

**Planning and Rights of Way Panel 19<sup>th</sup> June 2018**  
**Planning Application Report of the Service Lead Infrastructure, Planning and Development**

<b>Application address:</b> Portswood Water Treatment Works, Southern Water Services, Kent Road, Southampton SO17 2LJ			
<b>Proposed development:</b> Construction of a 20 Mega Watt gas standby facility at Portswood Waste Water Treatment Works.			
<b>Application number</b>	17/01690/FUL	<b>Application type</b>	FUL
<b>Case officer</b>	Mathew Pidgeon	<b>Public speaking time</b>	5 minutes
<b>Last date for determination:</b>	23.02.2018	<b>Ward</b>	Portswood
<b>Reason for Panel Referral:</b>	Request by Ward Member	<b>Ward Councillors</b>	Cllr Mitchell Cllr Savage Cllr Claisse
<b>Referred to Panel by:</b>	Cllr Savage	<b>Reason:</b>	Construction related traffic & over development of the site.

<b>Applicant:</b> AMDC Energy Ltd	<b>Agent:</b> Enzygo Ltd
<b>Recommendation Summary</b>	<b>Conditional approval</b>
<b>Community Infrastructure Levy Liable</b>	<b>No</b>

<b>Appendix attached</b>	
1	Development Plan Policies
2	Construction Traffic Management Plan (CTMP)

Reason for granting Planning Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations including impact caused by construction traffic, the impact on the character of the area, noise, local ecology, archaeology and flooding have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012).

Policies - SDP1, SDP7, SDP9, SDP16, NE1, NE2, NE4 and HE6 of the City of Southampton Local Plan Review (Amended 2015) and policies CS22 and CS23 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015).

## **Recommendation in full:**

Conditionally Approve.

### **1 The site and its context**

- 1.1 The application site is located within the confines of the existing Waste Water Treatment Works (WWTW), accessed from Kent Road. The proposed development occupies an area of 1810 sqm of land.
- 1.2 The site is currently undeveloped consisting of mown grass. The site is not accessible to the public and cannot be seen clearly from outside of the site. There are no registered Public Rights of Way into or across the site, and the site is not accessible to the public. The site and its immediate context is industrial in nature.
- 1.3 Construction related vehicles would need to use Kent Road to access the site. Kent Road links to St Denys Road (A3035) to the south and to Portswood Road to the north via a railway and road bridge. There is a height restriction for vehicles passing under the railway and road bridges to the north of 8ft 9in (2.6m).
- 1.4 The nearest residential properties to the application site are located over 200m to the south of the site off Saltmead. To the east of the site lies the River Itchen. To the west lies the WWTW, and beyond this a railway line and the A335. To the north of the site lies an area of dense vegetation.

### **2 Proposal**

- 2.1 The proposal seeks to develop a 20MW gas powered standby generation plant. Gas would be imported into the facility through an underground pipeline and when required by National Grid the facility will be capable of producing up to 20MW of energy. This will be exported into the Grid network and distributed to where it is required. The facility would provide a key source of flexibility to help address some of the challenges associated with the transition to a low-carbon electricity sector. By being able to generate energy immediately and for a short length of time, the development will help the energy sector cope with the peaks in demand for energy they face on a daily basis. The kit is industrial in appearance with a height of up to 8m.
- 2.2 The proposal will require traffic movement associated with the transportation of plant, equipment and materials relating to the construction of the 20MW gas powered standby generation plant only. Once construction has been completed there will be very little need for any vehicle trips associated with the development. The operation of the equipment will be automated and no permanent staff will be needed on site to operate it.

### **3 Relevant Planning Policy**

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 The National Planning Policy Framework (NPPF) came into force on 27<sup>th</sup> March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

- 3.3 The site is not safeguarded for any use within the Development Plan. The adopted proposals map does however define the site as 'open riverside character' (Local Plan Policy NE5 ii relates). NE5 ii states that development is not permitted if it would cause damage to the open character of the riverside and landscape.

#### **4 Relevant Planning History**

- 4.1 There is no planning history relating to the site that relates to the proposed development of a 20MW gas powered standby electricity generation plant.
- 4.2 The earliest planning history for the site, detailing the use as a waste water treatment works, held by the City Council, is 1959 whereby an extension to the existing works was approved.

#### **5 Consultation Responses and Notification Representations**

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, including erecting a site notice (05/01/2018). At the time of writing the report **5 representations** have been received from surrounding residents (including Cllr Savage). The following is a summary of the relevant points raised:
- 5.2 Traffic movement associated with this development including vehicles associated with maintenance and ongoing use must not come via the residential streets of Kent Rd and Priory Rd. Deliveries should be made by barge. This is owing to damage to houses caused by road traffic (HGV's). **RESPONSE:**
- Damage to houses locally cannot be categorically attributed to construction related traffic with sufficient confidence to prevent the access of construction related vehicles on Kent Road, Aberdeen Road and Priory Road. If it could this would be a civil matter for the affected residents.
  - It would be unreasonable to restrict deliveries of construction materials and equipment to the site by barge when the site is served by the public highway.
  - Residents would need to settle any disputes with contractors as a civil matter.
  - The low bridge access to the north prevents the delivery of much of the equipment associated with the development via that route.
  - The submitted Construction Traffic Management Plan (Appended at **Appendix 2**) attempts to create as considerate an approach as possible for what will be a comparatively short duration in construction terms, approximately 4 – 6 months.
  - The Highways Development Management Team have supported the Construction Traffic Management Plan. A planning condition can be used to control this element of the proposal.
  - Traffic associated with the development will be limited predominantly to the construction phase. The equipment will be controlled remotely meaning that there will not be the need for staff on site on a frequent basis.
  - The equipment does not rely on and deliveries to ensure its operation once installed.
  - The site will only be visited once the equipment has been installed in the event that equipment is in need of servicing.

5.3 Road Safety. **RESPONSE:**

- The applicant has responded to the Highways safety concerns within the supplementary document titled Construction Traffic Management Plan.
- Provided that road traffic laws are adhered to and, in accordance with the Construction Traffic Management Plan, a banksman is used if required to assist in manoeuvring where there are parked cars obstructing views, there should not be any significant impact of the development on highways safety.
- The Council must also plan for reasonable behaviour including use of motor vehicles.
- Deliveries are also planned to take place during periods outside of times when there will be high levels of onstreet parking.

5.4 Highways congestion. **RESPONSE:** Delivery times can be restricted by condition so that deliveries are not made to the site during times of peak traffic movement.

5.5 Impact of noise from the facility on the surrounding area (including at night). **RESPONSE:** The Environmental Health Team have reviewed the submitted Noise Assessment. After discussing the project with the applicant, including querying specific elements of the report, the Environmental Health Team are satisfied that the details set out in the report and are confident that there will not be any significant harm to local environmental conditions through impact of noise caused by the development. It is noteworthy that percussive piling is not proposed during construction of the foundations.

5.6 Disruption caused by construction (laying of gas pipes and electric cables) **RESPONSE:** The equipment required to facilitate the standby gas generation plant will be located within the Portswood Waste Water Treatment Works site rather than within the public realm therefore limiting the impact of its construction on local residents.

5.7 Impact of air pollution from the facility on the surrounding area. **RESPONSE:** The Council's Environmental Health Team have raised no objection in relation to this matter. Separate legislation is used to control air quality/emissions.

5.8 Effect on wildlife. **RESPONSE:** Percussive piling, which can effect wildlife within the River Itchen (in particular migrating Salmon), will not be used in the construction of the foundations. A relevant condition will be added if permission is granted.

5.9 Amenity/enjoyment of Riverside Park. **RESPONSE:** The equipment is not likely to be visible from Riverside Park given the density and height of the vegetation positioned on the western bank of the River Itchen. Noise (as mentioned above) is also not deemed to cause a significant impact on users of the park.

5.10 Overdevelopment at the waste water treatment facility. **RESPONSE:** Overdevelopment is a term that tends to be reserved for schemes that cannot be adequately accommodated on sites and as such trade offs/compromises are made. In this particular case there is adequate space within the site for the equipment required and the scheme will not result in existing infrastructure associated with the Waste Water Treatment Works being displaced. There is no direct amenity impacts caused by the physical development.

- 5.11 Potential pollution to the river Itchen/increased risk at times of flood. **RESPONSE:** No objection has been raised by the Councils Environmental Health Team or Planning Ecologist as a result of the consultation exercise that has been undertaken.
- 5.12 Are there more suitable sites? Why was this particular site chosen? **RESPONSE:** The site is considered to be a suitable location by the applicant owing to its position close to a suitable gas supply and an electrical sub-station/connection point. The Local Planning Authority must judge each application on its own merits and therefore it is not reasonable to object on this basis. The matter raised is not therefore a material planning consideration.
- 5.13 Would the use of methane be possible in the future? **RESPONSE:** This matter is not material to the determination of the application.

### **Consultation Responses**

- 5.14 **SCC Highways:** No objection subject to compliance with the submitted and agreed Construction Traffic Management Plan.
- 5.15 **SCC Ecology:** No objection, apply recommended conditions: no percussive piling.
- 5.16 **SCC Environmental Health (Pollution and Safety):** No objection, apply recommended conditions.
- Compliance with submitted Noise Assessment.
  - No percussive piling.
  - Gas (no oil) as the only permitted fuel.
- 5.17 **SCC Contamination:** No objection.
- 5.18 **SCC Sustainability:** No objection.
- 5.19 **SCC Archaeology:** No objection subject to recommended conditions.
- 5.20 **SCC Flooding:** No objection subject to recommended conditions.

## **6 Planning Consideration Key Issues**

- 6.1 The key issues for consideration in the determination of this planning application are:
- Principle of the development.
  - Highways impact
  - Character and appearance; and neighbouring visual amenity.
  - Ecology.
  - Pollution control.

### Principle of the development

- 6.2 The site is not safeguarded for any use within the Development Plan. The adopted proposals map does however define the site as 'open riverside character' (Local Plan Policy NE5 ii relates). NE5ii states that development is not permitted if it would cause damage to the open character of the riverside and landscape. The proposal is not deemed to be at odds with policy NE5 ii in principle. The scale of the proposal and whether or not it can be seen from the public realm surrounding the River Itchen will determine if the scheme is contrary to that policy.

- 6.3 The proposal seeks the installation of eight gas powered generators which at full capacity have the potential to generate 20 MW of power. The facility would provide a key source of flexibility to help ensure a reliable energy supply. By being able to generate energy immediately and for a short length of time, the development will help the energy sector cope with the peaks in demand for energy they face on a daily basis.
- 6.4 The applicant has worked closely with Southern Water to identify an appropriate piece of land within their ownership to accommodate the proposed development. The incorporation of waste water treatment and energy production within the same site is considered to be acceptable as both uses are similar in terms of land use.
- 6.5 Accordingly the proposal is considered to represent an efficient use of the site which is not opposed in principle.

#### Highways impact

- 6.6 The nature of the development would result in the installation of eight x 2.5MW electricity generators. The generators will be operated manually and fuel, in the form of gas, will be transported to the generators by pipe. As a consequence once the construction phase of the development has been completed there will be very little impact on the public highway. Once the construction works associated with the development have been completed use of the highway will only be required in the event that the equipment is required to be serviced and/or repaired. It is anticipated that the impact of vehicles associated with servicing and repairs will be negligible on the local transport network.
- 6.7 The main highway impact caused as a consequence of the development therefore would be from construction related traffic. Following the receipt of objections to the proposal on the basis of highway impact (congestion and damaged caused by Heavy Goods Vehicles potentially to the road surface and private housing) the developer has submitted a Construction Traffic Management Plan (CTMP) (See **Appendix 2**) in order to address local concerns. The CTMP details the following:
- The overall construction programme will be approximately 4 – 6 months, with construction restricted between the hours of 09:00 to 16:00 and 18:00 – 20:00 hours Monday to Friday and 09:00 to 13:00 Saturday.
  - During the site establishment and construction phases of the development, the number of construction staff on the site will be a maximum of 10.
  - To allow construction traffic vibration and also the concerns relating to available carriageway widths, due to the on-street parking, all construction related vehicles should reduce speeds as much as possible. Furthermore, if it is considered necessary a banksmen could be provided to aid manoeuvring vehicles.
  - Traffic associated with the construction of the proposed development will be a maximum size of a Heavy Goods Vehicle, with the exception of the abnormal route vehicles as outlined below.
  - Construction traffic will access the development site outside peak highway periods to avoid adding to heavy traffic on local roads surrounding the development site.
  - From experience of delivering similar projects, we would assume the construction period will typically generate a total of 50 HGV movements. As the majority of the larger equipment is brought to site in the early phase, the split of movements will typically comprise of 20 HGV movements in

month 1, a further 20 HGV movements in month 2 and the remaining 10 HGV movements spread across months 3 and 4.

- All drivers and operatives should be given information and/or a formal induction to inform them of the sensitive issues and resident concerns as well as adherence to this Construction Management Plan.
- The height restrictions for HGVS make impossible for any HGV traffic to access the site from Portswood Road, under the bridges of the A335 Thomas Lewis Way and the Railway. This would be the preferred route choice but the restrictions make it impossible.
- To mitigate the concerns of councillors and residents, routing of construction vehicles will be distributed between Kent Road, Aberdeen Road and Priory Road to reduce impact on individual roads and on Kent Road. These roads will also be used at agreed times to minimise distribution. It should be noted that, as stated above, the HGV movements will be concentrated in the first 2 months of construction and that during these times there is still only predicted to less than 2 HGV movements a day.
- Parking sensitivity tests will be undertaken by AMDC Energy Ltd to establish periods of the day when on-street parking levels are low that will enable large vehicles to manoeuvre safely along the residential routes.
- The scheme will require eight generators which would be considered abnormal loads. The development will require approximately eight generators, which would be delivered to site in month 2 of the construction period. As with the other construction traffic these will be delivered outside the peaks to reduce the impact on the highway network.
- Any abnormal loads, as defined in the national standards, will be subject to a further application which will be controlled via that process.
- Any damages caused to the highway by the movement of construction traffic will be rectified once construction is completed following the completion of a pre and post construction highway condition survey.

6.8 The Highways Development Management Team are satisfied with the details of the submitted Construction Traffic Management Plan. The plan seeks to minimise the impact of construction related traffic. On the basis of the information provided Officers recommend that the application is not opposed on this basis and accordingly the details within the plan should be secured by condition. For clarity the following conditions will therefore be needed:

- Compliance with the CTMP.
- Appropriate delivery hours study results and delivery hours shall be submitted to be approved in writing by the Council.

#### Character and appearance; and neighbouring visual amenity

6.9 The proposal would consist of the following:

- Eight 2.5 MW generator units. Each generator would measure 12m long by 3.2m wide; and they would be 5.7m in height.
- Each generator would also include a stack measuring 7.8m in height.
- Four transformers are also required measuring 4.2m x 5m x 5m.
- One gas module is required measuring 3m x 3m x 2.4m.

- A substation/switchroom will also be incorporated measuring 6m x 5m x 4m.
  - The facility shall be enclosed by a 1.8m high weld mesh fence.
  - Gas would be brought into the site via an underground pipeline in order to power the generators.
- 6.10 The site is currently undeveloped consisting of mown grass. The land is within the Portswood WWTWs, and is not accessible to the public, and cannot be seen clearly from outside of the site. There are no registered Public Rights of Way access routes into or across the site, and the site is not accessible to the public.
- 6.11 The generators and associated equipment are not anticipated as being visible from any residential building owing to the distance from the site to the nearest residential properties which are in excess of 200m to the south. Furthermore between the plant equipment and the nearest residential properties is existing infrastructure associated with the Waste Water Treatment Works and industrial style buildings.
- 6.12 To the west the site is surrounded by additional equipment associated with the waste water treatment works and beyond this is a railway line screened by mature vegetation. Beyond the railway line is Belgrave Road Industrial Estate.
- 6.13 The north and to the east the site is bordered by mature vegetation including trees. Further to the north and east is the River Itchen which broadly curves around the site.
- 6.14 The generators and other plant equipment associated with the project are not considered to be visible from the public realm including Riverside Park owing to the scale of the development and the height and density of vegetative boundary bordering the River Itchen. In addition the distance between the site and the eastern bank of the river will mean that there is little visual effect of the development even if it is visible through the vegetation.
- 6.15 Taking all of the above points into consideration (existing waste water treatment equipment on site, distance to the nearest public areas, distance to the nearest residential properties, vegetative screening and industrial buildings nearby) it is not anticipated that the proposed development will have any visual impact on the surrounding environment including from residential and public amenity viewpoints. As such the character and appearance of the area; and the visual amenity of neighbouring residents, will not be harmed as a consequence. Policy NE5 ii is not judged to be compromised as a consequence of the development.

#### Ecology

- 6.16 With the use of planning conditions there would be no significant harm posed to local biodiversity as a consequence of the development. The Planning Ecologist has supported the scheme provided that percussive piling is not used when Salmon are migrating in the River Itchen.

#### Pollution control

- 6.17 Noise impact was originally raised as a concern by the Environmental Health Team. Their concerns have since been alleviated and objections removed following further discussions with applicant which has included further clarification of the submitted noise survey. The Environmental Health Team are now satisfied that with the imposition of relevant conditions that the proposal is acceptable and will not harm the amenity of neighbouring residents or users of the nearby public amenity area (Riverside Park).

- 6.18 It is noted that the proposal will have to comply with nationally set emissions standards. As such separate legislation will be used to control the quality of the exhaust fumes.

## **7 Summary**

- 7.1 The application is recommended for approval as the applicant has provided additional information to satisfy the concerns raised by Officers. The applicant has also responded to the concerns raised by local residents and Cllr Savage and again Officers are satisfied that the additional information adequately addresses those concerns.
- 7.2 The key issue relates to the construction phase, where all development has an impact, and the significance of this impact to Kent Road can be mitigated. It would not be reasonable to refuse permission on this basis alone.

## **8 Conclusion**

- 8.1 Subject to relevant conditions the application can be approved.

**Local Government (Access to Information) Act 1985**  
**Documents used in the preparation of this report Background Papers**

1a, b, c, d, 2b, d, 3a, 6a,

**MP3 for 19/06/2018 PROW Panel**

**Conditions.**

**1.Full Permission Timing Condition (Performance):**

The development hereby permitted shall begin no later than three years from the date on which this planning permission was granted.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

**2.Approved Plans**

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below, unless otherwise agreed in writing with the Local Planning Authority.

Reason: For the avoidance of doubt and in the interests of proper planning.

**3. Sustainable Drainage (Pre-Commencement Condition).**

No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the non-statutory technical standards for SuDS published by Defra (or any subsequent version), and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To seek suitable information on Sustainable urban Drainage Systems as required by government policy and Policy CS20 of the Southampton Core Strategy (Amended 2015).

**4. Archaeological damage-assessment [Pre-Commencement Condition]**

No development shall take place within the site until the type and dimensions of all proposed groundworks have been submitted to and agreed by the Local planning Authority. The developer will restrict groundworks accordingly unless a variation is agreed in writing by the Local Planning Authority.

Reason: To inform and update the assessment of the threat to the archaeological deposits.

5. Archaeological investigation [Pre-Commencement Condition]

No development shall take place within the site until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that the archaeological investigation is initiated at an appropriate point in development procedure.

6. Archaeological work programme [Performance Condition]

The developer will secure the completion of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that the archaeological investigation is completed.

7. Hours of work for Demolition / Clearance / Construction (Performance)

All works relating to the demolition, clearance and construction of the development hereby granted shall only take place between the hours of:

Monday to Friday 08:00 to 20:00 hours

Saturdays 09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

Any works outside the permitted hours shall be confined to the internal preparations of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of the occupiers of existing nearby residential properties.

8. Construction related materials, equipment and vehicular storage/parking (Performance Condition)

No work shall be carried out on site unless and until provision is available within the site or on nearby private sites for all temporary contractors' buildings, plant and stacks of materials and equipment; and contractors parking associated with the development; and such provision shall be retained for these purposes throughout the period of work on the site. At no time shall any material or construction related equipment (including construction related vehicles) be stored or operated from the public highway.

Reason: To avoid undue congestion on the site and consequent obstruction to access.

10. Full compliance with Construction Traffic Management Plan [Performance Condition]

Unless otherwise agreed in writing by the local planning authority the development hereby approved will be carried out in full accordance with the submitted and agreed Construction Traffic Management Plan, with reference CRM.341.003.PL.R.002 as completed by nezygo environmental consultants and received by the Local Planning Authority 27/04/2018.

Reason: To protect the amenities of nearby residents owing to the route which construction traffic will be required to take to access the development site.

11. Appropriate delivery hours study results and delivery hours. (Pre-commencement condition)

No development shall take place within the site until the results and conclusions of the parking sensitivity test, referred to in paragraph 2.3.4 of the Construction Traffic Management Plan, have been submitted to and agreed in writing by the Local Planning Authority. Once the periods of the day when on-street parking levels are low have been established and agreed by the Local Planning Authority delivery's involving HGVs and abnormal loads shall take place during the agreed times.

Reason: To minimise disturbance to local residents and to reduce the potential risk of damage to cars parked with the roads required for site access.

12. Full compliance with Noise Assessment [Performance Condition]

Unless otherwise agreed in writing by the local planning authority the development hereby approved will be carried out in full accordance with the Noise Assessment, with reference CRM..341.003.NO.R.001 as completed by nezygo environmental consultants and received by the Local Planning Authority 29/12/2017.

Reason: To protect the amenities of nearby residents and users of the nearby public open space (Riverside Park).

13. No Pile Driving for Foundations [Performance Condition]

No percussion or impact driven piling activities shall take place for pre-works, foundations, or as any part of the development.

Reason: In the interests of protecting the amenities of occupiers of nearby properties and nearby ecology sensitive to noise (migrating salmon).

14. Wheel Cleaning Facilities (Pre-commencement)

During the period of the preparation of the site, excavation for foundations or services and the construction of the development, wheel cleaning facilities shall be available on the site and no lorry shall leave the site until its wheels are sufficiently clean to prevent mud being carried onto the highway.

Reason: In the interests of highway safety.

15. Control of fuel type [Performance Condition]

At no time shall any other fuel be used to power the generators other than gas without prior written approval of the Local Planning Authority.

Reason: To protect the amenities of the occupiers of nearby residential properties and users of the nearby public open space (Riverside Park) with specific regard to noise and emissions.