives of people in surrounding areas affected.	See appraisal
Must endeavour to preserve & improve the countryside rather than let developers turn it into the stereotypical Essex that most people & central government think it is.	See appraisal
Preservation & improvement of area will bring in high quality business & increase prosperity. Down-grading will lead to another sub-urban area of Essex with all the attendant social problems.	See appraisal
The airfield taxiways are used for recreational purposes, ride bike, flying kites, flying model aircrafts.	There are no permitted recreational uses on the site.
Braintree has changed from thriving market town to a carbon copy of a 1950s New Town without the required infrastructure. Can't stand in the way of progress but this is the desecration of another part of rural Essex.	See appraisal
Silver End has suffered from increased noise & modern development over the years & much of the surrounding countryside is now inaccessible.	See appraisal
Reports of significant health problems around waste incinerators.	See appraisal
Health risks are too great & will destroy area.	See appraisal
Why is Silver End not considered a sensitive receptor for noise.	Silver End is over 1km from the site; closer properties have been shown not to be adversely affected by the proposals.
Cultural Heritage	
The setting of the listed building (Woodhouse Farm) would be affected by the 35m high 7m wide chimney and car and coach parking, as it would be clearly visible above the trees.	See appraisal
Local listed buildings would be affected.	See appraisal

The car park is not to be relocated despite concerns from ECC Listed Buildings advisors.	See appraisal
Ground And Surface Water	
Risk of both ground & surface water contamination impacting on human health.	See appraisal
Removal of 121 tonnes of water per day will lower the ground water table causing shrinkage of clay & subsidence to local properties.	See appraisal
Increased demand for water from both ground and River Blackwater – implications for wildlife & SSSI.	See appraisal
Loss of Agricultural Land	
Loss of good quality agricultural land.	See appraisal
Minerals	
Would result in sterilisation of mineral reserves.	See appraisal
1.5m cubic metres of material will be extracted before the development commences.	See appraisal
Requirement to remove 415,000 cubic metres of sand & gravel before construction.	See appraisal


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