

WEST AND NORTH PLANNING AND HIGHWAYS COMMITTEE

22/01/13

SUPPLEMENTARY INFORMATION

APPLICATIONS UNDER VARIOUS ACTS / REGULATIONS – SUPPLEMENTARY INFORMATION

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| 1. Application Number | 12/03066/FUL |
| Address | Morehall Fisheries, Manchester Road |

Report Clarification

On p19 of the Committee Report there is an incomplete sentence in describing where the Washwater Control Enclosure is located. The applicant has confirmed that it is shown on plan WC-030 (attached) and is positioned just to the south of the Humus Tanks between the tanks and the southern boundary fence.

The applicant has also been asked to clarify how periodically the sludge would be collected from the tanks via road tanker. In response, the applicant has advised that it is likely to be a maximum of four loads a week once the site is fully operational.

Finally, the applicant was asked to respond to the concerns raised by local residents about flies. The applicant advises that there was an historical problem with the existing Works in the 1990s but since that came to light, management practices have changed. Yorkshire Water is not aware that there have been any significant issues on the existing Works for several years. It is advised that flies and their larvae are an important part of the treatment process and they are monitored and controlled through good management practices. Should flies ever become an issue, they can be treated by either netting of the filters to prevent their escape into the atmosphere or they can be chemically dosed, which would apply to the management methods to be introduced at the application site.

Further representations

The following representation was omitted from the Committee Report in error. It is a further representation from Wickersley Estates Limited, who has submitted an additional response that is summarised within the report. The content of the further representation is summarised below:

The Arup layout and elevation does not reflect the height dimension of the sludge tanks as on the elevation looking north the base of the tank is at 116.00 metres and the top at 119.00 metres giving a height of 3 metres and not 7 metres whilst on the elevation looking east, the sludge tanks would stand 3.4 metres above the mineral filters and need to be included. The

objector notes that it is interesting that the most visible and difficult to screen structure may have been incorrectly drawn.

In response, it is advised that the Committee Report clearly summarises the height of the structures and scaling from the plans, it is confirmed that the sludge tanks extend to a height of 7 metres. However, as confirmed in the Committee Report, the existing site levels will be dropped across the central and northern sections of the site by between 3 and 6 metres. This will ensure that across the tops of the inlet works, the primary tanks and the storm tanks will not be visible above the road and will be well below the top of the boundary fence.

An additional letter has been received in objection (also copied to Committee Members). This reiterates objections to issues of the proximity of the proposed development to houses with some being within 400 metres, the potential odour problems if the odour control measures are not effective, the visual impact of the development and a lack of consultation. These issues have been discussed in the report.

Condition 8: Odour Control

The odour control condition should include the following sub-section requirement, which is to be added to the list of six existing requirements:

(i) Odour sources and the location of receptors;

as point (i) of the condition such that the odour management plan should address the management of odours at each stage of the odour exposure chain and also include odour sources and the location of receptors.

Add Conditions

- H19 R063

No demolition and / or construction works shall be carried out unless equipment is provided for the effective cleaning of the wheels and bodies of vehicles leaving the site so as to prevent the depositing of mud and waste on the highway. Full details of the proposed cleaning equipment shall be approved in writing by the Local Planning Authority before it is installed.

Reason

In the interests of traffic safety

Notwithstanding the submitted plans, before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of the proposed access road and junction with the A6102 (including junction geometry, long-sections, cross-sections, slight lines with no obstructions allowed within them above a height of 1 metre, modifications to vehicle crash barrier, construction details, materials, drainage, any other accommodation works to street lighting or road markings) shall have been submitted to and approved in writing by the Local Planning Authority, and the junction and access road shall only be constructed in accordance with the above-mentioned approved details

and shall thereafter be retained/maintained for the sole purpose intended; In the interests of the safety of road users.

The development shall not be used unless that part of the access road providing access thereto has been provided in accordance with the approved plans; In the interests of the safety of road users.

No development shall commence until details of the means of ingress and egress for vehicles engaged in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the arrangements for restricting the vehicles to the approved ingress and egress points. Ingress and egress for such vehicles shall be obtained only at the approved points; In the interests of highway safety and the amenities of the locality.

There shall be no gates or barriers erected at the means of access unless otherwise approved in writing by the Local Planning Authority; To ensure access is available at all times.

Directives: D032, D049 & D053

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