

2660 **3-013-00; George Dutton Industrial Estate, Derby Road, Ashbourne**

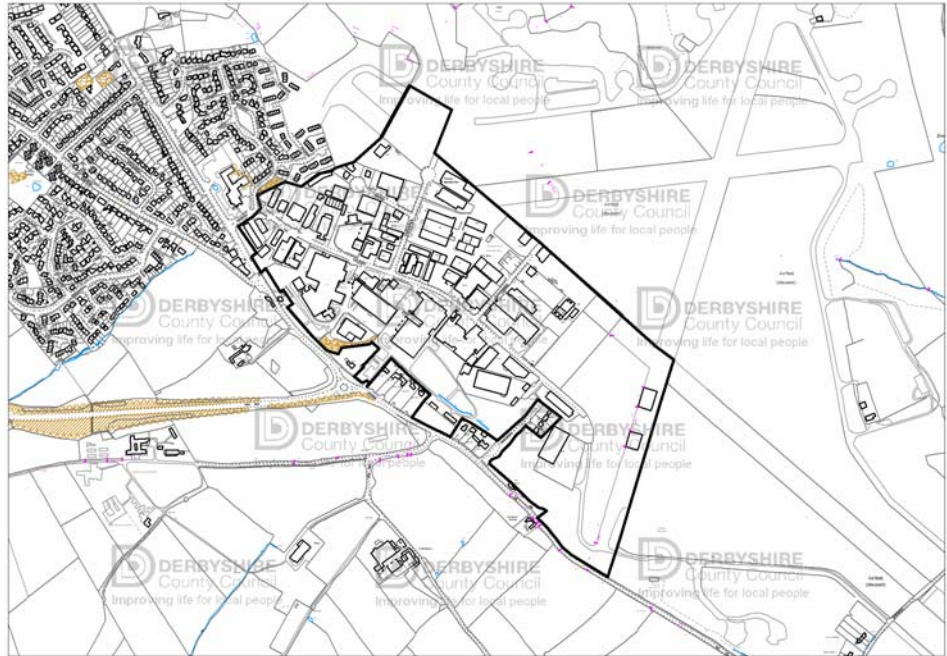
Policy 3 site

*Brief Site Description and Main Site Constraints*

40.7 hectares

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Large industrial estate containing a wide range of uses, including waste management. Contains some vacant land and there is potential to expand the estate into the surrounding former airfield (see 3-033-01).



Homes adjoins parts of the estate, particularly to the south-west and the north-west. Prior to any planning

application appropriate consideration should be given to the measures which would be necessary to minimise the impact of noise and other disturbance on the people living nearby (covered in the general policies).

2710 Vehicular access to the site is currently deficient, and no further intensification of use should take place prior to the provision of a second access point to the Derby Road. Whilst there are possibilities regarding this it may not prove possible within the lifespan of the Waste Sites DPD (ie, before 2020), in which case development which would increase HGV levels would not be appropriate.

*Site Specific Policies*

- 1. Development to be permitted within the range of these waste management types; 2, 3, 4, 5a, 6a, (Windrow Composting, Anaerobic Digestion, In-Vessel Composting, Mechanical Biological Treatment, Recycling Factory, Indoor Transfer Station) treating wastes within the following categories; non-hazardous, inert.
- 2. No increase of HGV traffic until a second access point off the Derby Road is provided.

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**3-017-00; Land North of Harrison Way, Rowsley**

Policy 5 site

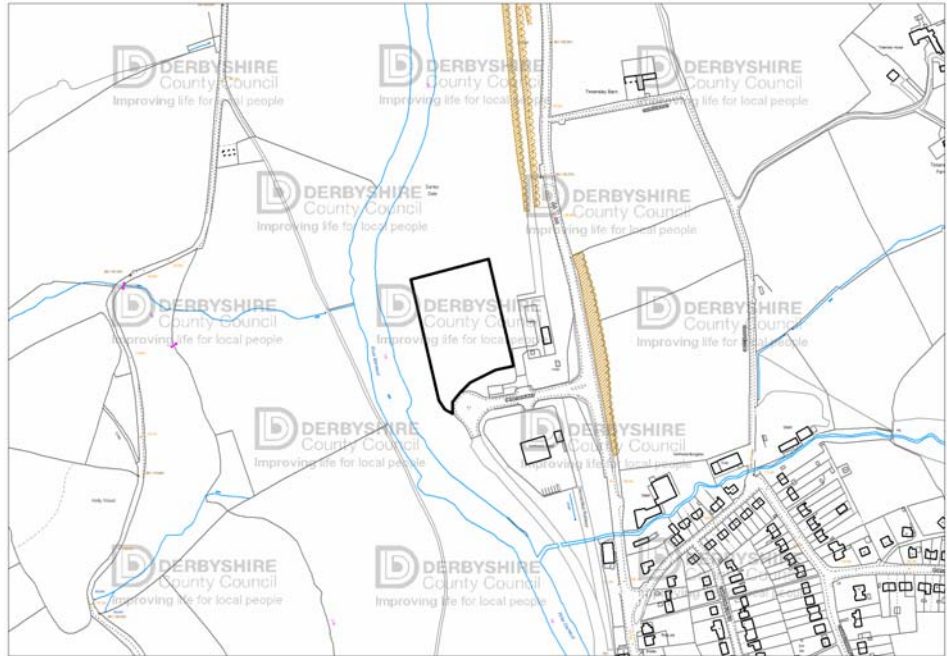
*Brief Site Description and Main Site Constraints*

0.80 hectares

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A former railway sidings now reverting to woodland with maturing trees and other vegetation. Adjoins a newly developed district council depot. Reasonably distant from residential properties. This site is being considered by the county council, as waste management authority, as a possible household waste recycling centre to fulfil an identified need in the Matlock area.



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Immediate site access is good, directly off Harrison Way which has adequate length to accommodate some degree of queuing should this be necessary. Strategic access is also considered adequate with Harrison Way leading directly to the A6; in addition, development is unlikely to cause any congestion issues on the A6.

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The site is overlapped by a local wildlife site and it would be important to ensure that development did not prejudice the wildlife interest. Prior to any planning application, appropriate consideration should be given to the measures which may be necessary to mitigate any adverse impacts on the above constraints (covered in general policies). The site is within 6 km of a Special Area of Conservation (South Pennine Moors); it may be necessary for an Appropriate Assessment to be carried out.

In addition, the site lies in close proximity to a river and assessment of any risks caused by waste developments may be needed.

*Site Specific Policies*

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1. The site to be safeguarded from development other than these waste management types; 6a, 10 (Enclosed Transfer Station, Household Waste Recycling Centre) treating municipal wastes.
2. Ecological assessment before planning application.
3. Landscape assessment before planning application.
4. Assessment of risks to river environment before planning application.

**3-033-01; Former Ashbourne Airfield, off Derby Road, Ashbourne**

Policy 4 site

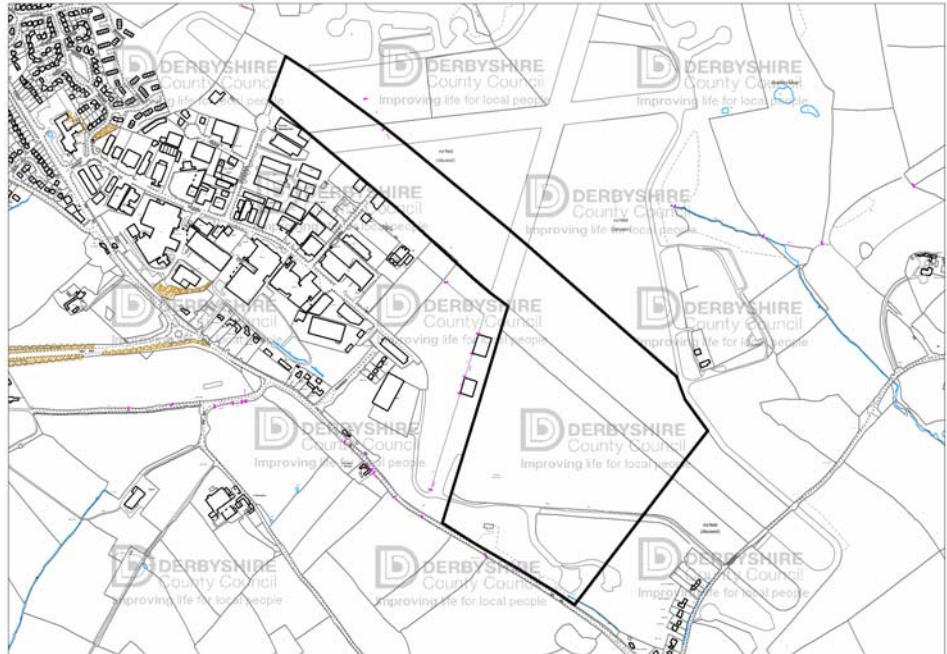
*Brief Site Description and Main Site Constraints*

2810 31.4 hectares

Flat area of former airfield, covered in grass and on the edge of the built up area.

There is currently no clear means of access, however it may be possible to improve and extend roads leading north from the George Dutton Industrial Estate (3-013-00) and develop around these. If so this site could be seen as an extension of the industrial estate and provisions relating to the need for a second access point would apply

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2850 equally to this site.

The site is generally distant from homes, however, prior to any planning application appropriate consideration should be given to the measures which would be necessary to minimise the impact of noise and other disturbance on the people living nearby (covered in the general policies).

Because of the site's rural fringe location, a landscape and design assessment would be necessary, to determine the most appropriate locations for buildings and the site layout and appearance.

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*Site Specific Policies*

1. Development to be permitted within the range of these waste management types; 2, 3, 4, 5a, 6a, (Windrow Composting, Anaerobic Digestion, In-Vessel Composting, Mechanical Biological Treatment, Recycling Factory, Indoor Transfer Station) treating wastes within the following categories; non-hazardous, inert.
2. No development until a second access point off the A52 is provided.
3. Applications to be accompanied by a landscape and design assessment, as described above.

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**3-078-00; Cleanaway Depot, Longcliffe**

Policy 4 site

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*Brief Site Description and Main Site Constraints*

1.9 hectares.

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On the eastern edge of the village, this site contains, amongst other things, the depot of a waste management firm and is immediately south of a site which has planning permission for an in-vessel composting plant.

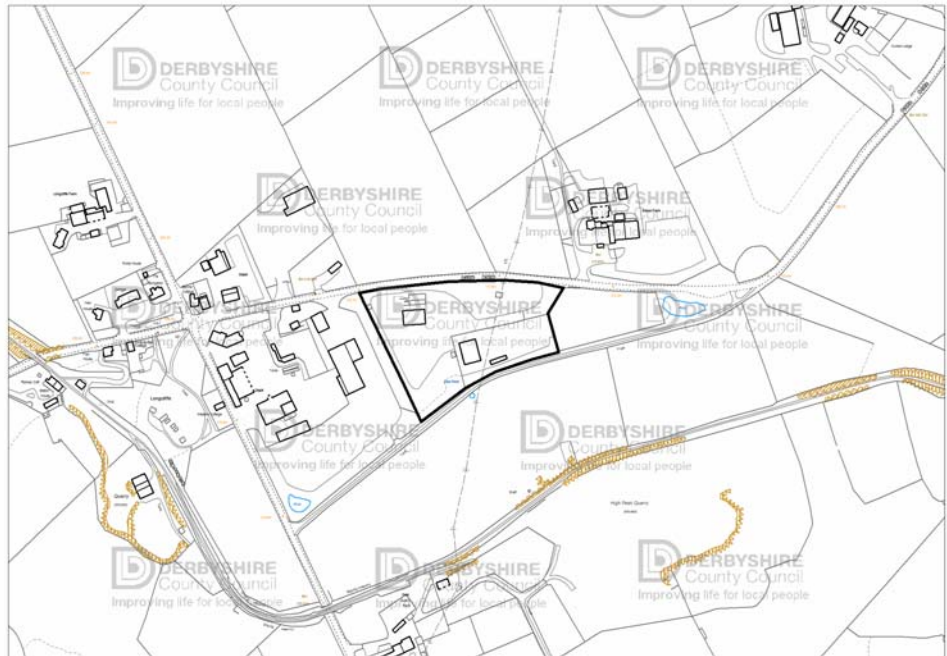
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The site is safeguarded in the Derbyshire Dales Local Plan for use as a haulage depot.

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Therefore, any planning application for waste management development would be acceptable only if the applicant could show that there was no longer a need for a haulage depot or that the waste management need was more pressing.



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The site is on a major aquifer, within the protection zone for the Meerbrook Sough source of public water supply. The Environment Agency would normally object to proposals for waste management unless the waste had low contamination potential. Therefore, an applicant would have to show that the risk to the supply of the proposed storage or treatment process was negligible.

The site is very visible from the High Peak Trail, at south, which is a significant leisure route. It would not be possible to screen the site from views from the trail. Therefore, an especially high standard of design, improving on the current unappealing appearance from the Trail, would be necessary.

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The site is within 6 km of a Special Area of Conservation (Bees Nest & Green Clay Pits); it may be necessary for an Appropriate Assessment to be carried out.

Because of its small size and its location some distance from large settlements, the site is unlikely to be suitable for large-scale waste management development but it might have potential in connection with the locally existing and permitted uses or to serve other local needs. It is included in this document because, not being an industrial site, it is not covered by General Policy 2.

*Site Specific Policies*

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1. Development to be permitted within the range of these waste management types: 5a, 6a (Recycling Factory, Indoor Transfer Station), treating wastes within the following category: non-hazardous wastes of low contamination potential.
  2. No waste management development unless directly related to the existing use of the site or the in-vessel plant at Manor Farm to the north or to locally-generated needs.
  3. No waste management development if the site is still needed for lorry parking in the terms of the Derbyshire Dales Local Plan.
  4. An especially high standard of design, improving on the site's current appearance in views from the High Peak Trail.

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**3-103-00; Ryder Point, Hopton Parish, Wirksworth**

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Policy 4 site

*Brief Site Description and Main Site Constraints*

9.37 hectares

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A mainly industrial site in a rural area. The buildings and layout present an unattractive outlook from the High Peak Trail, which runs immediately adjacent to the site and at a higher level. There appears to be scope for further development within the site without prejudicing the continuation of existing uses. In the longer-term (this document looks forward to 2020), there might be some redevelopment potential.

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Because of its rural and hilly nature, the Derbyshire Dales is a difficult area in which to find sites for waste management development. This site is near the more populated parts of the district, being only a few miles from Wirksworth / Cromford / Matlock. It is also just a mile from A5012, Via Gellia. However, the approach to Via Gellia is via an unclassified road which is narrow in parts. Although lorries from this and other, nearby locations use the road, a new waste management development might generate large numbers of vehicles which could be unacceptable in existing conditions.

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The junction with Via Gellia might need improving and the unclassified road might need widening in parts. Such alterations could have adverse impacts on adjacent sites of wildlife and geological interest and on the rural character of the neighbourhood. Therefore, we shall carry out some further investigation of those issues before finalising the development plan document; in addition, the Traffic and Routeing Assessment which would accompany a planning application should address those issues.

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The site is on a major aquifer, within the protection zone for the Meerbrook Sough source of public water supply. The Environment Agency would normally object to proposals for waste management unless the waste had low contamination potential. Therefore, an applicant would have to show that the risk to the supply of the proposed waste management processes was negligible.

*Site Specific Policies*

1. Development to be permitted within the range of these waste management types; 2, 3, 4, 5a, 6a, 7, 8, 9 (In-Vessel Composting, Anaerobic Digestion, Mechanical Biological Treatment, Recycling Factory, Indoor Transfer Station, Incineration, Pyrolysis, Gasification), treating wastes within the following categories; non-hazardous wastes of low contamination potential.
2. Traffic assessments to consider scope for improving local road whilst minimising impacts on local ecology and landscape.
3. An especially high standard of design, improving on the current unappealing appearance from the High Peak Trail.

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