

PLANNING COMMITTEE: MINUTES

Date: Thursday 12th November 2015

Time: 10.00am

Place: Kreis Viersen Room, Shire Hall, Cambridge

Present: Councillors, B Ashwood, D Connor (Chairman), L Harford, W Hunt, M Loynes, M Mason, J Scutt and M Smith (Vice-Chairwoman)

143. APOLOGIES AND DECLARATIONS OF INTEREST

Apologies for absence were received from Councillors Ashcroft, Kindersley and Lay.

There were no declarations of interest.

144. MINUTES – 10TH SEPTEMBER 2015

The minutes of the Planning Committee meetings held on 10th September 2015 were agreed as a correct record and signed by the Chairman.

145. SECTION 73 APPLICATION, AS AMENDED, FOR CONTINUED EXTRACTION AND PROCESSING OF SAND AND GRAVEL WITH CONSTRUCTION OF AN AGRICULTURAL RESERVOIR WITH VARIATION OF CONDITION 3 OF PLANNING PERMISSION S/01283/10/CM TO EXTEND TIME FOR COMPLETION OF RESERVOIR TO 31 DECEMBER 2016, AND WITHOUT COMPLIANCE WITH SCHEDULE 2 OF THE SECOND S106 AGREEMENT REQUIRING THE TOPPING UP OF PART OF DERNFORD LANE SAWSTON (RESULTING FROM THE PROPOSED REMOVAL OF THE TEMPORARY ACCESS AS PREVIOUSLY APPROVED UNDER PLANNING PERMISSION S/01669/02/CM)

AT: DERNFORD FARM, CAMBRIDGE ROAD, SAWSTON

FOR: RUSSELL SMITH FARMS

LPA REF: S/00468/13/CM

The Committee considered an application to extend the time allowed for continued extraction of sand and gravel with construction of an agricultural reservoir. The time extension was to ensure the completion of the reservoir, the deadline for which would be 31 December 2016.

Officers informed Members that development of the site started in 2006 but was slowed considerably by the 2008 financial crisis that had adversely affected the demand for construction materials.

Due to the need to import clay to line the reservoir officers advised that it would not be completed in time and an extension was required. The clay requirements specified by the Environment Agency were such that the clay was difficult to source which exacerbated the delays.

Progress had accelerated over the course of the last few months and it was desirable that the developer be allowed to complete the construction of the reservoir. Due to the small amount of traffic that would be using the temporary access road once the reservoir had been completed it would be removed as per condition 13 of the original permission.

Mr Douglas Symes spoke on behalf of the applicant and expressed his desire for the engineering works to be completed in a timely manner and explained that a major delay was caused by the inability for HCVs (Heavy Commercial Vehicles) to use the road through Sawston and Stapleford. He highlighted the stringent requirements of the Environment Agency regarding the clay used to line the reservoir. The specification was unexpected and as a result limited the choice of supply and availability of the clay. He explained that suitable clay material arose from new development sites and due to the slump in the construction industry following the 2008 financial crisis the supply had been scarce but recently had begun to increase resulting in a reasonable supply. Mr Symes explained that approximately half the reservoir had been completed and a temporary clay wall would be constructed to enable water to be stored in half the reservoir while the final half was completed.

In response to Members questions the applicant and officers:

- Highways Development Management Engineer, Dr Jon Finney explained that the Section 106 agreement stated the road should be of an adoptable standard. The road as constructed was not adoptable.
- Confirmed that the temporary access road was constructed to only serve the quarry and was used and liked by members of the public but it was not suitable and could not be adopted by the Highway Authority.
- Confirmed that the underlying chalk clay at the site was expected to be more robust than it turned out to be. This led to the need to import clay to line the reservoir and the Environment Agency regarded it as a quasi-waste disposal operation which required an environmental permit. The site was operated on a quality assured basis in the same manner as a waste disposal site.

The Member for Sawston, Councillor Orgee addressed the Committee as the Local Member and highlighted the frustration of local residents that the work had not yet been completed but was satisfied that progress on the site was being made and for that reason offered his reluctant support to the application.

Councillor Orgee shared the concerns of local parishes regarding the possibility of HCV's travelling to and from the site through villages such as Stapleford and Great Shelford and urged the Committee to retain the condition regarding the routing of traffic.

Concern was raised regarding the access to the site. The original access to Dernford Farm was via Dernford Lane. The planning permission required a new access to be created to the south of the existing access. Councillor Orgee expressed the view that the new access was safer due to visibility being poor at Dernford Lane and speed at which traffic travelled along the A1301 meant that it was dangerous for the increased numbers of cyclists using the cycle path. There was a strong body of local opinion that Councillor Orgee shared that the old access should be closed and the new quarry access be retained.

In response to Member questions:

- Officers confirmed that the Dernford Lane access would not meet current visibility standards. It was an historic access and although highways officers did review these issues a review was based on the number of accidents that occurred at a particular junction and there was not a rolling programme of improvements due to limited resources.
- Officers confirmed that the cost of upgrading the road in order to meet Highway Authority adoption standards would be in excess of a Local Highways Scheme grant.

During discussion of the report:

- A Member spoke in support of Councillor Orgee; if HCV routing was varied then it would have major impact on the area. The new access road provided greater safety and highlighted that the Council was removing home to school transport for many children in the local area and it was imperative they were able to travel to school safely. Officers highlighted to Members that the application contained no recommendation to remove conditions regarding traffic routing.
- Concern was raised that South Cambridgeshire District Council had not made comment on the application. Officers confirmed that South Cambridgeshire District Council were given opportunity to comment as part of the consultation.
- The Council's Legal Officer explained that the temporary access road was constructed to mitigate increased traffic to and from the site. Therefore it could not be retained at the cost of the applicant. The Council would therefore be required to fund the improvements required and was not part of the planning application.
- A Member questioned whether there was an alternative solution by which the applicant did not remove the temporary access road which would save them money but ask them to contribute toward the cost of improvements. Officers explained that in order for the road to be improved to the correct standards it would have to be removed because it was not known what was underneath and whether the ground was suitable and therefore it would not save the applicant any money.

It was resolved to:

- a) Grant planning permission subject to the conditions set out in appendix 1 of these minutes.

146. ERECTION OF FOUR CLASSROOM EXTENSION TO INFANT SCHOOL WITH ASSOCIATED FACILITIES; AND ERECTION OF TWO CLASSROOM EXTENSION TO COMMUNITY GROUP WITH ASSOCIATED OFFICES AND FACILITIES

AT: MAPLE GROVE INFANT SCHOOL AND COMMUNITY GROUP, MAPLE GROVE, MARCH, PE15 8JT

FOR: CAMBRIDGESHIRE COUNTY COUNCIL

LPA REF: F/2003/15/CC

The Committee considered an application for the erection of a four classroom extension with associated facilities and the erection of two classrooms to the Community Group with associated offices and facilities at Maple Grove Infant School in March.

Officers highlighted the objection of a neighbour regarding the availability of car parking at the school for staff and the Committee noted that the applicant had substantially increased car parking at the site.

On behalf of the applicant Ayesha Patel, Lead Designer at Atkins addressed the Committee. She highlighted the growing demand for school and pre-school places in the town of March. The Council had identified the site as a priority for expansion and increasing the number of reception places at the school from September 2015. The extension would provide an additional 24 pre-school places and 30 reception places from September 2016.

Various assessments had been undertaken during the design process to ensure that the extension met the needs of the respective school and was in line with the fabric of the existing school buildings and the same yellow brick would be used in construction to harmonise the extension with the existing buildings.

There was substantially increased car parking and scooter parking included in the application to mitigate the increased traffic to and from the school following the completion of the extension.

Work was being undertaken with the Middle Level Commissioners to ensure that an acceptable drainage scheme was developed prior to the commencement of work at the site.

In response to Members questions the applicant:

- Confirmed that although sustainable energy options had been investigated, due to cost there was no opportunity to install solar panels.
- Addressed the concerns raised by a Member regarding drainage. A drainage scheme had been submitted to the Middle Level Commission and the applicant was confident that it would be acceptable. Officers explained that discussions had taken place with the Middle Level Commission regarding the drainage scheme and confirmation had been given that the drainage issues could be overcome. If the application was approved a condition would be applied that prevented work on the extension from commencing until the drainage scheme had been agreed.
- Explained the difference between bicycle and scooter parking and confirmed that scooters were a popular method of transport and had been so for several years.

During discussion of the report Members:

- Welcomed the application and were pleased that it was for a permanent extension rather than temporary classrooms.
- Confirmed with officers and the applicant that the current temporary classrooms would be removed upon completion of the site.
- Welcomed the additional car parking spaces that mitigated the increased on-street parking as a result of the development.

It was resolved to:

- a) Grant planning permission subject to the conditions set out in appendix 2 of these minutes.

Councillor Mason withdrew from the meeting at 11.05am.

147. IMPORTATION AND DEPOSIT OF INERT WASTE FOR THE PURPOSE OF RE-GRADING AND RESTORATION TO AGRICULTURAL USE. RETENTION OF A PORTABLE OFFICE AND INSTALLATION OF A TEMPORARY HAUL ROAD.

AT: BRIDGEFOOT FARM QUARRY, NEWMARKET ROAD, HEYDON, NEAR ROYSTON, CAMBRIDGESHIRE, SG8 7PN

FOR: AKHTAR WASTE AND ENERGY LIMITED

LPA REF: S/1783/14/CW

The Committee considered an application to import and deposit inert waste for the purpose of re-grading and restoration of the land for agricultural use and the retention of a portable office and installation of a temporary haul road.

Officers highlighted that conditions that related to the 2010 permission had been adhered to and completed early.

The Member for Melbourn, Councillor van de Ven requested that the following comments be passed to the Committee:

“I am always aware of the close attention paid by Great Chishill Parish Council as a very near neighbour and am anxious to support their stance, which is objection is not possible, however a very close eye should be kept by the Environment Agency and the County Council, in particular on the type of material used.”

During discussion of the report Members:

- Raised concerns regarding the applicant and previous non-compliance with conditions that led to a fire in 2014 that resulted in huge costs to the Fire Service, the Council and Environment Agency. Officers confirmed that no reparations had been received in relation to the 2014 fire but conditions from the 2010 planning application had been complied with in full.
- Questioned why the timeframe permitted for the development was 2 years when the expected duration of the work would be only 13 weeks. Officers explained that a variation to the Environmental Permit from the Environment Agency needed to be obtained and it was expected that it would take the applicant some time to obtain owing to the history of the site.
- Were advised by officers that the applicants previous behaviour was not a material planning consideration with regard to the application. With regard to timescales, officers had to consider what constituted a reasonable timescale for the work to be completed including the obtaining of all necessary permits. If the work was not completed within 2

years and the applicant made a further application to extend the timeframe allowed then it would be considered at that point.

- Were sympathetic to local concerns regarding the materials used but were satisfied that the Environment Agency would be closely monitoring the site to ensure compliance.
- Accepted that 2 years was a reasonable timeframe for the work to be completed and that if an extension was applied for in the future then it would be reasonable not to approve such an application.
- Raised concerns regarding non compliance with planning conditions as a wider issue and urged officers to ensure that enforcement action was taken where necessary if conditions were breached to ensure greater compliance across the county.

It was resolved to:

- a) Grant planning permission subject to the conditions set out in appendix 3 of these minutes.

148. DATE OF NEXT MEETING: THURSDAY 10th DECEMBER 2015

Councillor Loynes gave his apologies for the next meeting

Chairman

Condition 3

The development hereby permitted shall be limited to a period expiring on 31 December 2016 by which time all fixed plant, structures and equipment shall have been removed and the landscaping and the commissioning of the reservoir shall have been completed.

Reason: *To ensure that the working and restoration of the mineral site to its proposed use of an agricultural irrigation reservoir takes place in a definitive timescale, in the interests of residential amenity in accordance with the NPPF and policy CS39 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (July 2011) and policy GD/2 of the South Cambridgeshire Local Development Framework Development Control Policies DPD (July 2007)*

Condition 13

Within 3 months of the completion and commissioning of the agricultural reservoir hereby permitted, the temporary access shown on plan R1057/2a and any warning signs required by the above condition 12 shall be removed, and the Cambridge Road cycleway/highway verge reinstated in accordance with a scheme which shall have been submitted to and approved in writing by the Mineral Planning Authority within 3 months of the date of this permission. The submitted scheme shall also include details of the reinstatement/repair of the carriageway or verge of Dernford Lane at the point of the vehicle crossing.

Reason: *In the interests of highway safety in accordance with policy CS32 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (July 2011)*

Advisory Note

The Town & Country Planning (Development Management Procedure) (England) Order 2015 requires the Planning Authority to give reasons for the imposition of pre-commencement conditions. Condition 3 below requires further information to be submitted to protect the environment and ensure the drainage matters are approved before construction commences. Condition 4 is required for the management of traffic throughout the construction phase. Both are therefore attached as pre-commencement conditions. The developer may not legally commence operations on site until these conditions have been satisfied.

1. Expiration Date

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

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the Application Form and the following documents and drawings:

- Supporting Planning Statement 5135764 rev B
- Site Location Plan 5135764-ATK-Z1-ZZ-DR-A-4010 rev P2
- Proposed Site Plan 5135764-ATK-Z1-GF-DR-A-4013 rev T2
- General Arrangement (External Works) 5141224-COL-LA001 rev B
- General Arrangement Sketch 5125689/COL/LA001 rev B
- Infants School Proposed Ground Floor Plan 5135764-ATK-Z1-GF-DR-A-4210 rev P1
- Pre-School Proposed Ground Floor Plan 5135764-ATK-Z1-GF-DR-A-4211 rev P1
- Infants School Proposed Roof Plan 5135764-ATK-Z1-GF-DR-A-4212 rev P1
- Pre-School Proposed Roof Plan 5135764-ATK-Z1-GF-DR-A-4213 rev P1
- Infants School Proposed Elevations 5135764-ATK-Z1-GF-DR-A-4300 rev P1
- Pre-School Proposed Elevations 5135764-ATK-Z1-GF-DR-A-4301 rev P1
- Arboricultural Impact Assessment by Atkins dated May 2015
- Tree Protection Plan 5135764/DG/ARB/001 rev B
- Ecological Impact Assessment by Atkins dated May 2015
- Transport Statement dated 31 July 2015
- Technical Note dated 22 September 2015

Reason: To define the site, protect the character and appearance of the locality in accordance with policy LP16 of the Fenland Local Plan (May 2014).

3. Drainage Scheme

No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the County Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of the development.

Reason: In the interests of reducing flood risk and creating a sustainable development in accordance with policy LP14 of the Fenland Local Plan (May 2014). A drainage scheme is essential for the development to be acceptable and will relate to the construction phase so must be approved before works start on site.

4. Construction Traffic Management Plan

No construction work or deliveries shall take place until a Construction Traffic Management Plan has been submitted to and approved in writing by the County Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall include details of:

- the proposed numbers and types of construction traffic movements,
- vehicle routes to and from site,
- parking arrangements for contractors and delivery vehicles,
- hours of deliveries,
- management and enforcement of the plan.

Reason: In the interests of residential amenity and highway safety in accordance with policies LP2, LP15 and LP16 of the Fenland Local Plan (May 2014). This condition relates to the construction phase so must be approved before work starts on site.

5. Construction Hours and Deliveries

No construction work or deliveries shall be carried out other than between 0800 hours and 1800 hours Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: In the interests of residential amenity in accordance with policies LP2 and LP16 of the Fenland Local Plan (May 2014).

6. Access to the Public Highway

Prior to the first occupation of the development hereby approved, the vehicular access (where it crosses the public highway) shall be laid out and constructed in accordance with a detailed engineering scheme to be submitted to and approved in writing by the County Planning Authority, and permanently retained thereafter. The scheme shall include levels, forms of construction and surface water drainage. The scheme shall also ensure that the visibility splay of 43 metres at 2.4 metres set back, as shown in "Site Visibility Splays 5142213/TP/VS/001 rev A" is maintained, and that the entrance gates are shown opening inwards.

Reason: In the interests of highway safety and to ensure satisfactory access into the site in accordance with policy LP15 of the Fenland Local Plan (May 2014).

7. Parking and Turning Areas

Prior to the first occupation of the development hereby permitted, the on-site parking shall be laid out in accordance with the approved plan "Proposed Site Plan 5135764-ATK-Z1-GF-DR-A-4013 rev T2" and thereafter retained for that specific use.

Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety in accordance with policy LP15 of the Fenland Local Plan (May 2014).

8. Cycle Parking Spaces

Prior to the first occupation of the development hereby permitted, a scheme for the 36 additional covered cycle parking spaces and 48 additional scooter parking spaces

identified in the Transport Statement dated 31 July 2015, and shown on “General Arrangement (External Works) 5141224-COL-LA001 rev B”, shall be submitted to and approved in writing by the County Planning Authority. The cycle spaces and scooter spaces shall be available for use prior to the first occupation of the development.

Reason: To encourage sustainable travel in accordance with policy LP15 of the Fenland Local Plan (May 2014).

9. Travel Plan

Prior to the first occupation of the development hereby permitted a school Travel Plan for Westwood Primary School shall be submitted to and approved in writing by the County Planning Authority. The approved Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the County Planning Authority on request, together with any changes to the plan arising from those results.

Reason: To encourage sustainable travel in accordance with policy LP15 of the Fenland Local Plan (May 2014).

10. Protection of Breeding Birds During Construction

No removal of hedgerows or trees shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds’ nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to the County Planning Authority prior to the removal of any vegetation.

Reason: In the interests of biodiversity enhancement and protection and in accordance with policy LP19 of the Fenland Local Plan (May 2014).

11. Detailed Soft Landscaping Scheme

Prior to the first occupation of the development hereby permitted a detailed soft landscaping scheme, including details of the species and size of new trees and planting, shall be submitted to, and approved in writing by, the County Planning Authority. The planting scheme shall be implemented prior to the end of the first planting season following completion of the development.

Reason: In the interests of biodiversity enhancement and protection in accordance with policy LP19 of the Fenland Local Plan (May 2014).

12. Landscaping and biodiversity enhancement and maintenance

If within a period of 5 years from the date of planting of any tree or shrub, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or, in the opinion of the County Planning Authority, becomes seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted in the same place during the next available planting season.

Reason: In the interest of landscape character and nature conservation in accordance with policy LP19 of the Fenland Local Plan (May 2014).

The applicant is reminded that they have a separate legal obligation to the Internal Drainage Boards and Middle Level Commissioners in the area. Granting or refusal of consent under the Internal Drainage Board's byelaws or the Land Drainage Act 1991 is a matter for the Board itself and will require a formal application and prior written consent from the Board or Commissioners. The applicant is advised to contact Middle Level Commissioners at their earliest opportunity to establish their requirements.

1.1 1. Site Application Area

This permission shall be limited to the area outlined in red on the "Red Line Application Area Plan 0541/003 rev C dated 16 MAR 15". This area is hereafter referred to as "the site".

Reason: To define the site, protect the character and appearance of the locality in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 of South Cambridgeshire Development Control Policies (July 2007).

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the following documents and drawings:

- Agricultural Improvement Scheme (Planning Statement) Revision 02 dated 05/02/2015
- Site Working Plan Draft-02 dated 05/02/2015
- Red Line Application Area Plan 0541/003 rev C dated 16 MAR 15
- Proposed Ground Contour Plan 0541/001-B dated 19 JAN 2015

Reason: To define the site, protect the character and appearance of the locality in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 of South Cambridgeshire Development Control Policies (July 2007).

3. Timeframe

The development hereby permitted shall be for a maximum period of 2 years from the date of this permission by which time the site shall have been restored to the contours shown on "Proposed Ground Contour Plan 0541/001-B rev C dated 19 JAN 2015".

Reason: To ensure that the land is restored to agricultural use in the interests of visual amenity in accordance with policies CS34 and CS45 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 and NE/4 of South Cambridgeshire Development Control Policies (July 2007).

4. Topographical Survey

Within 1 month of completion of the contouring a topographical survey shall be undertaken and a copy submitted to the Waste Planning Authority.

Reason: To ensure that the land is restored to agricultural use in the interests of visual amenity in accordance with policies CS34 and CS45 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 and NE/4 of South Cambridgeshire Development Control Policies (July 2007).

5. Imported Material

Nothing other than uncontaminated, clean, dry, inert material shall be deposited at the site.

Reason: To prevent pollution of the underlying aquifer in accordance with policy CS39 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and NE/8 of South Cambridgeshire Development Control Policies (July 2007)

6. Site Operational Hours

No operations shall be carried out and no vehicles shall enter or leave the site other than between 0730 hours and 1730 hours Monday to Friday, 0730 hours and 1200 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To minimise the disturbance of surrounding residents in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 of South Cambridgeshire Development Control Policies (July 2007).

7. Site Access

Access to and exit from the application site shall only take place via the point marked "Entrance from A505" and via the internal haul road shown on "Red Line Application Area Plan 0541/003 rev C dated 16 MAR 15".

Reason: In the interests of highway safety and local amenity in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 of South Cambridgeshire Development Control Policies (July 2007)

8. Temporary Haul Road

Prior to the acceptance of any inert waste onto the site, a scheme for the temporary haul road, including details of the materials used, depth and width, shall be submitted to and approved in writing by the Waste Planning Authority. The approved haul road shall be completed in accordance with the approved scheme and prior to the acceptance of any inert waste onto the site and thereafter removed within 1 month of completion of the development.

Reason: In the interests of local amenity in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 of South Cambridgeshire Development Control Policies (July 2007)

9. Wheel wash and road sweeper

No HCV shall enter the public highway unless it has passed over the wheel wash facility. A mechanical road cleaner and dust suppression bowser shall be used in dry conditions.

Reason: To ensure that mud and dust is not carried onto the public highway in the interests of highway safety and local amenity in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 of South Cambridgeshire Development Control Policies (July 2007)

10. Plant and Machinery

All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturer's specification and shall be fitted with effective silencers which shall be used at all times.

Reason: To minimise the disturbance from operations in the interests of local amenity in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 of South Cambridgeshire Development Control Policies (July 2007).

11. Movement of Waste

No vehicles carrying inert material shall enter or cross the site unsheeted.

Reason: To ensure material is deposited in the defined area and to prevent dust in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and NE/16 of South Cambridgeshire Development Control Policies (July 2007)

Environment Agency Informative

The applicant is required to submit a variation to their Environmental Permit. The applicant should note that the granting of planning permission does not imply that an environmental permit will be granted or varied for this activity and they are invited to contact the local Environment Agency area office for pre-application discussions at their earliest convenience.