

COMMITTEE REPORT

APPLICATION DETAILS

APPLICATION No:	DM/20/01499/WAS
FULL APPLICATION DESCRIPTION:	Change of use to clinical waste treatment and transfer facility, including autoclave, air condenser, boiler, shredder, compaction units, bin washes and extraction flues.
NAME OF APPLICANT:	Sharpsmart Ltd
ADDRESS:	Enterprise Point 1, Enterprise City, Green Lane Industrial Estate, Spennymoor
ELECTORAL DIVISION:	Tudhoe
CASE OFFICER:	Chris Shields Senior Planning Officer 03000 261394 chris.shields@durham.gov.uk

DESCRIPTION OF THE SITE AND PROPOSALS

The Site

1. The application site, Enterprise Point 1, has an area of 9,445m² and is located on Green Lane Industrial Estate. The site has an established use for B8 storage and distribution. The site comprises a brick and steel sheet clad portal frame warehouse, single storey flat roof offices, a service yard and car parking. The site is located immediately to the south of the applicants existing premises at Unit 44 at Enterprise City.
2. The site forms part of Enterprise City which extends to approximately 7.0ha on the east side Meadowfield Avenue in Spennymoor. It provides almost 28,000sqm of industrial, warehouse and office accommodation comprising Enterprise Point 1 and 2 which includes warehousing and a large yard, Enterprise City providing a range of industrial units and small business units and Enterprise House providing office accommodation. It forms part of the larger industrial area on the north east side of Spennymoor located to the immediate west of the A167, between the Thinford Roundabout and the Butcher's Race Roundabout.
3. The Durham Gate mixed use development, incorporating commercial, retail, residential and leisure lies to the immediate south and west of the site. The nearest residential properties to the site are located approximately 70m to the south west on Arlington Way. Mount Huley Farm and East Farm are located approximately 220m to the east.
4. There are no designated heritage assets in close proximity to the site. The nearest Listed Buildings are the Colliery Disaster Memorial at York Hill Cemetery which is Grade II Listed, 1.0km to the west of the site, the War Memorial in York Hill Cemetery which is Grade II Listed, 1.1.km to the west, Tudhoe Methodist Church in Tudhoe, which is Grade II Listed, 1.2km to the north west, and Slashpool House in Hett, which is Grade II Listed,

1.6km to the north. Conservation areas at Tudhoe and Hett approximately 1.3km to the north west and north east respectively.

5. The site is not within, or in the vicinity of any landscape or ecological designations. The nearest ecological designated sites are The Carrs Site of Special Scientific Interest (SSSI) which is located approximately 2.9km south east of the Site. The site is located approximately 1.8km to the east of Cow Plantation Local Wildlife Site (LWS) and Local Nature Reserve (LNR) and approximately 2.6km to the north west Ferry Hill Carrs LNR and LWS.
6. The site is entirely in Flood Risk Zone 1 and within a Coalfield Development Low Risk area. There are no public rights of way in the vicinity of the site.

The Proposal

7. The applicant currently supplies re-usable sharps containers to the healthcare sector and provides a collection service to its customers for the used containers which are brought to its existing transfer facility that currently operates from the adjacent Unit 44 at Enterprise City. They are emptied and cleaned, and then sent back to the customer for re-use, with the contents transferred to bulk containers for onward shipment to an appropriately permitted waste management facility for disposal by incineration or processing to produce a recovered fuel. In addition to the sharps containers, a proportion of the incoming waste is bagged, and arrives in bulk bins. This waste stream is stored pending transfer to a disposal facility with the bulked-up contents from the sharps containers.
8. This application is to allow the applicant to carry out a waste treatment activity as a standalone, but supporting, activity to the existing transfer operations. The proposed treatment activity would include a three-stage treatment process involving shredding, thermal treatment through a proposed autoclave, and compaction of the resulting treated waste. The proposed shredder, autoclave and compactor would be located within the existing building alongside the wash plant relocated from the adjoining Unit 44. The process is explained in more detail below but an autoclave is essentially a large scale pressure cooker; a sealed vessel using high pressure steam to sterilise the items put within it.
9. Incoming waste for on-site processing (with the exception of laboratory and metal instruments) would be loaded into a bin tipper mechanism that would load the batch into the shredder unit. The shredder would reduce the size of the waste to below 50 mm, to ensure an even and consistent treatment of the waste in the autoclave. The shredded waste would be collected into an autoclave cart, which would be the container that holds the waste within the autoclave. It would be possible to place up to ten autoclave carts into the autoclave per cycle.
10. The shredder would be a standalone unit not directly connected to the autoclave but would be an enclosed/sealed unit to eliminate the potential for the release of pathogens from the untreated waste. There would be an air extraction system attached to the shredder unit. This would vent to atmosphere via a High Efficiency Particulate Air (HEPA) filter and a carbon filter system. The HEPA filter would remove small particulates from the air and trap them, preventing their release to atmosphere. The carbon filter would remove any contaminants and impurities from the extract, using chemical adsorption. This would prevent the release of any contaminants to atmosphere and also provides odour control.
11. The autoclave would be a horizontally orientated cylindrical vessel that would be subject to high vacuum and high pressure. The waste would be placed into the vessel in the

autoclave carts and the door closed. The autoclave would operate on a batch process with a single cycle which is approximately 1 hour long. To start the process, a vacuum is pulled to evacuate any air from the vessel to ensure that when high pressure steam is injected into it, there is a good level of penetration into the infectious waste in it. The treatment process involves the application of high-pressure steam (at 150 °C) to the waste, to achieve its sterilisation. This sterilisation process renders the waste non-infectious, i.e. changes it from hazardous to non-hazardous. When all of the liquid in the vessel has evaporated, it leaves a finely shredded dry waste or floc.

12. In order to operate the autoclave, a steam-raising boiler would be installed in the treatment section the building. This would be gas-fired and has been chosen to meet the steam demand of the autoclave unit. The only external works would be the installation of five flues, with one flue extending in height to 10.3m above ground level, a second to a height of 9.8m above ground level and three would be 8.6m above ground level. The flue for the boiler would rise 1.5m above the roofline while the remaining 4 flues would rise 1m above the roofline.
13. There are no direct emissions to air from the autoclave unit. Instead, venting is performed through an air condenser unit to produce a small volume of liquid effluent, approximately 600 litres per cycle. The post-vacuum cycle removes residual steam from the autoclave and flushes out residual liquids, drying the waste. This also controls odour. The condenser (heat exchanger) uses water to cool and condense the passing steam. The incoming water is heated to around 85 degrees C. This clean hot water is captured and used in the process for washing the reusable containers and 770ltr bins. There would be an 8.6m external flue, but this would only be for the purposes of venting remnant steam when the door is opened after a treatment cycle. This would be fitted with a carbon filter.
14. Any potentially contaminated effluent generated from the processing of sharps waste, when treating bagged waste, would be discharged to sewer at a rate of 1,000,000 litres per year. An additional 200,000 litres would be collected for off-site treatment.
15. Post treatment the sterilised waste floc would be held in the carts would be removed from the autoclave and the cart placed onto a bin lifter which would tip the waste into a compaction unit. This would reduce the volume of the floc by up to 60%. The compacted floc would then be placed into compactor skips or retained in the portable compaction unit and stored temporarily at the facility pending transfer to a permitted energy from waste facility with R1 status or a reprocessing facility manufacturing fuel pellets from waste materials, where it would be used as a refuse derived fuel (RDF) and energy recovered from it. There would be two compaction units located within the building, that would directly feed skips, stored in the yard.
16. There would also be the option to omit the shredding or autoclave processes depending on the type of waste being treated. Metal instruments, for example, would not require shredding prior to entering the autoclave.
17. The site would continue to the use the existing access on to Meadowfield Avenue, which reaches the A167 via York Hill Road to the south. The development would generate up to 46 (23 in, 23 out) Light Goods Vehicle (LGV) or Heavy Goods Vehicle (HGV) movements per day. It is proposed that the site would be able to operate as a distribution centre 24 hours per day, although processing and the treatment plant would not operate between the hours of 2300 and 0700.
18. The proposed autoclave would have the capacity to process up to 30 tonnes per day and would be regulated by the Environment Agency through the Environmental Permitting regime, as are existing operations at the site.

19. The application is being reported to the County Planning Committee following a request from the Local Member.

PLANNING HISTORY

20. The Site was previously occupied by Boots and used as their Spennymoor regional distribution centre, as an establish B8 Storage and Distribution use.

PLANNING POLICY

NATIONAL POLICY

21. A revised National Planning Policy Framework (NPPF) was published in July 2018 (with updates since). The overriding message continues to be that new development that is sustainable should go ahead without delay. It defines the role of planning in achieving sustainable development under three overarching objectives – economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways.
22. In accordance with Paragraph 213 of the National Planning Policy Framework, existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The relevance of this issue is discussed, where appropriate, in the assessment section of the report. The following elements of the NPPF are considered relevant to this proposal.
23. *NPPF Part 2 - Achieving Sustainable Development.* The purpose of the planning system is to contribute to the achievement of sustainable development and therefore at the heart of the NPPF is a presumption in favour of sustainable development. It defines the role of planning in achieving sustainable development under three overarching objectives - economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways. The application of the presumption in favour of sustainable development for plan-making and decision-taking is outlined.
24. *NPPF Part 4 - Decision-making.* Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
25. *NPPF Part 6 – Building a strong, competitive economy.* The Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and a low carbon future.
26. *NPPF Part 8 – Promoting healthy and safe communities.* The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. *Developments* should be safe and accessible; Local Planning Authorities should plan positively for the provision and use of shared space and community

facilities. An integrated approach to considering the location of housing, economic uses and services should be adopted.

27. *NPPF Part 9 – Promoting sustainable transport.* Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes maximised.
28. *NPPF Part 14 – Meeting the challenge of climate change, flooding and coastal change* - The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
29. *NPPF Part 15 - Conserving and Enhancing the Natural Environment* - Conserving and enhancing the natural environment. The Planning System should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests, recognising the wider benefits of ecosystems, minimising the impacts on biodiversity, preventing both new and existing development from contributing to or being put at unacceptable risk from pollution and land stability and remediating contaminated or other degraded land where appropriate.
30. *NPPF Part 16 - Conserving and Enhancing the Historic Environment* - Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

<https://www.gov.uk/guidance/national-planning-policy-framework>

31. The Government has consolidated a number of planning practice guidance notes, circulars and other guidance documents into a single Planning Practice Guidance Suite. This document provides planning guidance on a wide range of matters. Of particular relevance to this application is the practice guidance with regards to; air quality; determining a planning application; flood risk; healthy and safe communities; light pollution; noise; planning obligations; travel plans, transport assessments and statements; use of planning conditions; water supply, wastewater and water quality.

<https://www.gov.uk/government/collections/planning-practice-guidance>

32. National Planning Policy for Waste sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management. Waste Planning Authorities should only expect a demonstration of need where proposals are not consistent with an up to date Local Plan and should not consider matters that are within the control of pollution control authorities. Waste proposals should not undermine the objectives of the Local Plan and should be environmentally sensitive and well designed. Of further relevance is the Waste Management Plan for England, which also advocates the movement of waste up the waste hierarchy in line with the requirements of the European Waste Framework Directive (WFD). One such requirement is the 'proximity principle' (Article 16) which stipulates self-sufficiency; an 'integrated and adequate network of waste disposal installations' and that waste management should be at the nearest appropriate installations.

LOCAL PLAN POLICY:

The County Durham Plan (October 2020)

33. Policy 2 – Employment Land – states that undeveloped land and plots at Green Lane Industrial Estate/Durham Gate (amongst others) are allocated for B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution).
34. Policy 31 – Amenity and Pollution - sets out that development will be permitted where it can be demonstrated that there will be no unacceptable impact, either individually or cumulatively, on health, living or working conditions or the natural environment and that can be integrated effectively with any existing business and community facilities. Development will not be permitted where inappropriate odours, noise, vibration and other sources of pollution cannot be suitably mitigated against, as well as where light pollution is not suitably minimised. Permission will not be granted for locating of sensitive land uses near to potentially polluting development. Similarly, potentially polluting development will not be permitted near sensitive uses unless the effects can be mitigated.
35. Policy 41 – Biodiversity and Geodiversity – states that proposals for new development will not be permitted if significant harm to biodiversity or geodiversity resulting from the development cannot be avoided, or appropriately mitigated, or, as a last resort, compensated for.
36. Policy 43 - Protected Species and Nationally and Locally Protected Sites – states that development proposals that would adversely impact upon nationally protected sites will only be permitted where the benefits clearly outweigh the impacts whilst adverse impacts upon locally designated sites will only be permitted where the benefits outweigh the adverse impacts. Appropriate mitigation or, as a last resort, compensation must be provided where adverse impacts are expected. In relation to protected species and their habitats, all development likely to have an adverse impact on the species' abilities to survive and maintain their distribution will not be permitted unless appropriate mitigation is provided or the proposal meets licensing criteria in relation to European protected species.
37. Policy 44 – Historic Environment - seeks to ensure that developments should contribute positively to the built and historic environment and seek opportunities to enhance and, where appropriate, better reveal the significance and understanding of heritage assets.
38. Policy 60 – Waste Management Provision - requires proposals for the provision of new or enhanced waste management capacity to demonstrate that they contribute to driving the management of waste up the waste hierarchy and do not prejudice the movement of waste up the waste hierarchy, assist in moving the management of waste in County Durham towards net self-sufficiency and/or make an appropriate contribution to regional net self-sufficiency by managing waste streams as near as possible to their production and assist in meeting the identified need, set out within this Plan, for new waste management capacity to manage specific waste streams over the Plan period or can demonstrate an additional need which cannot be met by existing operational facilities within County Durham or the North East.
39. Policy 61 – Location of New Waste Facilities - states that proposals for new or enhanced waste management facilities will be permitted where they will assist the efficient collection, recycling and recovery of waste materials and they:

- a) are located outside and do not adversely impact upon the setting or integrity of internationally, nationally and locally designated sites and areas;
- b) are located outside the Green Belt or are in locations which do not impact upon its openness;
- c) minimise the effects of transporting waste including by locating as close to arisings as practical; and can be satisfactorily located as part of an existing waste management facility, or where the waste management facility; and
- d) can be satisfactorily co-located with complimentary activities and potential users of recovered materials, recyclates and soils, energy and heat, where appropriate and feasible and where this represents a sustainable option; or
- e) can be satisfactorily located on suitable land identified for employment use, or on suitable previously developed land in the larger towns and villages where the site can serve a local or larger catchment.

County Durham Waste Local Plan (2005)

- 40. Policy W26 – Water Resources – states that proposals for waste development which does not involve landfill or landraise will not be permitted unless it can be demonstrated that there will be no significant adverse impact or significant deterioration to the quality of surface or groundwater resources and the flow of surface or groundwater at or in the vicinity of the site.
- 41. Policy W29 – Modes of transport – requires that waste development incorporate measures to minimise transportation of waste.
- 42. Policy W31 – Environmental impact of road traffic – states that waste development will only be permitted if traffic estimated to be generated by the development can be accommodated safely on the highway network, the amenity of roadside communities is protected, the strategic highway network can be safely and conveniently accessed and the impact of traffic generated by the development on local and recreational amenity is otherwise acceptable.
- 43. Policy W32 – Planning obligations for controlling environmental impact – states that in granting planning permission for waste development, planning conditions be imposed to cover, in addition to other issues, the prevention of the transfer of mud, dust, or litter onto the public highway by measures including the provision of wheel cleaning facilities, suitably metalled access roads and the sheeting of laden vehicles.

NEIGHBOURHOOD PLAN:

- 44. There is no Neighbourhood Plan for this area.

The above represents a summary of those policies considered relevant. The full text, criteria, and justifications can be accessed at: <http://www.durham.gov.uk/article/3266/Development-Plan-for-County-Durham> (Adopted County Durham Plan and Adopted County Durham Waste Local Plan)

CONSULTATION AND PUBLICITY RESPONSES

STATUTORY RESPONSES:

- 45. *Environment Agency* – has raised no objections to the proposals and has advised the site has an existing Environmental Permit, which would need to be varied to include the additional elements proposed in this planning application.

46. *Highway Authority* – has raised no objections to the proposals. Officers have advised that there is a stated increase from 12 HGV vehicles to 46 vehicles per day. This level of traffic generation is not material on the highway network and could be accommodated with current infrastructure. Officers recognise concern about use of Arlington Avenue for HGV traffic. This is a traffic calmed highway link through a residential area, however, the number of HGV movements are low throughout the day and any further movement restrictions could not be justified on a highway management ground.

INTERNAL CONSULTEE RESPONSES:

47. *Environment, Health and Consumer Protection (Air Quality)* – has raised no objections to the proposals. Officers have commented that proposed development would comply with national air quality objectives and EU Limit Values. This would indicate that the development would not lead to an adverse impact upon air quality. Officers have considered the impacts to air quality from exhaust flues, the shredder unit and vehicle movements and find this to be acceptable.
48. *Environment, Health and Consumer Protection (Nuisance Action)* – has raised no objections to the proposals. Officers have considered the submitted Noise Assessment and find it to be acceptable but have recommended that conditions be imposed to restrict the use of audible reverse alarms between the hours of 2300 and 0700, to ensure that only white noise reverse alarms are used and that alarm on the site entrance barrier is disabled between the hours of 2300 and 0700. In an addendum comment, officers requested a condition that would require noise from the site to adhere to the limits set out in the submitted noise assessment and for the operator to produce a verification assessment on request.

PUBLIC RESPONSES:

49. The application has been advertised by way of a press and site notice and individual notification letters to neighbouring residents. 134 letters of objection have been received with the main issues raised relating to emissions impacting on air quality and odour released from the receipt and treatment of waste. The impact of noise from the operation of the processing plant and delivery vehicles, particularly during the night, has been raised with some very detailed objections submitted. Concerns have also been raised in relation traffic including routeing and increased vehicle movements, risk of contamination and harm to health, working hours, disturbance to other users including the adjacent police dogs and finally the potential negative impact on house prices.
50. *Councillor Neil Grayson* – has objected to the proposal due to the potential increase in traffic, noise and disturbance, potential impacts from handling hazardous materials, odour from waste disposal and loss of property value for neighbouring residents.
51. *Councillor Martin Harmer (Spennymoor Town Council)* - has objected to the proposal due to the potential risk from hazardous materials, increase in vehicle movements, and noise and air pollution.

The above is not intended to repeat every point made and represents a summary of the comments received on this application. The full written text is available for inspection on the application file which can be viewed at: <https://publicaccess.durham.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

APPLICANTS STATEMENT:

52. Sharpsmart Ltd has been supplying the NHS with reusable sharps containers and healthcare waste services for over 15 years from its original Spennymoor base, Unit 44 Meadowfield Avenue. With continued growth and to allow us to further support for the

local NHS Sharpsmart took on the larger Unit 1 building in July 2019 with the plans to relocate the current operations and build a new modern processing facility.

Emissions including Air Quality and Odour

53. The technology proposed for the site is a steam steriliser, this is a non-burn treatment.
54. The treatment process involves the application of high-pressure steam to the waste, to achieve its sterilisation, this renders the waste non-infectious and non-hazardous, leaving a finely shredded dry flock. It would be located entirely within the Sharpsmart building, with the only external changes being the installation of new flues for the boiler and air extraction.
55. There are no direct emissions to air from the autoclave unit. Venting is through an air condenser, producing a small volume of liquid effluent, approximately 600 litres per cycle. The post-vacuum cycle removes residual steam from the autoclave and flushes out residual liquids, drying the waste. This also controls odour.
56. The only emissions to air from the plant will be very limited comprising those from the air extraction system on the shredder unit, will vent to atmosphere via a HEPA filter and a carbon filter which control any potential infection risk or odour and the steam boiler.

Noise

57. The noise assessment has been submitted with the application confirms that the operation of the plant can be undertaken without affecting the amenity of the closest residential receptors to the site during the daytime. To reduce any further risk of inconvenience from the processing plant it will not be operated during the night. Sharpsmart will also deactivate the gate alarms.

Traffic - Routing and Lack of Capacity on the Road Network

58. There are weight limits to prevent access to the site so that this can only be taken to and from the north via Butcher's Race Roundabout, York Hill Road and Meadowfield Avenue only. To address the concerns of residents Sharpsmart are agreeable to enter into a routing agreement, whereby no waste vehicles will enter Arlington Avenue.

Risk of Contamination and Infection

59. There would be no risk of contamination. The transport of storage of waste materials is completely controlled through the use of sealed containers and are only be opened within an enclosed sealed shredder unit, which has been designed to prevent the release of pathogens from the untreated waste. There will be an air extraction system attached to the shredder unit which is fitted with a High Efficiency Particulate Air (HEPA) filter and a carbon filter system. The HEPA filter will remove small particulates from the air and trap them, preventing their release to atmosphere. No anatomical waste, chemicals or highly infectious materials will be processed on the site

PLANNING CONSIDERATIONS AND ASSESSMENT

60. Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out that if regard is to be had to the development plan, decisions should be made in accordance with the development plan unless material considerations indicate otherwise. In accordance with advice within the National Planning Policy Framework (NPPF), the policies contained therein are material considerations that should be taken into account in decision making.

Other material considerations include representations received. In this context, it is considered that the main planning issues in this instance relate to: the principle of the development, residential amenity, air quality and emissions, noise, highway safety and access, ecology, heritage, flooding and drainage and other matters.

The Principle of the Development

The Development Plan

61. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material planning consideration. The County Durham Plan (CDP) and the County Durham Waste Local Plan (WLP) are the statutory development plans and the starting point for determining applications as set out in the Planning Act and reinforced at Paragraph 12 of the NPPF. The CDP was adopted in October 2020 and provides the policy framework for the County up until 2035. The WLP was adopted in 2005 and was intended to cover the period to 2016. However, NPPF Paragraph 213 advises that Local Plan policies should not be considered out-of-date simply because they were adopted prior to the publication of the NPPF. Notwithstanding this, it is considered that a policy can be out-of-date if it is based upon evidence which is not up-to-date/is time expired depending on the circumstances. The CDP replaces principle policies of the WLP with the remaining saved policies set out in the Policy section above.
62. Paragraph 11 of the NPPF establishes a presumption in favour of sustainable development. For decision taking this means:
 - c) approving development proposals that accord with an up to date development plan without delay; or
 - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or,
 - ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
63. The key policies for the determination of this application are County Durham Plan (CDP) Policies 2, 60 and 61. In addition, there are a number of applicable environmental protection policies both within the CDP and the WLP.
64. National and local planning policies are generally supportive towards sustainable waste management initiatives and seek to promote the movement of materials up the waste hierarchy. The NPPW sets out in the waste hierarchy that prevention of waste and re-use of materials should be considered before recycling, recovery and final disposal of waste. Paragraph 7 of the NPPW says that applicants should only be expected to demonstrate the quantitative or market need for new waste management facilities where proposals are not consistent with an up-to-date Local Plan.
65. CDP Policy 60 requires proposals for the provision of new or enhanced waste management capacity to demonstrate that they contribute to driving the management of waste up the waste hierarchy and do not prejudice the movement of waste up the

waste hierarchy, assist in moving the management of waste in County Durham towards net self-sufficiency and/or make an appropriate contribution to regional net self-sufficiency by managing waste streams as near as possible to their production and assist in meeting the identified need, set out within this Plan, for new waste management capacity to manage specific waste streams over the Plan period or can demonstrate an additional need which cannot be met by existing operational facilities within County Durham or the North East.

66. CDP Policy 2 states that undeveloped land and plots at this site are allocated for B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) uses.
67. CDP Policy 61 states that proposals for new or enhanced waste management facilities will be permitted where they will assist the efficient collection, recycling and recovery of waste materials and they:
 - a) are located outside and do not adversely impact upon the setting or integrity of internationally, nationally and locally designated sites and areas;
 - b) are located outside the Green Belt or are in locations which do not impact upon its openness;
 - c) minimise the effects of transporting waste including by locating as close to arisings as practical; and can be satisfactorily located as part of an existing waste management facility, or where the waste management facility; and
 - d) can be satisfactorily co-located with complimentary activities and potential users of recovered materials, recyclates and soils, energy and heat, where appropriate and feasible and where this represents a sustainable option; or
 - e) can be satisfactorily located on suitable land identified for employment use, or on suitable previously developed land in the larger towns and villages where the site can serve a local or larger catchment.
68. The purpose of the development is to increase capacity of the business at Green Lane Industrial Estate, having previously operated out of the adjoining unit within Enterprise Point, and to also add a treatment process. The existing business operates as a transfer station for clinical waste, although there is a process line for cleansing of the waste containers. Adding waste treatment to the existing facility would improve efficiency and reduce unnecessary transport of waste in accordance with CDP Policy 60. Due to the nature of clinical waste the amount which can be recycled or re-used is limited, however, the purpose of the autoclave is to render waste to a non-hazardous so that it may be disposed of through incineration with energy recovery, for example. It is therefore considered that the proposal would elevate waste up the waste hierarchy as far as practical in accordance with CDP Policy 60.
69. The supporting text accompanying CDP Policy 61 shows that there is a surplus capacity for clinical waste transfer within the County, however, as the waste transfer element of this business is being relocated from the adjoining unit this is not considered to be the creation of additional capacity. Data relating to clinical waste treatment is not provided in the CDP as this is a specialist activity.
70. The proposed development is not within any internationally, nationally or locally designated sites or within the Green Belt and therefore complies with criteria a) and b) of CDP Policy 61. Specialist waste facilities of the type proposed provide service to a wide geographical area, not necessarily restricted to the County, and cannot, practically, be located close to the majority of waste arisings. Facilities of this type should, however, still minimise the effects of transporting waste. The applicant currently operates a similar facility near Leeds, and it is likely that the catchment area for the proposed site would be further north and closer to it. In this case the proposed site is well located being in close proximity to the strategic highway network. It has direct access onto the A167 via York Hill Road (some 0.8km by road) and to the A1(M) via the A688, with the

A688 being accessed approximately 1.9km from the site. The A1(M) is approximately 6.8km by road via Thinford. The location therefore seeks to minimise the effects of transporting waste as far as it is practicable having regard to criteria c) of Policy 61.

71. The proposed development is the co-location of a waste treatment facility within the same building as a regional storage and distribution centre for clinical waste containers produced and supplied by the applicant to end users. This element of the development is already in operation as the building has an established use for B8 storage and distribution. The proposal therefore accords with criterion d) of CDP Policy 61.
72. The site is located within the Enterprise Point development, which is part of Green Lane Industrial Estate / Durham Gate. The proposal therefore also accords with criterion e) of CDP Policy 61 as the development would be located on a suitable site identified for employment use.
73. It is considered that the principle of the development, as a specialist waste facility, at this location and within an existing unit on an established industrial estate would be compliant with relevant national and local policy.

Residential Amenity

74. Paragraph 180 of the NPPF states that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. Paragraph 7 of the NPPW states that When determining waste planning applications, waste planning authorities should consider the likely impact on the local environment and on amenity against the criteria set out in Appendix B (of the NPPW) and the locational implications of any advice on health from the relevant health bodies.
75. CDP Policy 31 sets out that development will be permitted where it can be demonstrated that there will be no unacceptable impact, either individually or cumulatively, on health, living or working conditions or the natural environment and that can be integrated effectively with any existing business and community facilities. Development will not be permitted where inappropriate odours, noise, vibration and other sources of pollution cannot be suitably mitigated against, as well as where light pollution is not suitably minimised. Permission will not be granted for locating of sensitive land uses near to potentially polluting development. Similarly, potentially polluting development will not be permitted near sensitive uses unless the effects can be mitigated.
76. A significant level of local objection has been received in relation to this development, mainly from residents of the recently built houses at Durham Gate to the south. 134 letters of objection have been received with the main issues relating to emissions impacting on air quality and odour, noise, traffic including routeing and increased vehicle movements, risk of contamination and harm to health, working hours and disturbance to other users including the adjacent police dogs. The issues of air quality and emissions, noise and working hours are set out in this section. Other issues are discussed elsewhere in this report.
77. The issues raised by objectors suggests that the proposal has not been fully understood and it is likely that the description of development has created the perception of a waste disposal facility.

Air Quality and Emissions

78. The proposed development would include an autoclave treatment process. This is not an incinerator and no waste would be burnt at the site. The autoclave process sterilises waste with the application of high pressure steam in a sealed vessel.
79. The sterilisation process renders the waste non-infectious, i.e. changes it from hazardous to non-hazardous. When all of the liquid in the vessel has evaporated, it leaves a finely shredded dry waste or floc. It would be located entirely within the building, with the only external changes being the installation of new flues for air extraction and the boiler.
80. There would be no direct emissions to air from the autoclave unit. Venting would be through an air condenser unit to produce a small volume of liquid effluent, approximately 600 litres per cycle. The post-vacuum cycle would remove any residual steam from the autoclave and flush out residual liquids, drying the waste. This would also control odour.
81. There would be an external flue, but this would only be for the purposes of venting remnant steam when the door is opened after a treatment cycle, and this would be fitted with a carbon filter.
82. The only other significant piece of processing plant would be the shredder which would be a standalone unit that would not be directly connected to the autoclave but would be an enclosed sealed unit to prevent the release of pathogens from untreated waste. There would be an air extraction system attached to the shredder unit. This would vent to atmosphere via a High Efficiency Particulate Air (HEPA) filter and a carbon filter system. The HEPA filter would remove small particulates from the air and trap them, preventing their release to atmosphere. The carbon filter would remove any contaminants and impurities from the extract, using chemical adsorption. This will prevent the release of any contaminants to atmosphere and also provides odour control.
83. Environmental Health and Consumer Protection Officers and the Environment Agency have considered the application and raised no objections in respect of air quality. The development would be regulated by the Environment Agency as part of the Environmental Permitting regime as the existing operation is. It is therefore considered that the proposal not produce emissions, odour or detrimentally impact on air quality in accordance with CDP Policy 31, Part 15 of the NPPF and Paragraph 7 of the NPPW in this respect.

Noise

84. A Noise Assessment has been submitted in support of the application following a request from Environmental Health and Consumer Protection. The purpose of the Noise Assessment is to demonstrate that the development would not exceed daytime (0700 – 2300 hours) background noise levels by 5dB and night time (2300 – 0700) noise levels by 0dB. The assessment provides background noise levels for the site and predictions for the proposed development. The assessment includes a noise map showing that the focus of potential noise impact is to the south of the application site. The assessment concludes that the development would exceed daytime noise levels by 2dB and would therefore comply in that regard but it is also noted that night time noise levels would be exceeded by 3db and therefore the development would not comply during night time operation, resulting in a low-adverse impact on nearest residential receptors. However, the assessment goes on to state that the exceedance of night time noise levels would be due to HGV movements and associated activities. As the site has an unrestricted B8 storage and distribution use this activity could occur without further consent. The assessment acknowledges that the nearest residential

properties were granted planning permission in full knowledge of the B8 use of the application site and mitigation measures were proposed in the form of an acoustic fence and enhanced glazing for individual properties. The assessment concludes that the development would give rise to noise impacts that would be categorised as No Observed Adverse Effect Level (NOAEL) within the NPPG England guidance.

85. A neighbouring resident has provided a detailed objection letter, challenging the submitted noise Assessment specifically in relation to hours of operation, the gate alarm, lack of information in the assessment with certain activities not included, the assessment being based on averaged background noise values rather than worst case scenario, concerns about the source data for predicting noise levels. The objection queries whether the BS4142 noise assessment criteria has been correctly followed and sets out a number of alternative assessment outcomes, all showing the development to exceed the noise limits set by the Council. Whilst requesting that the application be refused on noise impact the objection does set out suggested conditions, should the application be improved. These conditions include the gate alarm being disabled at all times, HGV reverse alarms being disabled overnight, no processing of waste overnight, new noise assessment to be submitted prior to 24 hour working and the submission of a noise verification report within 21 days of the plant being brought into use.
86. The applicant has provided a response to the concerns raised by the objector. This sets out that as a consequence of the noise assessment, operation of mechanical plant would not occur during night time hours and only HGV movements would occur at this time. The applicant has noted that they intend to disable the gate alarm. Aspects of HGV operation including hitching and unhitching trailers, changing wheels and loading operations are not included in the noise assessment as they are part of the established B8 use of the site. The impact of pressure relief valves is not included as they are not part of the development and vocalisation of employees in the yard at night would be limited due to loading/unloading using the existing dock. The applicant notes the assertion that background noise levels presented were not the 'worst case scenario' but advises that the BS4142 criteria was followed correctly. The applicant addresses the criticism of incorrect noise source data by explaining that it based on existing, operational plant in use at another of the applicants sites in Normanton. The applicant has defended their methodology in assessing specific sound levels and drawing the noise map and refutes the suggestion that development could significantly exceed the noise levels set out in the Noise Assessment.
87. In addition to residential properties it is noted that changes to the General Permitted Development Order in respect of change of use of offices (B1) to residential (C3) is now permitted in certain circumstances and may apply to offices located with Green Lane Industrial Estate. The proposed development is on the southern periphery of Green Lane Industrial and the predicted noise map shows the potential noise impact is directed away from any office that may be changed to residential use.
88. Environmental Health and Consumer Protection officers have considered the application and supporting Noise Assessment. Officers have stated that the information submitted demonstrates that the application complies with the thresholds stated within the Technical Advisory Notes (TANS), indicating that the development will not lead to an adverse impact. Officers note that HGV operations would raise background levels by 3dB at night, however, it is stated that HGV movements would be significantly less than is currently allowed. It is also noted that reversing alarms could be restricted to daytime hours only and that the gate alarm could be disabled. Officers recommend conditions be imposed to ensure that reversing alarms are not used during night time hours, fork lift trucks are to be fitted with white noise reverse alarms and that the gate alarm is disabled between the hours of 2300 and 0700. Officers have also requested a condition to ensure that the predicted noise levels set out in the submitted Noise

Assessments are not exceeded and to facilitate the ability to request a noise verification report to demonstrate this.

89. Based on the information set out above and assessment by Environmental Health and Consumer Protection officers it is considered that the development would not generate noise impact that would be detrimental to the nearest noise sensitive receptors. Subject to conditions limiting working hours and restricting the use of noise emitting devices it is considered that the development would accord with CDP Policy 31, Part 15 of the NPPF and Paragraph 7 of the NPPW in this respect.

Highway Safety and Access

90. Paragraph 108 of the NPPF states that safe and suitable access should be achieved for all people. In addition, Paragraph 109 of the NPPF states that development should only be refused on transport grounds where the residual cumulative impacts on development are severe. WLP Policy W29 requires that waste development incorporate measures to minimise transportation of waste. WLP Policy W31 states that waste development will only be permitted if traffic estimated to be generated by the development can be accommodated safely on the highway network, the amenity of roadside communities is protected, the strategic highway network can be safely and conveniently accessed and the impact of traffic generated by the development on local and recreational amenity is otherwise acceptable. WLP Policy W32 states that in granting planning permission for waste development, planning conditions be imposed to cover, in addition to other issues, the prevention of the transfer of mud, dust, or litter onto the public highway by measures including the provision of wheel cleaning facilities, suitably metalled access roads and the sheeting of laden vehicles. WLP Policies W29 and W31 are considered to be consistent with the NPPF and can be afforded full weight in the determination of the application. WLP Policy W32 is only partially consistent, as it does not fully reflect Section 122 of the CIL Regulations and therefore it can only be afforded limited weight in the decision making process.
91. The site has an existing access on to the unclassified Meadowfield Avenue and has an established and unrestricted use for storage and distribution; an activity that would typically attract a high volume of vehicle movements.
92. The development would generate up to 46 (23 in, 23 out) Light Goods Vehicle (LGV) or Heavy Goods Vehicle (HGV) movements per day. It is proposed that the site would be able to operate as a distribution centre 24 hours per day, although processing and treatment plant would not operate between the hours of 2300 and 0700. As waste materials would be collected from medical facilities it is unlikely that there would be significant vehicle movements out of normal daytime working hours.
93. Concerns have been raised by residents about the impact of additional traffic movements and the routing of vehicles to Thinford roundabout via Arlington Way, which would bring vehicles closer to new residential properties in Durham Gate. However, Arlington Way has a weight restriction preventing access by HGV's and therefore access to the site for HGV's must be taken from the north via Meadowfield Avenue to York Hill Road then onto the A167. Notwithstanding this, the applicant has agreed to enter into a vehicle routing protocol which can be required as a condition. In addition, maximum vehicle movements associated with the development can also be controlled through condition.
94. Highways officers have considered the proposal and note that there would be a stated increase from 12 HGV vehicles to 46 vehicles per day. Officers consider this level of traffic generation to be immaterial on the highway network and could be accommodated with current infrastructure. Officers recognise the concerns by residents about use of

Arlington Avenue for HGV traffic but note that the proposed number of HGV movements would be low throughout the day and any further movement restrictions could not be justified on highway management grounds. Officers conclude that there are no objections from a highways perspective.

95. It is considered that traffic from the proposed development can be safely accommodated on the highway. The site is located close to the strategic network (A167, A688 and A1(M)) and impact on local amenity is considered to be acceptable subject to conditions including limits on vehicle movements and vehicle routing. It is therefore considered that the proposal would accord with WLP Policies W29, W31 and W32, Part 9 of the NPPF and Paragraph 7 of the NPPW.

Ecology

96. Paragraph 175 of the NPPF sets out the Government's commitment to halt the overall decline in biodiversity by minimising impacts and providing net gains where possible and stating that development should be refused if significant harm to biodiversity cannot be avoided, mitigated or, as a last resort, compensated for. CDP Policy 41 reflects this guidance by stating that proposals for new development will not be permitted if significant harm to biodiversity or geodiversity resulting from the development cannot be avoided, or appropriately mitigated, or, as a last resort, compensated for. CDP Policy 43 states that development proposals that would adversely impact upon nationally protected sites will only be permitted where the benefits clearly outweigh the impacts whilst adverse impacts upon locally designated sites will only be permitted where the benefits outweigh the adverse impacts.
97. The site is not within, or in the vicinity of any ecological designations. The nearest designated sites are The Carrs Site of Special Scientific Interest (SSSI) which is located approximately 2.9km south east of the Site. The site is located approximately 1.8km to the east of Cow Plantation Local Wildlife Site (LWS) and Local Nature Reserve (LNR) and approximately 2.6km to the north west Ferry Hill Carrs LNR and LWS.
98. The proposal would adapt and use a site with an existing building that has previously been occupied by an employment use. The development would not involve any clearance of vegetation and would not cause any harm to protected species or habitats including nationally and locally protected site given the distance from such designations. The proposal would accord with CDP Policies 41 and 43 and Part 15 of the NPPF.

Heritage

99. In assessing the proposed development regard must be had to the statutory duty imposed on the Local Planning Authority under the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character and appearance of a conservation area. In addition the Planning (Listed Buildings and Conservation Areas) Act 1990 also imposes a statutory duty that, when considering whether to grant planning permission for a development which affects a listed building or its setting, the decision maker shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. If harm is found this gives rise to a strong (but rebuttable) statutory presumption against the grant of planning permission. Any such harm must be given considerable importance and weight by the decision-maker. CDP Policy 44 seeks to ensure that developments should contribute positively to the built and historic environment and seek opportunities to enhance and, where appropriate, better reveal the significance and understanding of heritage assets.

100. There are no designated heritage assets in close proximity to the site. The nearest Listed Buildings are the Colliery Disaster Memorial at York Hill Cemetery which is Grade II Listed, 1.0km to the west of the site, the War Memorial in York Hill Cemetery which is Grade II Listed, 1.1.km to the west, Tudhoe Methodist Church in Tudhoe, which is Grade II Listed, 1.2km to the north west, and Slashpool House in Hett, which is Grade II Listed, 1.6km to the north. Conservation areas at Tudhoe and Hett approximately 1.3km to the north west and north east respectively.
101. The proposed development seeks to reuse an existing building with minimal visual changes. The addition of flues to the roof of the building would not materially impact the visual appearance of an industrial structure and, combined with the separation distances and intervening topography and screening it is considered that appearance and use of the site would not cause any harm to any designated heritage assets or Conservation Areas. It is therefore considered that the proposal would accord with CDP Policy 44 and Part 16 of the NPPF.

Flooding and drainage

102. WLP Policy W26 states that proposals for waste development which does not involve landfill or landraise will not be permitted unless it can be demonstrated that there will be no significant adverse impact or significant deterioration to the quality of surface or groundwater resources and the flow of surface or groundwater at or in the vicinity of the site. WLP Policy W26 is considered to be consistent with the NPPF and can be afforded full weight in the decision making process.
103. National advice within the NPPF and PPG with regard to flood risk advises that a sequential approach to the location of development should be taken with the objective of steering new development to flood zone 1 (areas with the lowest probability of river or sea flooding). When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment. Part 14 of the NPPF directs Local Planning Authorities to guard against flooding and the damage it causes. Part 15 of the NPPF takes account of the impact of any development upon the natural environment as does the locational criteria in Appendix B (criterion A) of the NPPW relating to protection of water quality and flood risk management.
104. The site is located entirely within Flood Risk Zone 1 and is therefore at lowest flood risk. The site is within a minor Groundwater Vulnerability area. The site area is less than 1Ha and therefore the application did not need to be accompanied by a Flood Risk Assessment. Given the site location within a built up area and within an existing building with drainage already in place it is considered that the proposed change of use would have a negligible impact upon flooding and drainage.
105. The Environment Agency has considered the proposals and raised no objections. It is therefore considered that the proposal would accord with WLP Policy W26, Part 15 of the NPPF and Paragraph 7 of the NPPW.

Other Considerations

106. Objectors have raised concerns about the risk of contamination and harm to health. Paragraph 183 of the NPPF states that the focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.

107. The applicant has advised that there would be no risk of contamination, infection or adverse impact on health. The transport of storage of waste materials would completely be controlled through the use of sealed waste containers which would be placed in sealed bins and would only be opened within an enclosed sealed shredder unit. As detailed above the unit has been designed to prevent the release of pathogens from the untreated waste. There would be an air extraction system attached to the shredder unit which would vent to atmosphere via a High Efficiency Particulate Air (HEPA) filter and a carbon filter system. The HEPA filter would remove small particulates from the air and trap them, preventing their release to atmosphere. The carbon filter would remove any contaminants and impurities from the extract, using chemical adsorption. This would prevent the release of any contaminants to atmosphere and would also provide odour control. This system is already in operation at the adjacent Unit 44 and there has never been an incidence of contamination from the existing plant.
108. Furthermore, the process would be regulated through the Environmental Permit to ensure that it continues to operate safely. There are no changes proposed to the type of material taken into the plant which does not include anatomical waste, chemicals or highly infectious materials. The Environment Agency have raised no objections to the proposal and have advised that a variation to the existing Environmental Permit for the site would be required for the autoclave treatment process.
109. The site is within a Coalfield Development Low Risk Area. Should planning permission be granted the Coal Authority standing advice would be provided as an informative to the applicant.
110. Objectors have raised concerns that the proposal would negatively impact on house values. The value of property rises and falls for numerous reasons and it is an established principle that this issue cannot be taken into account as a material consideration in the determination of a planning application.
111. Objectors have raised concerns that the night time operation of the facility would cause disturbance to other users including the adjacent police dogs. As previously set out in this report, the site has an existing unrestricted use for B8 storage and distribution without causing an unacceptable disturbance to other users or the police dogs. The applicant has advised that the police dog training facility is located 100m to the west of the application site and is screened by a belt of mature trees. It is considered that this is unlikely to be a significant issue.

Consideration of Application Against the Development Plan

112. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. In light of the recent adoption of the CDP, the Council now has an up to date development plan. Paragraph 11 of the NPPF establishes a presumption in favour of sustainable development. For decision taking this means approving development proposals that accord with an up to date development plan without delay (paragraph 11 c). Although saved policies of the WLP remain in place, the most important policies for the determination of this application are contained within the up to date CDP

CONCLUSION

113. The development would provide for the continued operation and expansion of a well established clinical waste management facility. The move to the application site from the existing, adjoining unit would facilitate the improved management of the existing

waste management functions whilst also allowing on site treatment of some waste streams that previously had to be taken elsewhere, thereby minimising the transportation of waste. The development would also facilitate improved storage and distribution of clinical waste containers.

114. The potential impacts of the development have been fully assessed and found to be acceptable, subject to conditions where appropriate. The development would be fully contained within an industrial building on a site allocated for employment use.
115. The development has generated public interest and the objections from local residents have been taken into account in the determination of the application along with other responses including those of statutory consultees that have raised no objections to the proposal subject to conditions where appropriate. Whilst mindful of the nature and weight of public concerns it is considered that these are not sufficient to outweigh the planning judgement in favour of the proposals comprised in both applications.
116. It is considered that the proposal would fully accord with all relevant national and local planning policy.

RECOMMENDATION

That the application be **APPROVED** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development shall be carried out in full accordance in with the following plans:
Drawing No. SHSMT003 – Proposed Floor Plan
Drawing No. SHSMT005 – Proposed Elevations

Reason: To protect residential amenity and ensure highway safety in accordance with County Durham Plan Policies 31 and 48, County Durham Waste Local Plan Policy W31, Parts 9 and 15 of the National Planning Policy Framework and Paragraph 7 of the National Planning Policy for Waste.

3. No vehicles associated with the import and export of waste materials shall enter or leave the site via Arlington Way, Spennymoor.

Reason: To protect residential amenity and ensure highway safety in accordance with County Durham Plan Policy 31, County Durham Waste Local Plan Policy W31, Part 9 of the National Planning Policy Framework and Paragraph 7 of the National Planning Policy for Waste.

4. The rating level of noise emitted from fixed plant/machinery on the site shall not exceed 46dB LAeq (1 hour) between 07.00-23.00 and 35dB LAeq (15 mins) between 23.00-07.00, at the NSR 1 as detailed in the Inacoustic Noise Assessment, project number 20-167 dated 24 August 2020. The measurement and assessment shall be made according to BS 4142: 2014+A1: 2019. On written request by the planning authority the operator shall, within 28 days, produce a report to demonstrate adherence with the above rating level.

Reason: To protect residential amenity in accordance with County Durham Plan Policy 31, Part 15 of the National Planning Policy Framework and Paragraph 7 of the National Planning Policy for Waste.

5. Reverse alarms for all HGV's and plant shall be disabled within the site during the hours of 2300 – 0700.

Reason: To protect residential amenity in accordance with County Durham Plan Policy 31, Part 15 of the National Planning Policy Framework and Paragraph 7 of the National Planning Policy for Waste.

6. Vehicle movements associated with the import and export of waste materials shall be limited to 23 in and 23 out per day.

Reason: To protect residential amenity and ensure highway safety in accordance with County Durham Plan Policy 31, County Durham Waste Local Plan Policy W31, Part 9 of the National Planning Policy Framework and Paragraph 7 of the National Planning Policy for Waste.

7. No processing of waste shall occur between the hours of 2300 and 0700.

Reason: To protect residential amenity in accordance with County Durham Plan Policy 31, Part 15 of the National Planning Policy Framework and Paragraph 7 of the National Planning Policy for Waste.

8. All forklift trucks operating within the site shall be fitted with white noise reverse alarms.

Reason: To protect residential amenity and ensure highway safety in accordance with County Durham Plan Policy 31, County Durham Waste Local Plan Policy W31, Part 9 of the National Planning Policy Framework and Paragraph 7 of the National Planning Policy for Waste.

9. The entrance gate to the site shall not emit an audible alarm when opened.

Reason: To protect residential amenity and ensure highway safety in accordance with County Durham Plan Policy 31, County Durham Waste Local Plan Policy W31, Part 9 of the National Planning Policy Framework and Paragraph 7 of the National Planning Policy for Waste.

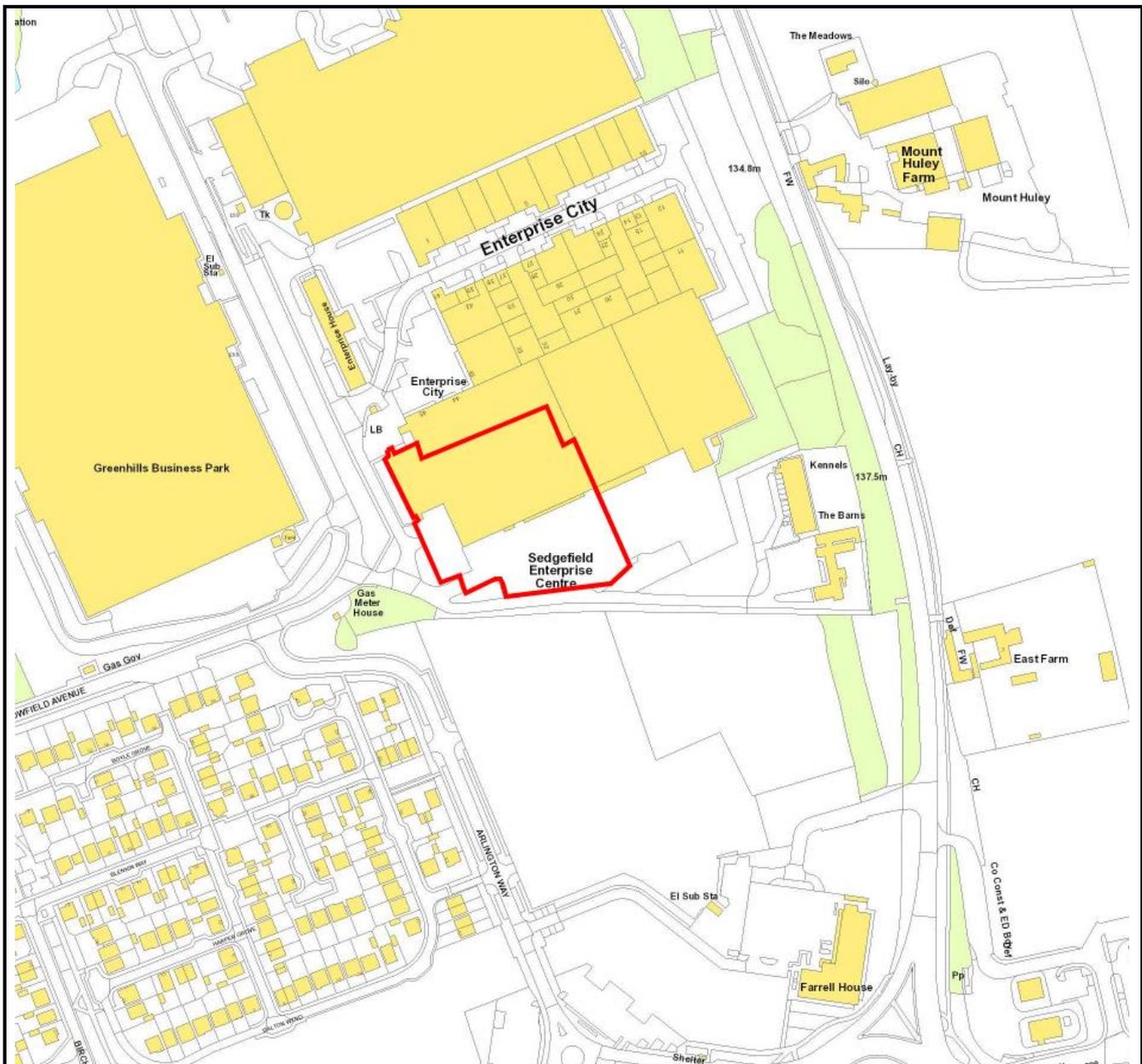
STATEMENT OF PROACTIVE ENGAGEMENT

In accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the Local Planning Authority has, without prejudice to a fair and objective assessment of the proposals, issues raised and representations received, sought to work with the applicant in a positive and proactive manner with the objective of delivering high quality sustainable development to improve the economic, social and environmental conditions of the area in accordance with the NPPF.

BACKGROUND PAPERS

- Submitted application form, plans supporting documents and subsequent information provided by the applicant.
- The National Planning Policy Framework (2019)
- National Planning Policy for Waste

- National Planning Practice Guidance notes.
- County Durham Plan
- County Durham Waste Local Plan
- Statutory, internal and public consultation response



Planning Services

DM/20/01499/WAS - Change of use to clinical waste treatment and transfer facility, including autoclave, air condenser, boiler, shredder, compaction units, bin washes and extraction flues at Enterprise Point 1, Green Lane Industrial Estate.

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Comments

Date November 2020

Scale Not to Scale