

**SECTION 73 PLANNING APPLICATION TO DEVELOP LAND WITHOUT
COMPLYING WITH CONDITIONS 2 & 5 OF PLANNING PERMISSION
H/05021/11/CW (DEMOLITION OF OLD COMPOSTING TUNNELS AND
ANCILLARY STRUCTURES; EXTENSION TO WASTE RECEPTION BUILDING;
NEW BUILDING TO HOUSE NEW COMPOSTING TUNNELS, BIOFILTERS &
MANOEUVRING AREA; COVERED LINK TO CONNECT BUILDINGS;
RELOCATION OF WEIGHBRIDGE & OFFICE; ALTERATION OF ACCESS TO
B1086) TO ALLOW ALTERNATIVE ACCESS ARRANGEMENTS
AT: ENVAR COMPOSTING LTD, THE HEATH, WOODHURST, HUNTINGDON,
PE28 3BS
LPA REF: H/5007/17/CW
FOR: ENVAR COMPOSTING LTD**

To: **Planning Committee**

Date: **2 November 2017**

From: **Head of Growth & Economy**

Electoral division(s): **Somersham & Earith**

Purpose: **To consider the above planning application**

Recommendation: **That planning permission be GRANTED
subject to the conditions set out in
paragraph 9.1**

<i>Officer contact:</i>	
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1.0 INTRODUCTION

- 1.1 The Envar Composting Ltd site has for many years composted green waste both “in vessel” in composting tunnels and buildings and on concrete pads in open windrows. It has recently been taken over by the applicant company who wish to better use the land by broadening the types of wastes that would be handled; increasing the annual throughput; extending the hours of operation and improving the access arrangements. They have submitted this and 3 other planning applications (see paragraphs 5.17 – 5.19 below) which are the subject of separate reports to this committee (agenda items 5, 6 and 7).

2.0 THE SITE AND ITS LOCATION

- 2.1 This application relates to approximately 9 hectares (22 acres) within a 19 hectare (47 acre) land holding. The developed land includes: buildings for composting waste in vessel; areas of hardstanding for open windrow composting and maturation of compost; water storage lagoons; former residential properties used as offices and for educational purposes; litter-catch fencing; screen bunds; weighbridges; and waste water treatment plant.
- 2.2 There are three accesses to the existing site from the B1086 St Ives Road. These are shown as E1, E2 and E3 on agenda plan 2. Access E2, near the bungalow, is currently closed to traffic. Access E1 is used by vehicles making deliveries to the waste reception building which also need to use access E3 to use the weighbridge. There are four accesses to the existing site from Bluntisham Heath Road which are shown as E4, E5, E6 and E7 on agenda plan 2. Access E4, which is approximately 50 metres (55 yards) from the crossroads junction, is used by waste vehicles leaving the site after using the weighbridge. Accesses E5 and E6, which are located either side of redundant storage tanks, are currently closed to traffic. The building known as Heath Tops has its own access from Bluntisham Heath Road shown as E7. [Note: the B class road between St Ives and Somersham is the B1040 between St Ives and the crossroads where it becomes the B1086. The B1040 continues at Pidley Sheep Lane which joins the B1086 approximately 1 km (0.6 miles) north of the crossroads.]
- 2.3 The site is in the south westernmost part of the parish of Somersham, some 3 kilometres (1.9 miles) south west of the village. Bluntisham is 2.5 kilometres (1.6 miles) to the southeast; Woodhurst 1.5 kilometres (0.9 miles) to the northwest and Pidley-cum-Fenton 2.5 kilometres (1.6 miles) to the north. See agenda plan 1. Immediate neighbours are a mushroom farm and travellers’ site to the northeast and agricultural land to the southeast. The northwestern boundary is the B1086 St Ives Road and the southwestern boundary is Bluntisham Heath Road, a class C road which runs between Woodhurst and Bluntisham. The Raptor Foundation which includes residential properties, a guest house, shops and a tea room is immediately to the north, on the opposite side of St Ives Road. There are 6 residential properties immediately to the north of the mushroom farm and the Raptor Foundation, the closest being Rectory Farm, 70 metres (77 yards) from the site. A joinery business is

located 230 metres (252 yards) to the southwest of the site on Somersham Road. There are no other properties within 500 metres (547 yards) of the site.

- 2.4 The undeveloped land is grade 2 in the agricultural land classification. The site is in flood zone 1 and is not in a groundwater protection zone. There are no scheduled monuments within 2 kilometres (1.2 miles) of the site. There are no listed buildings within 2 kilometres (1.2 miles) of the site except 2 milestones on the B1086. There are no Sites of Special Scientific Interest within 3 kilometres (1.9 miles) of the site. The St Ives to March Disused Railway (The Parks South) County Wildlife Site (CWS) is 1 kilometre (0.6 miles) north east of the site; Heath Fruit Farm CWS is 1.4 kilometres (0.9 miles) to the east and Lawn Orchard CWS is 1.7 kilometres (1.1 miles) to the north. No public rights of way would be affected by the proposed development.

3.0 THE PROPOSAL

- 3.1 Planning permission no. H/05021/11/CW was granted in April 2012 for the demolition of old composting tunnels and ancillary structures; extension to waste reception building; new building to house new composting tunnels, biofilters and manoeuvring area; covered link to connect buildings; relocation of weighbridge & office; alteration of access to B1086. This permission related to the whole of the then operational site which is shown as an existing waste site in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document (adopted February 2012). It was granted subject to 5 conditions including:

2. Unless otherwise agreed in writing by the Waste Planning Authority, the development hereby permitted shall not proceed except in accordance with the details set out in the submitted application form, supporting statement, design and access statement, as amended by the conditions stated on this decision notice and the following drawings;

- *Titled: Redevelopment of IVC site at Heathtops, Woodhurst, Cambs Proposed Site Layout, numbered: GPP/EN/SI/11/05 and dated 23/12/11*
- *Titled: Redevelopment of IVC site at Heathtops, Woodhurst, Cambs Site Layout - Existing, Consented & Proposed, numbered: GPP/EN/SI/11/06 and dated 23/12/11*
- *Titled: Redevelopment of IVC site at Heathtops, Woodhurst, Cambs Ground Plan & Elevations, numbered: GPP/EN/SI/11/07 and dated 23/12/11*
- *Titled: HCV Swept Path Analysis, numbered: 11051/210 and dated 20/02/12*

5. Prior to the operation of development the proposed on-site parking / servicing / loading, unloading / turning / waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan (titled: HCV Swept Path Analysis, numbered: 11051/210 and dated 20/02/12) and thereafter retained for that specific use.

- 3.2 The extension to the waste reception building, the new building to house new composting tunnels and biofilters and the covered link to connect buildings have been built but the weighbridge and office were not relocated and the alterations to the access onto the B1086 were not made. The development has not been carried out in accordance with the approved drawings so the site is currently being operated in breach of planning conditions. The approved scheme included changes to access E3 which would enable HGVs to access the relocated weighbridge and deliver waste to the reception building at the north of the site. The vehicles would be able to turn round beyond the waste reception building and leave the site via the weighbridge and access E3. Clean compost would leave the site via access E5 on Bluntisham Heath Road.
- 3.3 The applicant company does not want to undertake the approved access alterations because it would involve demolishing a number of useful workshops. They do, however, wish to improve the access arrangements and have proposed an alternative which is the subject of the current application and this report.
- 3.4 Currently HGVs delivering waste:
- enter the site at access E3 on the B1086 St Ives Road to use the weighbridge
 - leave the site at access E4 on Bluntisham Heath Road
 - re-enter the site at access E1 on the St Ives Road to deliver
 - leave at access E1
 - re-enter at access E3 to use the weighbridge again
 - leave at access E4

Currently HGVs collecting compost:

- enter the site at access E3 empty to use the weighbridge
- leave the site at access E4
- re-enter the site at access E1 to load
- leave at access E1
- re-enter at access E3 to use the weighbridge again
- leave at access E4

Vehicles coming from the St Ives direction would therefore go through the crossroads junction 3 times.

- 3.5 The proposed scheme (see agenda plan 3) is to make access E1 on the B1086 St Ives Road the principal entrance and exit point for all deliveries of waste which would use new weighbridges (part of planning application no. H/5005/17/CW) and access E3 for collections of compost which would use the existing weighbridge. This could be achieved by substituting a new scheme for the one shown in the drawings referred to in conditions 2 and 5 of planning permission no. H/05021/11/CW and imposing appropriately reworded conditions.

CONSULTATIONS AND PUBLICITY

- 4.1 The application was advertised in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The proposed development, together with the development that is the subject of applications nos. H/5004/17/CW, H/5005/17/CW and H/5006/17/CW was screened against the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. It was concluded that it would not be likely to have significant effects on the environment.
- 4.2 Huntingdonshire District Council – No objections are raised.
- 4.3 Somersham Parish Council – No objection. The proposals are all internal to the site and the closure of some access points seems appropriate.
- 4.4 Colne Parish Council – Support the application subject to the existing offsite route which is via the Heath Road being addressed, as the size of the lorries turning creates havoc at the crossroad junction. With the potential for increased activity at this site, the parish council considers it essential that it be a condition to the approval of the application that all alterations of access to the B1040 [it is the B1086 at this point] is to be put in place to mitigate the increase risk of accidents of on and offsite of vehicular movements. This was part of the original application.
- 4.5 Woodhurst Parish Council – Note the proposed significant increase in quantity of green waste and compost to be processed on this site and the proposed extension of working hours. It appears that the site haulage contractors do adhere to the weight restrictions through the village and this good and considerate practice should continue for the increase in lorry movements that there will undoubtedly be. Odour from the site could be a problem given the increased amount of product being processed. This is not a concern all the time for Woodhurst but when there is an easterly wind, the smell from the site does reach the village and linger. It would appear the plans are to improve the covering on some existing tunnels so this may help. Is there any framework for any "odour survey" for example?
- 4.6 Bluntisham Parish Council – No comments received.
- 4.7 Pidley cum Fenton Parish Council – No comments received.
- 4.8 Environment Agency – No objection in principle subject to comments and informatives. The site is currently permitted by the Environment Agency however hours of operation are not specified in the Environmental Permit. Should the hours of operation be extended no change will be required to the Environmental Permit however the site's Environmental Management System / Operating Procedures will need to be updated. The operator will need to ensure that any increased impact on the environment (through noise or any other emissions) resulting from the change are adequately managed and mitigated through the Environmental Management System. The operator

must remain compliant with the Environmental Permit at all times or they may be liable to enforcement action.

- 4.9 CCC Highways Development Management – Currently for every one existing vehicle movement associated with the site there are eight vehicle manoeuvres onto and off of the site using the public highway as an external manoeuvring area which is an unsatisfactory situation. These movements consist of two manoeuvres onto Bluntisham Heath Road and 6 onto and off of Somersham Road. The proposed site layout will only involve 2 vehicle manoeuvres - one off and one back onto Somersham Road, a reduction of 6 vehicle manoeuvres around the site onto and off of the public highway.

The vehicle to vehicle splays are acceptable given the level survey submitted. The proposed visibility improvements to the right onto Somersham Road from Bluntisham Heath Road are also to be welcomed even though there is an actual reduction of vehicles attending the site using this junction by a factor of two for every vehicle that deposits at the site.

Given the level of vehicle manoeuvres associated with the site it would not be reasonable to request further improvement to the immediate site, accesses or junctions. There are no objections to what is proposed as it accords with all the required criteria regarding highway safety.

The transport assessment indicates that accesses E2, E5 and E6 will be closed and these therefore should be returned to verge and indicated as such on a plan to avoid confusion. E4 which is now predominantly used to exit the weighbridge area is indicated as being for emergency use only but how will this be controlled? Although the tracking for the use of access E1 has been provided it should be comprehensively dimensioned to avoid any confusion and so that it may be conditioned.

- 4.10 CCC Transport Assessment Officer - No objection is raised. The following comments are further to a Transport Assessment provided by Origin Transport Consultants as part of an application for an extension of the composting plant to allow an increase in the amount of waste treated from 105,000 tonnes to 200,000 tonnes [106,686 to 203,211 tons] per annum and an additional 19 members of staff. These comments are further to comments dated 19th July 2017 and additional information supplied by the applicant.

Forecast Trip Generation and B1040 junction with Bluntisham Heath Road

1. Table 3 highlights that the peak hours of operation are similar to the peak times for vehicle flows on the surrounding road network. The current peak daily flow is with 60 in and 60 out movements, with an AM peak hour flow of 5 in and 12 out and PM flow of 2 in and 4 out. The site accesses and movements means that each lorry currently has to negotiate the junction of B1040 with Bluntisham Heath Road three times. This means that currently there are 180 lorry movements through the junction each day that relate to the site.

2. The proposal will result in a total daily flow of 120 HGVs in and out. However, the rationalisation of the site accesses removes the need for multiple turning movements at the B1040 with Bluntisham Heath Road for all vehicles using the site. This means that each vehicle will negotiate the junction once and not three times, and removing the turning movements at the junction.
3. The proposal results in an increase in lorry movements through the junction of B1040 with Bluntisham Heath Road from 180 movements a day to 240 a day assuming a worst case scenario that all movements are to and from St Ives to the south. This increase will be less as some vehicles will approach from and depart towards the north and not pass through the junction.

Forecast Trip Generation and the Surrounding Road Network

4. The applicant's analysis has assumed that the existing trips to and from the site would be doubled. This is agreed. This results in an increase in trips of a maximum daily flow of 60 in and 60 out movements, and an AM peak hour flow of 5 in and 12 out and PM flow of 2 in and 4 out. There will be 8 additional staff trips in the AM peak and 7 in the PM peak, resulting in a total trip generation of 13 in and 12 out in the AM peak and 3 in and 10 out in the PM peak.

Transport Impact

5. The increase in traffic at the junction of the B1040 with Bluntisham Heath Road over a whole day resulting from this application is not considered to be significant in relation to the overall traffic flow through the junction over a whole day.
6. The results of the junction modelling for the wider area outlines that the increase in traffic will result in no significant impact in congestion to the junctions on the surrounding road network.

4.11 Individual representations – None received.

5.0 PLANNING HISTORY

- 5.1 H/1011/92/CW Composting to produce a peat substitute from organic vegetable waste (granted 08-12-1993 – *not implemented*)
- 5.2 H/0739/94/CW Extension to composting building (granted 11-10-1994)
- 5.3 H/5023/02/CW Concrete apron for the preparation of green waste (granted 07-11-2002 – *not implemented*)
- 5.4 H/5005/04/CW Extension of an existing building to enclose 8 existing composting tunnels; composting of organic feedstocks to produce compost for agriculture, horticulture and landscaping; establishment of ADAS Composting Research Project (granted

15-07-2004 subject to S106 agreement dated 14-07-2004 restricting the catchment area from which waste may be drawn)

- 5.5 H/5021/05/CW Change of use of Heath Tops from residential to part residential and part educational facility and offices (granted 12-12-2005)
- 5.6 H/5003/06/CW Replacement building to contain four enclosed composting tunnels (granted 22-05-2006)
- 5.7 H/5000/07/CW Erection of semi-permanent office building (granted 12-06-2006; temporary permission expired 30-04-2012)
- 5.8 H/5001/07/CW Plant to treat waste water from composting site (granted 26-03-2007)
- 5.9 H/5002/07/CW Cladding of open barn to provide enclosed composting building (granted 26-03-2007)
- 5.10 H/5005/07/CW Extension of concrete pad for maturation of compost (granted 11-04-2007 – *not implemented*)
- 5.11 H/5015/09/CW Erection of three composting tunnels and waste reception building (granted 14-09-2009 – *not implemented*)
- 5.12 H/5037/09/CW Variation of condition 7 of H/05005/04/CW to state "No vehicle shall enter or leave the site except between the hours of 0700 and 1800 Mondays to Fridays except Public Holidays and 0700 and 1330 on Saturdays. Working on site shall take place between the hours of 0700 and 1800 on any day of the week" (granted 04-01-2010)
- 5.13 H/5021/11/CW Demolition of old composting tunnels and ancillary structures; extension to waste reception building; new building to house new composting tunnels, bio-filters & manoeuvring area; covered link to connect buildings; relocation of weighbridge & office; alteration of access to B1086 (granted 19-04-2012)
- 5.14 H/5003/12/CW Extension of concrete pad for maturation of compost with drainage balancing lagoons, reed bed; perimeter earth bunds screening (granted 07-06-2012)
- 5.15 H/5000/14/CW Erection of four metre high litter-net fencing (granted 16-05-2014)
- 5.16 H/5001/14/CW Construction of a waste water lagoon, additional discharge tank to waste-water treatment plant and buffer tank for rain-water harvesting (part retrospective) (granted 11-09-2014)
- 5.17 H/5004/17/CW Section 73 planning application to develop land without complying with condition 7 of planning permission

H/05037/09/CW (Variation of Condition 7 of planning permission H/5005/04/CW: Extension of an existing building to enclose 8 existing composting tunnels; composting of organic feedstocks to produce compost for agriculture, horticulture and landscaping; establishment of ADAS Composting Research Project) to extend the hours of operation including vehicle movements to 0500 to 2200 hours daily (not determined - the subject of agenda item 7)

5.18 H/5005/17/CW Change of use of existing building (no. 16 on Existing Site Layout Plan) and adjacent land from composting and maturation of compost to recovery of waste in biomass boilers, drying waste, storage of biomass and drying material and bulking up and shredding waste wood (part retrospective). Erection of two external flue stacks and two biomass feed hoppers (retrospective). Extension of concrete hardstanding (retrospective). Erection of storage bays and two drying material hoppers. Change of use of existing building (no. 11 on Existing Site Layout Plan) from composting to composting and waste transfer. Change of use of part of existing building (no. 10 on Existing Site Layout Plan) from composting to food waste transfer. Extension of perimeter earth bund. Installation of an internal roadway. Installation of two weighbridges and a weighbridge office (not determined – the subject of agenda item 5)

5.19 H/5006/17/CW Section 73 planning application to develop land without complying with condition 2 of planning permission H/05003/12/CW (Extension of concrete pad for maturation of compost with drainage balancing lagoons, reed bed; perimeter earth bunds [for] screening) to extend concrete pad into area of balancing lagoon (not determined - the subject of agenda item 6)

6.0 PLANNING POLICY

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The relevant policies from the development plan are set out in paragraphs 6.4 - 6.7 below.

6.2 The National Planning Policy Framework (NPPF) (2012) is also a material planning consideration and sets out the Government's planning policies for England and how these are expected to be applied. It sets out a presumption in favour of sustainable development and confirms the statutory status of the development plan and that both are material considerations in determining planning applications.

6.3 The National Planning Policy for Waste (NPPW) published in October 2014 refers to the Waste Management Plan for England (published in December 2013). The NPPW sets out the national planning policies for waste development and is to be read in conjunction with the NPPF. It sets out the Government's continuing ambition to work towards a more sustainable and efficient approach to resource use and management including by driving waste up the hierarchy and minimising waste. This includes helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment and recognising the need for a mix of types and scale of facilities, and that adequate provision must be made for waste disposal. Paragraph 7 sets out specific considerations to be taken into account in determining planning applications. These include only expecting applicants to demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up-to-date local plan; and ensuring that waste management facilities in themselves are well-designed, so that they contribute positively to the character and quality of the area in which they are located.

6.4 Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy Development Plan Document (adopted July 2011) (the MWCS)

CS32 – Traffic and Highways

CS34 – Protecting Surrounding Uses

6.5 Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document (adopted February 2012) (the MWSSP)

SSP W1 Waste Recycling and Recovery Facilities (Non-Landfill)

SSP W8 Waste Consultation Areas

The site specific and Area of Search allocations for waste recycling and recovery facilities include:

SSP W1J Envar, Woodhurst (in vessel and windrow composting)

6.6 Huntingdonshire Local Plan (adopted December 1995) (the HLP)

None relevant.

6.7 Huntingdonshire Core Strategy (adopted 2009) (the HCS)

CS1 – Sustainable development in Huntingdonshire

6.8 Emerging Huntingdonshire Local Plan to 2036 (emerging HLP)

Huntingdonshire District Council is currently preparing a Local Plan for the period up to 2036. The Proposed Submission is a material consideration but does not yet form part of the adopted development plan therefore it has limited weight.

7.0 PLANNING CONSIDERATIONS

- 7.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected to be applied. At its heart is a presumption in favour of sustainable development (para 14). It states that:
- Proposed development that accords with the development plan should be approved without delay; and
 - Where the development plan is absent, silent or relevant policies are out-of-date permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or specific policies in the NPPF indicate development should be restricted.
- 7.2 The key issue is whether not implementing the approved scheme (using access E3 for deliveries of waste and collecting compost) and replacing it with the proposed scheme (using access E1 to deliver waste and access E3 to collect compost) would compromise highway safety. The County Council's Development Management Engineer is satisfied that the applicant has demonstrated that the necessary vehicle to vehicle visibility splays are achieved.
- 7.3 MWCS policy CS32 states that minerals development will only be permitted where access and the highway network serving the site are suitable or could be made suitable and able to accommodate any increase in traffic and/or the nature of the traffic associated with the development. It is clear from the responses from local parish councils summarised in paragraphs 4.3 – 4.5 above that there is concern within the local community about the safety of the crossroads junction and that the proposed increase in waste throughput and consequent increase in vehicle movements associated with the proposed new waste transfer operation (the subject of application no. H/5005/17/CW) and the extension of the green waste windrow composting area (the subject of application no. H/5006/17/CW) would exacerbate the existing problems.
- 7.4 The current application seeks permission to not implement previously approved changes to the principal site access points and to put in place an alternative arrangement. This can only be achieved if the proposals which form part of planning application no. H/5005/17/CW, namely the installation of 2 new weighbridges and a weighbridge office to the northeast of access E1 and the waste reception building and the installation of an internal access road are approved and implemented. Approving the current application would not in itself allow the increase in waste throughput that would generate the additional vehicle movements on the highway network. Given the highway engineer's comments it is considered that the proposed changes to the

access arrangements are suitable for the level and nature of traffic that will use them.

- 7.5 The applicant has submitted drawings showing that access E4 will be retained for emergency use only and have agreed to a condition limiting this to emergency service vehicles. The applicant has provided a dimensioned drawing for access E1. The applicant's drawings also show accesses 2, 5 and 6 being closed by recreating the highway verge by placing soil and seeding it (agenda plan 2). These measures are acceptable to the highway authority.
- 7.6 MWCS policy CS32 goes on to say that waste development will only be permitted where any associated increase in traffic would not cause unacceptable harm to the environment, road safety or residential amenity. Concern has been raised about damage to the highway because of increased use by HGVs. The St Ives to Somersham road is a B class road and it is the highway authority's responsibility to maintain the road fit for its purpose. In respect of the road being dirtied by vehicles leaving the site, this could be addressed by planning condition.
- 7.7 For the reasons set out in paragraphs 7.2 - 7.6 it is considered that the proposed development would not comply with MWCS policy CS32.

8.0 CONCLUSION

- 8.1 The potential impacts of altering the access arrangements have been discussed in section 7 of this report and officers consider that with appropriate planning conditions in place, the proposal would result in a more efficient way of vehicles delivering waste and collecting compost entering and leaving the site. Bluntisham and Colne Parish Councils' concerns about the impact on highway safety of increasing the amount of waste handled at the site are noted but are not relevant to the current application which only proposes changes to the means by which vehicles enter and leave the site, not an increase in the volume of traffic. The recommended conditions would relate to the area covered by planning permission H/05021/11/CW and any of the existing conditions that are still relevant should be brought forward and imposed on the new permission, if granted. It is also open to the planning authority to impose additional conditions if it considers them necessary to make the development acceptable.
- 8.2 Woodhurst Parish Council's comment about odour is noted but the changes to the access arrangements would not themselves result in increases on odour off site. This matter is more relevant to and is addressed in agenda items 5 and 6.
- 8.3 The recommendation in paragraph 10.1 includes conditions which would make the new permission H/5007/17/CW consistent with the permissions that would be granted if applications H/5004/17/CW, H/5005/17/CW and H/5006/17/CW are approved. If H/5005/17/CW, H/5006/17/CW are not approved, the amount of waste that would be handled at the site would not

increase therefore the existing annual throughput of 105,000 tonnes should be imposed*.

9.0 RECOMMENDATION

- 9.1 It is recommended that permission be granted subject to the following conditions.

Implementation

1. The development hereby permitted shall be commenced no later than 3 years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990

General provisions

2. This permission relates to the area outlined in red on drawing no. GPP/EN/SI/11/02 Rev 1 Redevelopment of IVC Site at Heathtops, Woodhurst, Cambs Site Plan dated 15 November 2011.

Reason: For the avoidance of doubt and to define the permission.

Compliance with Submitted Details

3. The development hereby permitted shall not proceed except in accordance with the details set out in the application form, supporting statement and design and access statement submitted with planning application no. H/05021/11/CW, as amended by the conditions stated on this decision notice and the following:
- Drawing no. GPP/EN/SI/11/07 Rev 2 Redevelopment of IVC site at Heathtops, Woodhurst, Cambs Ground Plan & Elevations dated 07 December 2011
 - Drawing no. A1/401B Proposed Drainage Layout dated 02.07.12
 - Drawing no. Project IA001617 Sketch 002 Discharge of Condition 3 (undated – received with Paul Stevens (ADAS UK Ltd) email to Tim Watkins (CCC) dated 11 September 2012
 - Hedge Planting Specifications Envar – St Ives (Rev A received with Paul Stevens (ADAS UK Ltd) email to Tim Watkins (CCC) dated 11 September 2012)
 - Drawing no. SK04 Rev B Accesses & Visibility Splays Phase One dated 11.10.2017
 - Drawing no. SK05 Rev A Swept Path Analysis Using a 1.6m Artic dated 24.02.2017
 - Drawing no. SK06 Rev A Accesses & Visibility Splays Phase Two dated 24.02.2017
 - Drawing no. SK11 Rev A Staff Parking and Manoeuvring Plan dated 09/10/2017

- Drawing no. SK12 Access Points dated 11.10.2017

Reason: To define the permission and protect the character and appearance of the area in accordance with policies CS33 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and in the interests of highway safety in accordance with policy CS32 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011).

Waste throughput

4. No more than 200,000 [105,000*] tonnes of waste shall be accepted at the waste management site outlined in blue on drawing no. GPP/E/H/17/01 Rev 4 The Heath, Woodhurst, Huntingdon PE28 3BS Existing Site Layout Plan in any 12 month period. Records showing waste throughput shall be kept and provided to the waste planning authority within 10 days of a written request.

Reason: A higher annual throughput has not been assessed in highway capacity and safety terms. To enable the waste planning authority to control the quantity of waste handled at the site in the interests of highway safety in accordance with policy CS32 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011).

Waste Catchment Area

5. Not less than 40% by weight of wastes accepted at the waste management site outlined in blue on drawing no. GPP/E/H/17/01 Rev 4 The Heath, Woodhurst, Huntingdon PE28 3BS Existing Site Layout Plan in any 12 month period shall be sourced from the East of England Region. The East of England means the counties of Norfolk, Suffolk, Cambridgeshire, Essex, Hertfordshire, Bedfordshire and Northamptonshire together with the unitary authorities of Peterborough, Southend on Sea, Milton Keynes and Luton. The operator shall endeavour that within 5 years of the date of this permission at least 25% by weight of wastes shall be procured from a 40 kilometre catchment area of the site and the administrative areas of Cambridgeshire and Peterborough as shown on 'Plan CCC1 - Waste Catchment Area'. Waste from a waste transfer station within the defined catchment area shown on 'Plan CCC1 - Waste Catchment Area' shall be regarded as arising from within the catchment area.

Reason: To ensure that the facility is managing a large percentage of local waste arisings, in accordance with policy CS29 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and that the situation is kept under review to help meet the monitoring requirement of the Plan.

Hours of working

6. (i) No HGV shall enter or leave the site except between 0500 and 2200 hours daily (including Public and Bank Holidays).

(ii) No plant or machinery shall operate outside buildings except between 0500 and 2200 hours daily (including Public and Bank Holidays).

(iii) No waste shall be shredded outside the buildings except between 0700 and 1800 hours daily (including Public and Bank Holidays).

Reason: To protect the amenities of occupiers of nearby properties in accordance with policy CS34 of the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy (July 2011).

Reversing Vehicles

7. All mobile plant at the site shall be fitted with smart or broadband reversing alarms.

Reason: To minimise the adverse effects of noise from the site on the occupiers of nearby properties in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011).

Silencing of Plant and Machinery

8. No vehicle, plant, equipment or machinery shall be operated at the site unless it has been fitted with and uses an effective silencer. All vehicles, plant and machinery shall be maintained in accordance with the manufacturer's specification at all times.

Reason: To minimise the adverse effects of noise from the site on the occupiers of nearby properties in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011).

Stockpile Heights

9. No stockpiles or windrows shall exceed 5 metres in height measured from the adjacent ground.

Reason: In the interests of visual amenity in accordance with policies CS33 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011).

Control of Pollution

10. Any facilities, above ground, for the storage of oils, fuels or chemicals shall be provided with adequate, durable secondary containment to prevent the escape of pollutants. The bunded area shall be designed, constructed and maintained in order that it can contain a capacity not less than 110% of the total volume of all tanks or drums contained therein. All filling points, vents, gauges and sight glasses shall be bunded. Any tank overflow pipe outlets

shall be directed into the bund. Associated pipework shall be located above ground and protected from accidental damage. There shall be no gravity or automatic discharge arrangement for bund contents. Contaminated bund contents shall not be discharged to any watercourse, land or soakaway.

Reason: To prevent pollution of the water environment in accordance with policy CS39 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011).

Prevention of Mud and Debris on Highway

11. No commercial vehicle shall leave the site unless the wheels and the underside chassis are clean to prevent materials, including mud and debris, being deposited on the public highway.

Reason: In the interests of highway safety and safeguarding local amenity in accordance with policies CS32 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011).

Use of Access Points

12. Access E4 shown on Drawing no. SK04 Rev B Accesses & Visibility Splays Phase One dated 11.10.2017 shall only be used by emergency service vehicles.

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

Source Documents
Link to the National Planning Policy Framework: https://www.gov.uk/government/publications/national-planning-policy-framework--2
Link to the Cambridgeshire and Peterborough Minerals and Waste Core Strategy: http://www.cambridgeshire.gov.uk/info/20099/planning_and_development/49/water_minerals_and_waste/7
Link to the Huntingdonshire Local Plan: http://www.huntingdonshire.gov.uk/planning/adopted-development-plans/current-local-plan/