
REPORT TO:	Council	AGENDA ITEM: 19
DATE OF MEETING:	8th November 2007	CATEGORY: DELEGATED
REPORT FROM:	Director of Community Services	OPEN
MEMBERS' CONTACT POINT:	Kevin Exley 01283 228717	DOC:
SUBJECT:	Waste Site Allocations Development Plan Document – Preferred Options Consultation	REF:
WARD(S) AFFECTED:	All	TERMS OF REFERENCE: N/A

1.0 Reason for Exempt (if appropriate)

1.1 Not applicable

2.0 Recommendations

2.1 That the contents of Derbyshire County Council's and Derby City Council's Draft Waste Sites Allocation Development Plan Document be noted; and

2.2 That Derbyshire County Council and Derby City Council, in their role as Waste Planning Authority, (WPA) be informed that:

- The District Council' objects to the number type and scale of waste facilities proposed for the District. It is considered that the facilities proposed for location in South Derbyshire are disproportional for the size and population of the District and would be better located closer to the population and businesses, which generate the majority of waste within the County.
- The District Council would wish to secure the reuse of the former Willington and Drakelow Power Station sites through the Local Development Framework. And whilst it is accepted that the future reuse of such sites could accommodate limited forms of waste infrastructure it is essential that the wholesale allocation of these sites does not stymie the ability of the District Council to secure sustainable reuse of these sites.
- The District Council strongly objects to the allocation of a land raise site, or significant new waste development at land owned by Severn Trent in Egginton / Etwall Parish. The Development of this site would have a significant and detrimental amenity impact on the local landscape character and local communities (particularly related to impacts associated with additional HGV movements, and pollution associated with noise, dust, water and odour. It also considered that proposals could have notable safety implications related to additional lorry and other traffic movements and birdstrike). Further, any development of this site for waste infrastructure or facilities could prejudice the viability and feasibility of future investment at Toyota and compromise proposals for construction of a railhead to serve this locally and regionally important business.
- The District Council acknowledges that there is a need for inert waste disposal at a Shardlow and Elvaston Quarry (should this site be permitted). However, the operation of waste facilities should be tied to the extraction of sand and gravel and should cease once the restoration of the site is complete.
- That where new proposals are being considered on any site, allocated or otherwise, residents, businesses and other stakeholders are involved in, and consulted on, the mitigation measures needed to reduce the impacts of schemes in advance of any planning application being submitted.

3.0 **Purpose of Report**

- 3.1 To inform Members of proposed waste site allocations, which have been identified to meet future waste disposal and processing needs within the County, focussing in particular on those proposed allocations that directly affect the communities of South Derbyshire.
- 3.2 Responses are required to be submitted to Derbyshire County Council by 9th November 2007. A copy of the Plan and supporting documentation has been placed in Member lounges, and the District Council's main reception. Copies of the Plan are also available to view on the County Council's website at:
http://www.derbyshire.gov.uk/environment/rubbish_waste/

4.0 **Executive Summary**

- 4.1 The Waste Site Allocations Development Plan Document has been prepared jointly by Derby City Council and Derbyshire County Council as Waste Planning Authorities and covers the area of the City and County outside of the Peak National Park.
- 4.2 The Plan seeks to:
- Identify future waste arisings within the County to the period 2020
 - Outline a range of potential sites, which together can ensure that sufficient capacity and infrastructure exists to recover value from waste arisings, or where appropriate, accommodate disposal to land.
 - Set out general policies which will guide future waste proposals within Derby and Derbyshire
- 4.3 Detailed issues considered within the Plan are set out below:

5.0 **Detail**

- 5.1 Within Derbyshire (outside of the Peak National Park) it is the responsibility of Derbyshire County Council and Derby City Council to deal with planning matters related to waste.
- 5.2 The purpose of the Waste Sites Allocation DPD is to:
- Identify future waste arisings within the Plan Area to 2020
 - Identify a range of preferred sites for waste management within the Derby and Derbyshire area.
 - Set out general policies, which will guide future waste proposals within the Plan area.

The need for Waste Management Facilities in the Plan Area

- 5.3 In advance of identifying site-specific allocations, which will meet future waste needs within the County, the Waste Planning Authorities have sought to quantify future waste arisings within the plan area to 2020. These estimated arisings have been disaggregated into three different waste streams; Municipal Waste; Commercial and Industrial Waste and Construction and Demolition Waste and will be considered in turn.

Municipal Solid Waste (MSW)

- 5.4 In 2006/07 Derby and Derbyshire together produced a total of approximately 534,000 tonnes of MSW. Of this around 370,000 tonnes was sent to landfill, whilst around 164,000 tonnes (31%) underwent some form of recovery (recycling, composting and incineration etc.) It is estimated, however, that total waste arisings are expected to reach 602,000 tonnes per year by 2020, with 151,000 tonnes landfilled (25%) and 452,000 tonnes (75%) subject to recovery. In order to achieve this target to recover an additional 288,000 tonnes of waste additional capacity is required at new or existing sites.

Commercial and Industrial Waste (C&I Waste)

- 5.5 It is estimated that in 2006/07 Derby and Derbyshire produced a combined total of 1,510,000 tonnes of Industrial and Commercial Waste. Of this 651,000 tonnes (43%) was sent to landfill whilst 863,000 tonnes (57%) underwent some form of recovery. It is predicted that by 2020 arisings will have dropped to 1,430,000 tonnes per annum, with 501,000 tonnes (35%) landfilled and value recovered from 930,000 tonnes (65%). As such capacity at new or existing sites to recover an additional 67,000 tonnes is required over the plan period.

Construction and Demolition Waste (C&D Waste)

- 5.6 It is estimated that in 2006/07 that Derby and Derbyshire produced a combined total of approximately 2,850,000 tonnes of C&D Waste. Of this 2,190,000 tonnes was recycled, 210,000 tonnes was used on landfill sites for engineering works, 47,300 tonnes used for land reclamation and improvement and 395,000 tonnes disposed of as waste to landfill. It is anticipated that total arisings will increase to 3,080,000 tonnes per year by 2020 of which 2,370,000 tonnes are expected to be recycled, whilst an additional 51,200 tonnes will be used for land reclamation. This growth in the amount of C&D waste expected to be recycled or reclaimed for land reclamation will generate a need for additional recycling capacity for 236,000 tonnes per annum for this type of waste over the plan period.

Import/Export Imbalance

- 5.7 Whilst a summary of existing and future waste arisings has been provided above, it should be noted, however, that not all waste generated in Derby and Derbyshire is treated or disposed of in the County. Much of it is dealt with in neighbouring counties by other Waste Planning Authorities. Conversely, however, waste from other Counties is also treated in Derby and Derbyshire.
- 5.8 The regional waste strategy suggests that waste planning authorities should be planning for the provision of waste management capacity equivalent to the amount of waste generated in the plan area. Based on information presented in the Waste Sites Allocation DPD there has been historically, and continues to be, insufficient capacity to deal with waste generated in the plan area.
- 5.9 The Plan then goes on to demonstrate this fact noting that in 2004/05, a total of only 346,000 tonnes of municipal and commercial and industrial waste was managed at treatment facilities within Derbyshire. Since then, a number of new recycling or composting facilities have gained planning permission within the County and cumulatively these will increase capacity by 312,000 tonnes to an inferred capacity of 658,000 tonnes per annum. However, even allowing for existing facilities and those recently granted permission the Waste Sites Allocation DPD still highlights that there are insufficient waste sites within the County to deal with the 1,100,000 tonnes of waste presently recovered from the County's rubbish. As such the Joint Waste Planning Authorities believe that there is an inferred import/export imbalance of some 442,000 tonnes per annum, for which additional capacity should be provided in the Plan area.

The Need for New Non-Landfill Capacity

- 5.10 Taking into account the current import/export imbalance, government and regional targets to increase recovery from waste, and reduce the amount of material sent to landfill and having regard to the likely increases or decreases in total waste arisings generated in the County, the Waste Sites Allocation DPD indicates that a total of 1 million tonnes of additional waste capacity will be needed by the close of the Plan period (2020). The types of waste developments which could be built to recover value from waste could include facilities for:
1. Windrow Composting
 2. In-Vessel Composting
 3. Anaerobic Digestion
 4. Mechanical Biological Treatment
 5. Waste Separation and Recycling Facilities
 6. Waste Transfer Station
 7. Incineration
 8. Pyrolysis

9. Gasification
10. Household Waste Recycling Centre
11. Aggregates Recycling Plant
12. Resource Recovery Park

- 5.11 Assuming a maximum facility capacity of 200,000 tonnes and a minimum of 20,000 tonnes per annum between 5 and 50 new waste facilities will be needed up to 2020.

Summary of Need for New Landfill Capacity

- 5.12. Total non-hazardous waste deposits (municipal and commercial and industrial waste) for the period to 2019/20 is expected to reach to some 9,780,000 tonnes. Current landfill capacity is estimated at 5,280,000m³. Based on one tonnes of rubbish filling 1m³, over the plan period, therefore, there is a need to accommodate an additional 4,500,000 tonnes of rubbish. However, in reality it is worth noting that much of any new voidspace used for disposing of rubbish is actually used for engineering operations associated with restoring sites, or providing daily cover (the use of soil or other material to reduce nuisance from windblown litter, odour, vermin, birds etc). Having regard to this fact it is considered that around 6,300,000 m³ of new voidspace is required in order to accommodate the 4,500,000 tonnes of rubbish which can not be disposed of to existing facilities over the plan period.

Broad locations of new facilities

- 5.13 The Joint Waste Planning Authorities note in their Plan that *"because waste should be treated or disposed of close to its place of production, the large bias of population and business activity to the east and south east implies that most waste management facilities should be in those parts of the Plan Area"*. A further point raised by the Plan is that *"three quarters of the population and a similar proportion of businesses are in Derby, Chesterfield and the areas between and to the east of them"*.
- 5.14 Whilst the desirability of adhering to this proximity principle in dealing with waste is accepted as being best practice, the fact remains that South Derbyshire is a largely rural (and hence sparsely populated District, but yet is subject to more proposed allocations than any other District or Borough with the exception of High Peak. As a result of this the impacts of dealing with the whole County's waste does fall disproportionately on the District, which as the Waste Sites Allocation Plan notes is not responsible for significant waste generation within the County.
- 5.15 With regard to landfill capacity within the County the graphical representation set out at Paragraph 8e of the Technical Paper on the Assessment of Need for Waste Facilities and replicated at appendix one to this report illustrates existing landfill sites both within Derbyshire and in adjacent Counties. It is clear from this that waste disposal facilities are at best patchy within and surrounding Derbyshire and non-existent in the central and western part of the County. And whilst it is accepted that in principle there is a need for the County to have capacity to deal with its own waste arisings, given that the majority of waste generation occurs in a narrow belt between Derby City and Chesterfield, it is suggested that the proposed location of major landfill capacity in South Derbyshire is contrary to the proximity principle.

Preferred Site Allocations within South Derbyshire

- 5.16 The Joint Waste Planning Authorities for the County have identified a total of 66 potential waste sites within Derby City and Derbyshire County. Of these 10 individual sites (11 proposals) are located within South Derbyshire. A description of the sites proposed for future waste management use is set out below and is supplemented, where appropriate, by additional officer comments.

Former Willington Power station (facility types could include 1, 2, 3, 4, 5, 6- see list at paragraph 5.10)

- 5.17 The site outlined extends to around 61.7 hectares and, broadly speaking covers the same area of land which is being considered for new housing, employment and leisure development through the Conjoined Inquiry into potential new housing sites in the Derby Sub Area. The site itself is located to the east of the village of Willington being separated

from the main part of the village by an electricity sub-station. To the north of the site lies the Trent and Mersey Canal (which itself is a conservation area) and a passenger and freight railway line which links Birmingham and Derby.

Comment

- 5.18 The site is previously developed (brownfield) land and whilst a number of buildings have been cleared from the site there remain 5 redundant cooling towers and related infrastructure/substructures which would require demolition and disposal in advance of any new development. Further, the site is known to have elevated soil contamination, asbestos and elevated land gas in localised pockets, or 'hotspots', which will need to be subject to detailed assessment and remediation in advance of any future development.
- 5.19 The preferred options document outlines the whole site as being allocated although it is likely that much of the site would not be used for the treatment of waste with substantial buffer strips being suggested in the Plan to protect archaeological remains and the amenity of the conservation area to the north of the site.
- 5.20 The above issues aside, however, it is considered that the future reuse or development of this site should be determined through the Local Development Framework. And whilst, it is accepted that limited forms of new waste infrastructure development such as heat from waste could be compatible with any future reuse of the site, the development of waste facilities should be measured in order to ensure that any proposals do not jeopardise the comprehensive reuse of the site.

Hilton Business Park, The Mease Hilton (facility types could include 1, 2, 3, 4, 5, 6)

- 5.21 This site extends 44.7ha and is located to the south east of Hilton; and is presently partly occupied by a number of commercial users. There is significant new housing to the north west of the site, and a railway line located immediately south of the industrial estate. Vehicular access is considered good from both the east and west although it is acknowledged that significant increases in traffic could affect the operation of roundabouts within the village. The site lies within a zone of medium floodrisk. There have been a number of recordings of protected species on the site.

Comment

- 5.22 This site is located close to existing homes, particularly at its north and southeastern flanks and any development proposals would need to reflect the sensitivity of surrounding land uses. The site does have potential to be rail served, although this fact is not made clear in the Plan. The District Council would welcome in principle the reopening of this railhead and as such it is important that any proposal for development at this site contributes towards, or at least does not prejudice, the development of a railhead.

Tetron Point, Cadley Hill, Swadlincote. (facility types could include 2, 3, 4, 5, 6)

- 5.23 This is a recently developed industrial area with some vacant land. The southern part of the site is surrounded by predominately employment uses. Although there are homes close to the site particularly along the A444 (Burton Road). To the north of the site, there is a large area of open land, which is allocated in the adopted local plan as a site for new recreational provision.

Comment

- 5.24 Much of this site has already been built out, and much of the remainder is expected to be developed in the near future. In light of this fact it is unclear whether this site offers significant opportunity to accommodate new waste management facilities. However should new waste infrastructure be brought forward on this site it is essential that this be restricted to types of facilities compatible with existing businesses, and that existing businesses owners and other stakeholders be consulted widely on proposals.

Former Drakelow Power Station, Walton Road, Drakelow (facility types could include 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12)

- 5.25 This is a very large site extending some 134 hectares. The site includes land formerly occupied by the power station, as well as extensive areas of woodland on the south and

eastern parts of the site. Much of the woodland on the site is covered by tree preservation orders. A line of the former sidings (which have been removed) runs along the majority of the northern boundary of the site.

- 5.26 Identified constraints on the site include contaminated land (from the previous use), a number of homes located within 250m of the site and close to potential vehicle routes, as well as identified wildlife sites, historic buildings and archaeological remains. The impact of proposals on the distinctive nature of the countryside and on the National Forest is also identified as an issue.
- 5.27 The Waste Sites Allocations DPD notes that significant waste management development could cause considerable nuisance to local communities, either at Stapenhill, north of the site or at Walton to the south. As a result the Plan proposes that large-scale development should only take place if a new road bridge avoiding these settlements is provided. The plan then goes on to state: 'a neighbouring firm (Roger Bullivant), has planning permission to build such a link, which might be usable by businesses within this site. However the length of highway between the site and the proposed link is narrow and might need widening if large numbers of waste management vehicles were to use it'.

Comment

- 5.28 This site lies on the boundary of the East and West Midlands and is a brownfield (previously developed) site. Due to the scale and complexity of this site, it is considered that the future reuse or development of this site should be determined through the Local Development Framework. Whilst, it is accepted that limited forms of development could be compatible with any future reuse of the site, the development of new waste facilities should be measured in order to ensure that any proposals do not jeopardise the comprehensive reuse of the site.

Park Road, Newhall (facility types could include 6, 10)

- 5.29 This is a small derelict and overgrown site extending 2.07 hectares. It is listed on the Council's National Land use database being recorded as a Brownfield (previously developed) site. It is located just outside the settlement boundary for Newhall. Land immediately to the north and west is designated as greenbelt although an existing building supply company may provide aural and visual screening for the site. The site is located within the National Forest and historically has been granted outline planning permission for light industrial use in 1995. This consent has subsequently lapsed.

Dove Valley Park, off the A50, Near Foston. (facility types could include 1, 2, 3, 4, 5, 6)

- 5.30 This site is allocated for industrial and commercial use in the Adopted Local Plan. The site area outlined by the Waste Planning Authority extends some 50.4 hectares and to date has been partially developed for predominantly manufacturing and distribution uses. There is, however, also a food factory on the site.

- 5.31 There are homes near the western boundary of the site and other homes and farmhouses located to the north of the site. The site is recognised as being visually prominent, with the potential to impact receptors across the open Trent Valley towards Sudbury Hall to the west. To this end it is proposed that the potential uses of the site should be restricted to such uses that could be accommodated without significant visual impact.

Comment

- 5.32 It is acknowledged that this site is located in a visually prominent site and would support proposals not to allocate the site for uses, which could give, rise to significant impacts on the local landscape.
- 5.33 With regard to the development of new waste management infrastructure, whilst this may, in principle, be acceptable on this site, it would be appropriate to restrict development to those uses which are firstly compatible with surrounding land uses, (in particular Penny Waste Wood- a county wildlife site located immediately south west of the earmarked site), and secondly existing occupiers on the site. To this end in proposing new waste infrastructure on this site the WPA should be mindful of the fact that this is a prestigious

business park location which is currently occupied by a number of businesses which are inconsistent with the types of development proposed. For example food manufacturers/processors. As such should this site continue to be considered suitable for waste management facilities it is essential that these should operate within an enclosed and strictly controlled environment. Such an approach would not only protect existing site occupiers but would also ensure the continued take up of employment sites within the wider business park is not compromised. It is considered in all instances existing businesses, and the site developer and local communities be consulted on all proposals for waste facilities at this location.

Shardlow Quarry (facility types could include 5, 6, 11)

- 5.34 This site extends 12 hectares and is an operational quarry. The western part of the site lies adjacent to the Trent Mersey Canal, itself a conservation area), whilst land to the north and east of the site has been subject to previous minerals excavation. The identified site area contains a processing and concrete batching plant; offices and waste transfer station for the processing of inert materials, for quarry restoration.
- 5.35 The County Council's Minerals Sites allocation – Aggregates Development Plan Document includes proposals to extend the existing quarry in this location. Should this extension be permitted it is unlikely gravel extraction at the quarry will be completed before 2023. As such there will be a significant requirement for very large quantities of inert waste, which will be needed until this date.
- 5.36 The site is surrounded by low lying river plain pasture land and has been changed by the impact of previous minerals activity and intensive farming. The closest homes are located within 500m of the site and as such the DPD acknowledges that appropriate consideration need to be given to the impact of noise and other disturbance to people living nearby. The site would be serviced by a dedicated access off the A50 (subject to Highways Agency agreement). It is suggested that the operation of waste facilities should be restricted to the period that the quarry is operational.

Comment

- 5.37 The District Council welcomes the restoration of the Shardlow Pit for dry after uses, this point being made in the Council's response to the MPA preferred options consultation on potential future aggregates sites, and as such accepts that the processing and land filling of inert waste within the site is an important element of the long-term restoration of the Shardlow Pit. Given that the purpose of this facility would be to bring forward the restoration of the site, it is considered appropriate to tie the operation of waste facilities to sand and gravel extraction, with the removal of all waste facilities and the site restored fully once extraction has ended.

Severn Trent Landholding at Etwall/Egginton Parish (facility types could include 1, 2, 3, 4, 5, 6, 7, 8, 9, 12 and a landfill/landraise site)

- 5.38 A number of proposals have been put forward for this site within the Waste Sites Allocations DPD preferred options consultation. Discussions with a County Planning Officer have indicated that proposals for the use of the site could be physically distinct with the site being used for either a landraise site or a range of other waste facilities, or a combination of the two proposals. The site extends some 105-160 hectares. Broadly speaking; the site is located to the south of the A50 (the Toyota Works lies immediately north of the A50), whilst the eastern part of the site is flanked by the A38. The southern boundary of the site follows largely follows the A5132 (Carriers Road). There is an occupied house within the site (Standpipe Cottages) and an additional occupied dwelling (Roundhouse) within 250 metres of the site.
- 5.39 The first proposed use is for the development of a land raise facility. This is in effect the use of the land for the disposal of waste, similar to landfill, although waste would be deposited on the land rather than within it. The County Council suggests in its plan that because the site has historically been subject to aggregates extraction ground levels within a number of fields are 3 metres below original levels and further suggests that land raise in these areas '*would not, in the long run be of concern*', but then goes on to state '*it would*

also be necessary to raise the ground level, quite significantly in parts, and careful attention would have to be given to how best that might be done, to minimise the impact on or enhance the local landscape'.

- 5.40 In terms of meeting future landfill needs (discussed earlier), it is considered that land raise at this site could contribute significantly 'to local need' in the southern part of the County. If an area of 80 hectares were to be raised by an average of 8 metres that would satisfy the 6.3 million cubic metre shortfall in capacity to 2020. Allowing the disposal of 3.8 million cubic metres of non-inert waste and 2.5 cubic metres of inert waste (This waste being used to ensure the safety and stability of the site).
- 5.41 The Plan then goes on to state that that landfill and land raise would be unlikely to be necessary before 2013, but once started could last for ten years or more. During this period local communities would suffer from increased traffic noise and disturbance from large vehicles using the site. Further wind blown pollution (including odour) and issues related to increased vermin may also arise.
- 5.42 The second proposed use of the Severn Trent landholding is for the siting of new waste facilities. The Joint Waste Planning Authorities acknowledge that whilst the site outlined is slightly different (and larger) than site proposed for land raise, the impact of large buildings, or a rise in levels on this mainly flat and open landscape is potentially unacceptable and would need to be subject to a detailed landscape study before any proposals are made to the Secretary of State (during Submission of the Plan).
- 5.43 The Plan then goes on to note that large-scale development of this site would generate large numbers of lorries. The site is bounded on two sides by the A38 (T) and A50 (T) and the Highways Agency (who manage both roads) have a general policy of restricting direct access to the Trunk Road Network in the interests of maintaining traffic flow and reducing the risk of road accidents. Given the above, the likely entry and egress to the site will be via Etwall Road and Boundary Road. The Plan acknowledges, however, that this access may be unsuitable for the traffic generated and as such additional investigations into alternative access arrangements should be undertaken in advance of submission. This issue is relevant for both potential uses of the site, (i.e. land raise or development of new waste management facilities).

Comment

- 5.44 This site is located within the Trent Valley Washlands Landscape Character Area. Previous development associated with minerals extraction and restoration, and major infrastructure development is widely accepted to have had a major impact on this landscape character type, this point being made in a number of recent landscape assessments including the County Council's Landscape Character Assessment which states *"There have been major changes to landscape character as a result of large scale mineral extraction"*, and a recent assessment undertaken by the Countryside Quality Counts (CQC) which is an initiative supported by Natural England, English Heritage and Defra. Based on the work of this organisation recent research has indicated that the Trent Valley Washlands is a 'diverging landscape', which has experienced a marked change in character, which is inconsistent with local landscape. It is considered that the proposals to land raise the site would have a permanent and irreversible impact on character of the area and would introduce an alien feature into gently rolling but open landscape.
- 5.45 In addition to landscape impacts, proposals are likely to have a significant detrimental impact on wider local amenity during the operational phase of the development as a result of significantly increased HGV traffic generation. Presently Etwall and Boundary Roads serve the site, but proposals for large-scale development at this site could give rise to unacceptable noise, and vibration levels related to elevated traffic levels. And whilst the Joint Waste Planning Authorities suggest it may be possible to reduce the impacts of proposals on local communities scant information is provided on the likely significance of impacts, the mitigation measures that could be used to reduce these impacts and the residual impacts post mitigation.

- 5.46 Related to this above point the WPA notes in its sustainability appraisal of the Plan that there have 'been accidents on the slip roads to the A38 and A50. Given the scale of the new waste proposals and, the expected likelihood that the Highways Agency would not allow dedicated access from the site onto the strategic Trunk Road Network, and coupled with other large-scale developments currently proposed or under construction locally it is considered that significant new traffic would be generated locally and this in turn could have a cumulatively unacceptable impact on road safety locally.
- 5.47 Proposals could also have a wider amenity impact on the number of local properties to the west and south east of the site, as well as the cottages located within the site itself. The Joint Waste Planning Authorities Plan and supporting documentation note that these properties are sensitive receptors for machinery noise and movements air/dust pollution and odours. Should the site be used for land raise purposes further impacts relating to wind blown pollution including litter and vermin could also be significant.
- 5.48 With regard to the issue of 'birdstrike' the site lies within the safeguarding area for Egginton Airfield and just outside the safeguarding area for East Midlands Airport. However, the site does fall broadly under a current westerly flight path from East Midlands Airport and considering the potential for increased birdstrike it is considered that the impacts of the proposals on both airports should be given significant consideration.
- 5.49 It should also be noted that whilst the Waste Sites Allocation Development Plan Document notes that there are no known groundwater or flood protection issues identified in the site assessment, the site does lie on a minor aquifer and is crossed by a two unnamed drainage ditches which flow in a broadly south easterly direction passing under the Trent and Mersey Canal and the Stafford - Derby Railway line before reaching a confluence with Egginton Brook to the west of the Calders site in Willington. Despite the sustainability appraisal, which has been published along side the plan noting 'due to the stability of the site consideration of adjacent water courses should be considered to prevent contamination of biodiversity or nature conservation interest, the plan fails to provide additional information on how this could be done, or set out a condition explicitly seeking to achieve this.
- 5.50 In addition to the above amenity considerations it is also worth noting that the proposal site has significant long-term potential to provide for the development of a sidings and railhead to serve the Toyota Manufacturing Company located to the north of the site.
- 5.51 Officers are aware that there have been a number of studies, already, or currently being undertaken into the technical and financial feasibility of building a railhead at this site. The development of such a railhead may be consistent with national and regional policy to facilitate opportunities for modal switch away from road based transport in the manufacturing, retail and freight distribution sectors. And whilst there are presently no firm proposals, or even guarantee that such development will come forward, or even be supported by the Council, the fact remains that the use of this site for either waste disposal or the development of significant new waste infrastructure would lead to the loss of a site which has a clear locational advantage for the development of a railhead to serve the Toyota site.
- 5.52 Related to this above point, since its opening the Toyota Manufacturing Plant at Burnaston has expanded significantly and presently employs 4,149 people. The site continues to be a source of major inward investment into the District and the Region and the potential loss of the possible railhead facility coupled with the scale and type of waste facilities proposed in this location could have a significant and detrimental impact on the local and regional economy should it prejudice future investment into the plant.

Elvaston Quarry (facility types could include 11)

- 5.53 This site extends 7.04 hectares and is mostly surrounded by farmland. It lies within the floodplain for the River Derwent and also within the Nottingham Derby - Greenbelt. Sand and gravel extraction last took place at the site in 1998, and previous workings have been restored to agriculture following waste disposal. The processing and other plant onsite, as well as access road remain, and serve the 'Ready Mix' concrete plant which continues to operate using imported materials.
- 5.54 An application for a 75.6ha northern extension to the quarry has been submitted to the Minerals Planning Authority and is close to determination. If granted the quarry could reopen in 2007 and be operational for seven years. Several homes are located close to the site the nearest being around 200m distant. Further extensions to this site are proposed within the Minerals Planning Authorities Minerals Sites Allocations – Aggregates DPD consulted preferred options.

Comment

- 5.55 The District Council supports the restoration of worked out minerals sites for 'dry after uses' and accepts that the processing and land filling of inert waste within the site is an important element of the long-term restoration of the Elvaston Quarry, should it be permitted. However following restoration of the site it is considered that the use of this site for waste purposes should cease in order that long-term amenity impacts on local residents are avoided.

Nadin Coal Disposal Point (facility types could include 1, 2, 3, 5, 6, 11)

- 5.56 This site is a former railhead and associated land and is situated on the west side of the A444 in a mainly rural location; it covers an area of 10.8 hectares. The site itself is fairly well screened, from the outside being within a cutting, but there are homes located within 200m of the boundary of the proposal site. The Waste Sites Allocations Development Plan Document acknowledges that the slopes of the cutting are of ecological value. There is also evidence that the site accommodates great crested newts and possibly grass snakes.
- 5.57 The County Council acknowledges that there is potential for the railhead to reopen to serve both new waste infrastructure or local industry and warehousing.

Comment

- 5.58 This is a rural location, abutting the Burton on Trent - Swadlincote Greenbelt. Any proposed waste infrastructure development in this location should be measured to recognise this fact. This site is located in close proximity to a mix of existing uses, including housing and employment land and land allocated for leisure use. Prior to any proposals for waste development it is essential that the local community and business owners be consulted widely on proposals. However, any proposal that would rely on the transfer of waste by rail and thus open up the reuse of the line should be welcomed in principle.

6.0 Financial Implications

- 6.1 None Identified.

7.0 Corporate Implications

- 7.1 The Corporate Plan includes actions to collect a wider range of recyclables through its kerbside collection scheme and improve and extend its composting scheme. The failure to identify new sites to recover value from waste could threaten the Council's wider corporate objectives to reduce, reuse and recycle waste.

8.0 Community Implications

- 8.1 It will be essential to ensure that at the County level sufficient new waste facilities are bought forward to meet the District's waste recycling and disposal needs. It is

essential, however, that such facilities are not provided at the expense of unacceptable amenity impacts of local resident and businesses.

9.0 Conclusions

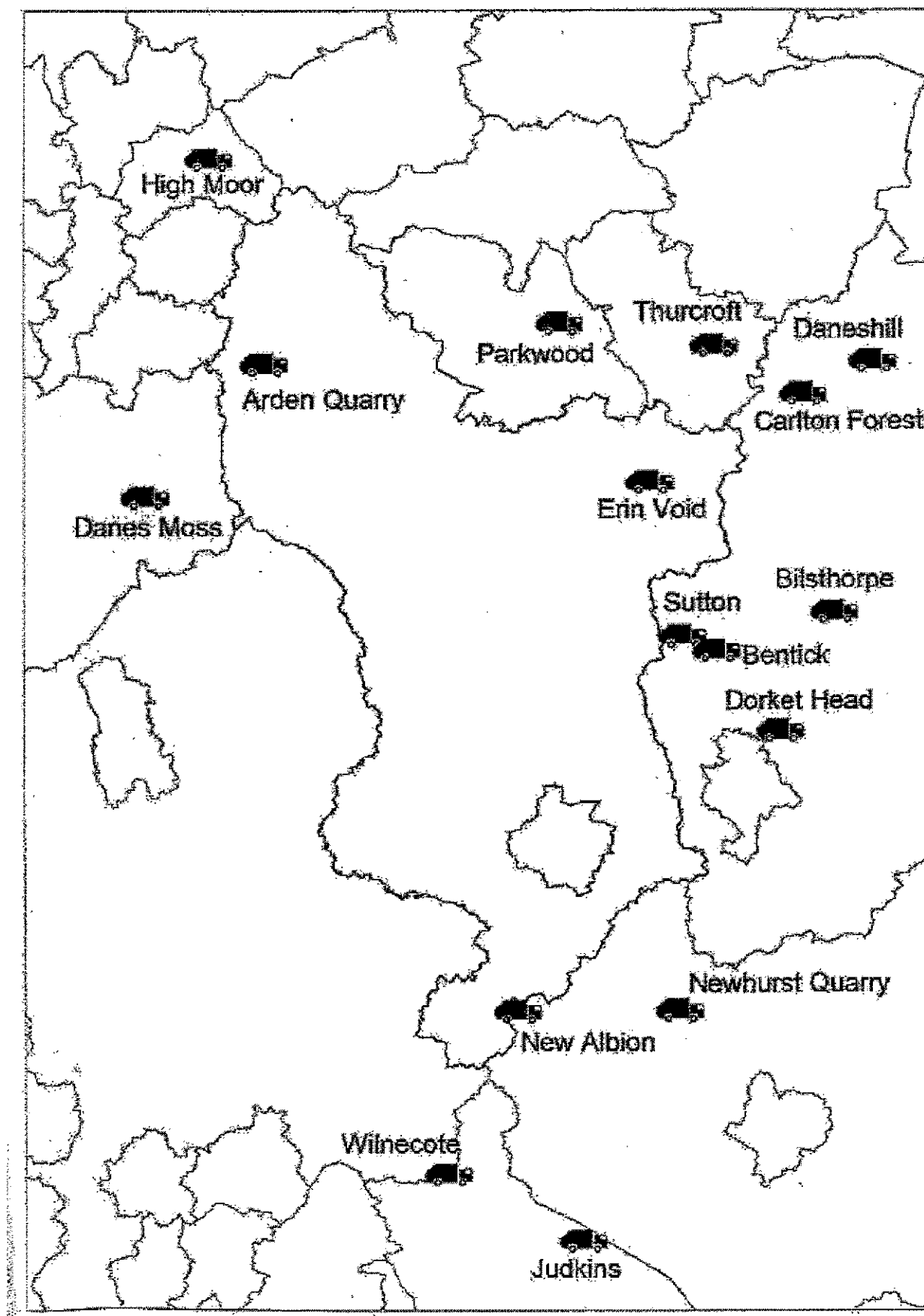
- 9.1 The Waste Sites Allocations Development Plan Document being prepared by the Joint Waste Authorities will have a long-term impact on the District. In total 11 proposals at 10 sites are identified which are dispersed across the District. Whilst there is no doubt that additional waste infrastructure is needed to cope with any increase in future waste arisings, or requirements to recover value from a greater proportion of waste, there is similarly a need to ensure that sites are located close to where waste is generated and that the allocation of sites reflects wider amenity considerations.

10.0 Background Papers

- 10.1 Waste Site Allocations Development Plan Document – Preferred Options Report
 10.2 Waste Site Allocations Development Plan Document – Technical Paper Assessment of Need for Waste Facilities.
 10.3 Waste Site Allocations Development Plan Document – Sustainability Appraisal, Non Technical Summary
 10.4 Waste Site Allocations Development Plan Document – Sustainability Appraisal Volume 1: Sustainability Appraisal Report.
 10.5 Waste Site Allocations Development Plan Document – Sustainability Appraisal Volume 2: Issues and Options Review
 10.6 Waste Site Allocations Development Plan Document – Sustainability Appraisal Volume3: Scoping Report

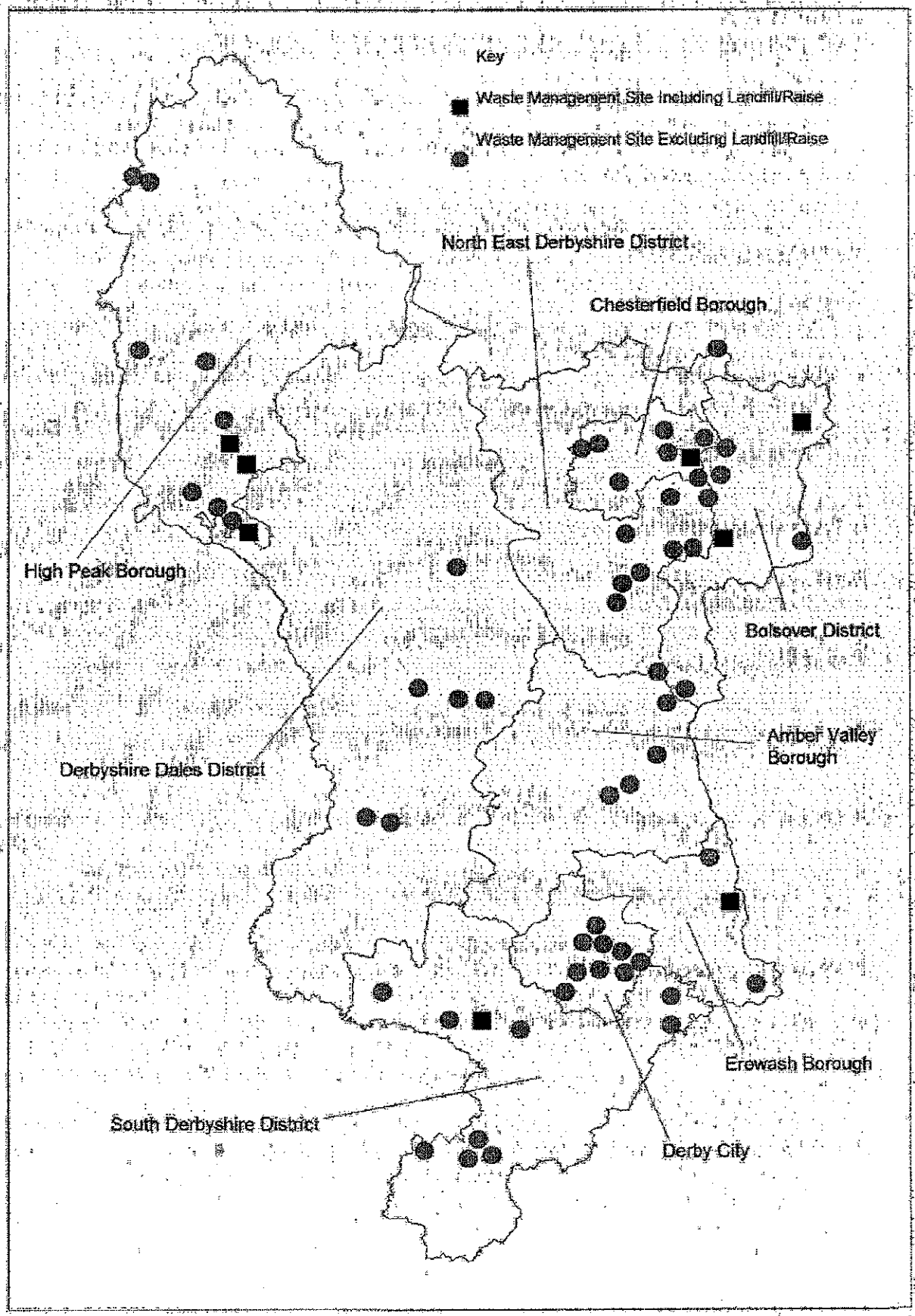
Appendix 1

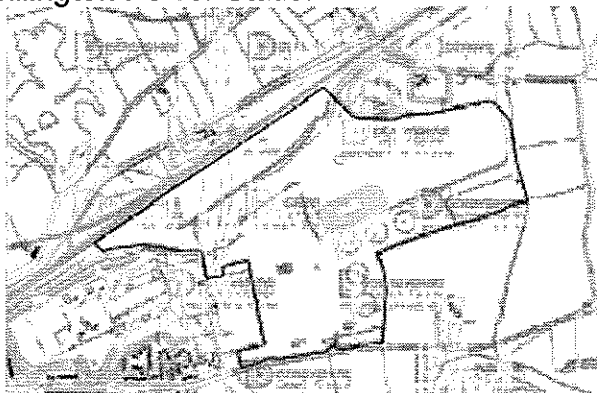
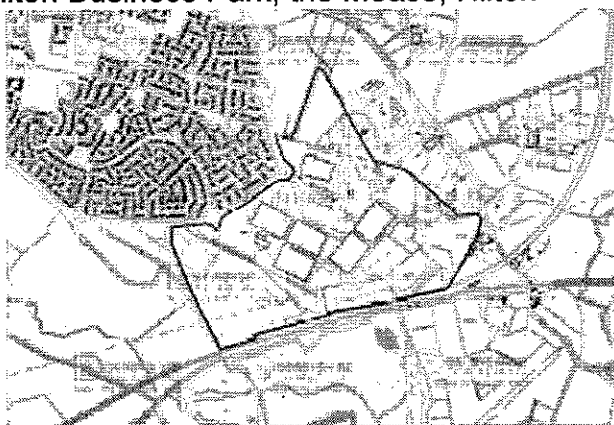
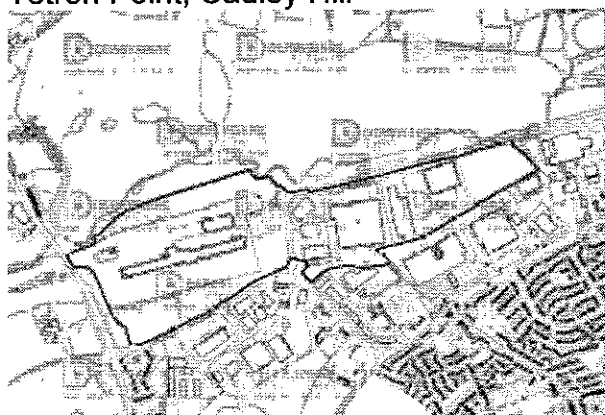
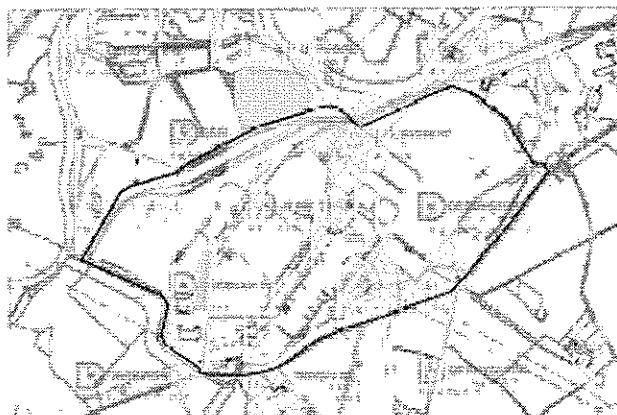
Broad Location of Non-Hazardous Landfill Sites within 20km of Derbyshire with Capacity Greater than 100,000m³.

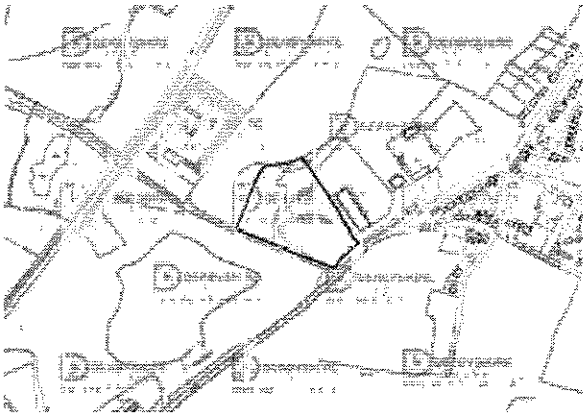


Appendix 2

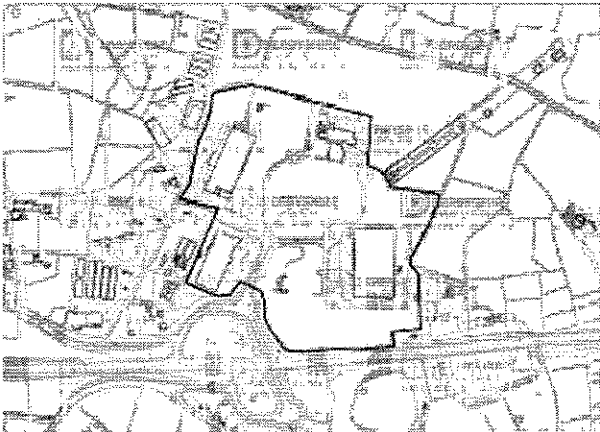
Waste Management Site Proposals within Derby and Derbyshire



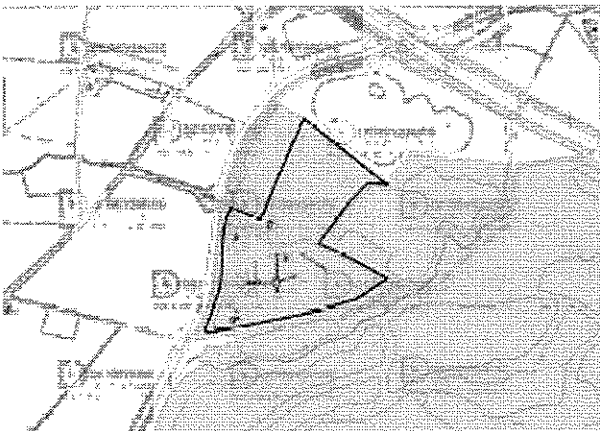
Appendix 3: Site location Plans of Proposed Waste Sites in South Derbyshire.**Willington Power Station****Hilton Business Park, the Mease, Hilton****Tetron Point, Cadley Hill****Former Drakelow Power Station****Park Road, Newhall.**



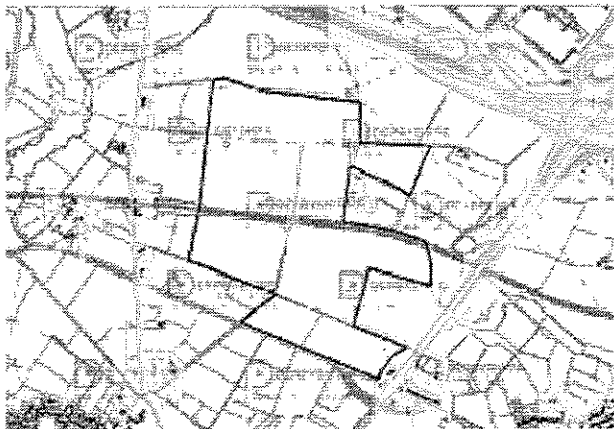
Dove Valley Park, nr Foston



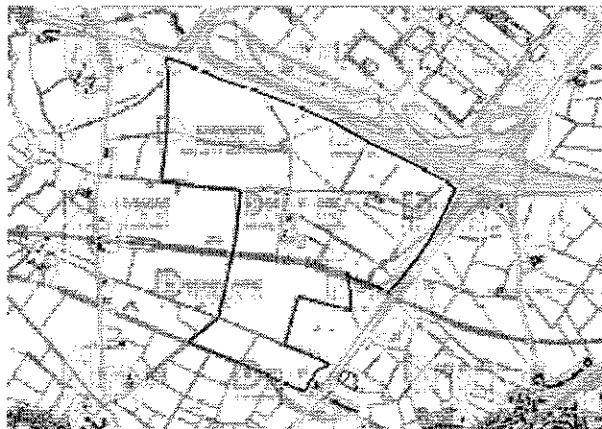
Shardlow Quarry



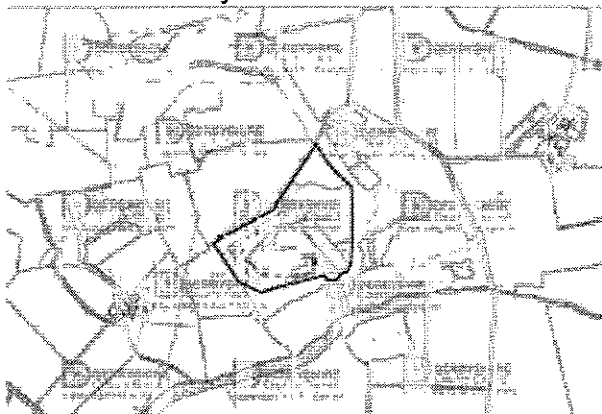
Severn Trent Land Holding, Etwall and Egginton Parishes (Land Raise Proposal)



Severn Trent Land Holding, Etwall and Egginton Parishes (Non-Land Raise Proposal)



Elvaston Quarry



Nadins Coal Disposal Point Swadlincote

