

**Agenda Item Number: 3**

**CONSTRUCTION AND OPERATION OF AN INERT WASTE RECYCLING FACILITY  
LOCATION: LAND ADJACENT TO ROYSTON SEWAGE TREATMENT WORKS,  
OFF A505, ROYSTON  
APPLICANT: WINTERS HAULAGE LTD.  
LPA REF: S/0461/14/CW**

*To:* **Planning Committee**

*Date:* **17 July 2014**

*From:* **Head of Growth and Economy**

*Electoral division(s):* **Melbourn / Bassingbourn**

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

*Recommendation:* **It is recommended that permission be granted subject to conditions listed in Appendix 1.**

<b><i>Officer Contact:</i></b>	
Name:	Georg Urban
Post:	Development Management Officer
Email:	<a href="mailto:Georg.Urban@cambridgeshire.gov.uk">Georg.Urban@cambridgeshire.gov.uk</a>
Tel:	01223 518736

## **1.0 INTRODUCTION**

- 1.1 The applicant, Winters Haulage, is applying for planning permission to construct and operate a waste recycling facility for inert construction and demolition waste.
- 1.2 The proposed facility would be constructed on land adjacent to an existing sewage treatment works. The site is located in a rural area and remote from residential properties.

## **2.0 SITE AND SURROUNDINGS**

### Location north of Royston

- 2.1 The application site is located in a rural area to the north of Royston, near the Cambridgeshire/Hertfordshire border. It is a generally flat, grassed, L-shaped area of land abutting the southern boundary of the Royston Sewage Treatment Works (STW). The site and the adjacent sewage treatment works are surrounded by arable fields. The nearest main road is the A505 Royston bypass, which lies some 150m to the south.  
The Royston to Cambridge rail line is located about 580m east of the site.
- 2.2 The northern site boundary has an existing chain link fence, the eastern boundary low level agricultural post and wire fencing combined with a hawthorn hedge. The southern boundary is defined by a chain link fence and a number of mature trees. The western boundary has a number of semi-mature trees but no fence. The entire site falls within the boundary of the adjacent sewage treatment works. Access to the STW site is via a locked gate on the access road.

### Site access

- 2.3 The site is served by the existing STW access road, which consists of a 5m wide tarmacked road connecting to the eastbound carriageway of the A505 between its junctions with the A1198 Old North Road and the A10. The junction of the access road and the A505 has a short deceleration lane, allowing vehicles to leave the A505 to slow down before turning into the site access. Vehicles leaving the access road and joining the A505 have to do so by turning sharp left, as this junction has no acceleration lane.

### Location of nearby residential development

- 2.4 The built-up area of Royston is located to the south of the site, beyond the A505 Royston bypass. The nearest existing properties are between 330m and 380m from the southern site boundary. However, planning permission for further residential development has recently been granted on land directly adjacent to the A505, which would mean that in the future the nearest properties would be approximately 200m from the site.

- 2.5 Further afield, there are Highfield Farm, two bungalows and a number of business units, about 600m west, two nurseries and a number of adjoining properties, between 730m and 840m north west, New Farm, 720m east-southeast, and Holland Hall, 940m east, both on the eastern side of the A10.

### Natural Environment

- 2.6 There are no nature conservation designations on the site or in the area surrounding it.

## **3.0 THE PROPOSAL**

- 3.1 It is proposed to construct and operate an inert waste recycling facility on land adjacent to the existing Royston Sewage Treatment Works. The construction of the facility would consist of:
- Primary ground works, such as creating areas of hardstanding and laying out access roads
  - Construction of a steel framed and steel clad shed (55m long by 27m wide, with a maximum height of 11.5m) which would house processing equipment
  - Construction of ancillary structures such as concrete storage bays and material storage pads with concrete pushwalls
  - Placing a Portakabin on site to act as a site office
  - Additional boundary fencing along the eastern site boundary
  - Improvements to the site access at the junction with the A505, including lengthening the off-slip from the A505 by 29m, improved kerb radii and widening of the first 40m of the access road near the junction with the A505 so that two HCVs can pass each other.
- 3.2 The site would process inert construction and demolition wastes which would be imported and processed into a range of recyclable materials and secondary aggregates for onward sale.
- 3.3 Vehicles importing waste material would access the site from the A505 via an existing access track which also serves the adjacent sewage treatment works. From the access track, they would turn right into the site and progress via a hard surfaced haul road (constructed from compacted recycled hardcore material) to the eastern part of the site, where the material would be tipped in a stockpile of incoming material. The haul road describes a loop in the eastern part of the site, thereby allowing vehicles to enter the site, tip their payload and leave the site in a forward gear without having to manoeuvre or reverse.
- 3.4 From the stockpile, material would be manually sorted before being fed by means of a loading shovel into the processing plant located in the main shed. Here, a series of trommel screens, conveyors and screen and density separators would be used to sort the material into different specifications and any non-inert material would be removed.
- 3.5 The various types of material would then be taken by loading shovel to a separate storage area which is also on the loop of the site road and tipped into a number of

storage bays divided by concrete pushwalls. From here, the recycled materials would be loaded onto HCVs and transported to customers for use as replacement aggregates.

#### Annual throughput

- 3.6 When operating at full capacity, the site would process a maximum of 75,000 tonnes per annum.

#### Vehicle movements

- 3.7 The applicant advises that operations at the site would give rise to a maximum of 46 heavy commercial vehicle movements per day (23 in plus 23 out).

#### Operating hours

- 3.8 It is proposed that the site would operate between the hours of 0700 and 1700 hours Monday to Friday and between 0800 and 1200 hours on Saturdays, with no operations taking place on Saturday afternoons, Sundays or Bank or Public Holidays.

#### Material processing shed

- 3.9 The material processing shed would be constructed using a steel frame and steel cladding and would have the appearance of an agricultural building. The northern elevation of the shed would be open to enable the material to be loaded into the processing plant and to remove the finished products.

### **4.0 PUBLICITY AND REPRESENTATIONS**

- 4.1 The application was advertised by means of three site notices at the site entrance and in two locations in the existing housing estate on the south side of the A505, from where the proposed development would be most visible. In addition, a press notice appeared in the Royston Crow on 9 May 2014. No representations were received from the public within the statutory timescale.
- 4.2 The statutory and non-statutory organisations whose views were sought are referred to in section 5.0 below.

### **5.0 CONSULTATIONS**

- 5.1 South Cambridgeshire District Council – No comments received.
- 5.2 Environmental Health Officer – Has no comments to make.
- 5.3 Melbourn Parish Council – No comments received.
- 5.4 Bassingbourn-cum-Kneesworth Parish Council – objects due to concerns over potential noise, smell and dust from the proposed site, and also the increase in traffic in the area.

- 5.5 Royston Town Council – objects to the proposal on the following grounds:
- Noise from use of generators and machinery, dust, heavy traffic, odour and the visual impact of the area. The Town Council points out that there is residential development nearby on the boundary of Royston and further residential development already has planning approval.
  - The Town Council believes that the application report is inaccurate in saying the site is surrounded by farmland, as there are residential properties in Royston that already overlook the site and further development is planned for more residential houses next to the A505 in this area.
  - The application does not address the access to the site from the busy A505 bypass.
- The Town Council also raises concerns over the impact which the heavy commercial vehicle movements would have when entering and exiting the site and the traffic flow problems this may cause on the A505 bypass between the junctions with the A1198 and the A10.
- 5.6 Environment Agency – Has no objection, in principle, to the proposal.
- 5.7 CCC Ecology Officer – No comments received.
- 5.8 CCC Highways Development Management – Did not wish to comment on this application as the site access is located outside Cambridgeshire.
- 5.9 Hertfordshire County Council Development Management Team (adjacent planning authority) – No comments received.
- 5.10 Hertfordshire County Council Highways – No objections, subject to details of access improvements being submitted for approval and implemented before the development is brought into use.

#### Local Member's Response

- 5.11 Cllr. Susan van de Ven, the County Councillor for Melbourn, submitted the following comments:

*“A key issue of concern is the access to the site, which is from a small track off the fast-moving A505 between the A1198 and A10 roundabouts. There is no slip road to accommodate safe access and egress for the additional vehicle movement that the plant would generate. Through the work of the A10 Corridor Cycling Campaign, the fast-moving nature of traffic on this road has been strongly highlighted. It is considered a no-go area for all but fast-moving though traffic travelling from one roundabout to the next. The Planning Statement offers no solution to what would be a genuine problem for the prospective new plant.”*

## 6.0 PLANNING POLICY

- 6.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It replaces previous government guidance and policy contained in Planning Policy Statements (PPSs) but not Planning Policy Statement 10 (PPS10) *Planning for Sustainable Waste Management*. It is a material consideration in planning decisions and at its heart is a presumption in favour of sustainable development (para. 14).
- 6.2 The NPPF lists three dimensions to sustainable development:
- an economic role: contributing to building a strong, responsive and competitive economy, including the provision of infrastructure;
  - a social role: supporting strong, vibrant and healthy communities, by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
  - an environmental role: contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

### Planning Policy Statement 10 (PPS10): Planning for Sustainable Waste Management

- 6.3 PPS10 provides advice about how the land use planning system should contribute to sustainable waste management through the provision of the required waste management facilities in England. It promotes sustainable development and the waste hierarchy of prevention, preparing for re-use, recycling, other recovery, with disposal as the last option. It explains how the Government sees planning applications for sites, not located in an area identified in a development plan document as suitable for new or enhanced waste management facilities, should be considered.

### The Waste Strategy for England 2007 and the Government Review of Waste Policy in England 2011

- 6.4 The 2007 Strategy sets out the Government's key objectives for waste, to:
- decouple waste growth (in all sectors) from economic growth and put more emphasis on waste prevention and re-use;
  - meet and exceed the Landfill Directive diversion targets for biodegradable municipal waste in 2010, 2013 and 2020;
  - increase diversion from landfill of non-municipal waste and secure better integration of treatment for municipal and non-municipal waste;
  - secure the investment in infrastructure needed to divert waste from landfill and for the management of hazardous waste; and
  - get the most environmental benefit from that investment, through increased recycling of resources and recovery of energy from residual waste using a mix of technologies.
- 6.5 The Review evaluates the waste management policies for England and their delivery to ensure that the policies are fit for purpose. The Review seeks a move to a society

which reuses, recycles and recovers waste wherever possible and waste is disposed of as a last resort. The energy impacts of material resource use and the direct greenhouse gas emissions from biodegradable wastes in landfill are significant, meaning that sustainable waste policies are an important part of tackling national and international climate change.

6.6 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 have to be determined in accordance with the development plan unless material considerations indicate otherwise.

6.7 The Development Plan in this instance comprises the Cambridge and Peterborough Minerals and Waste Development Plan (adopted July 2011) and the South Cambridgeshire Local Development Framework (LDF), which consists of a number of documents adopted between January 2007 and January 2010. Specific LDF documents are currently being reviewed in the process of preparing a new Local Plan. The planning policies relevant to this proposal are listed below. In addition, the National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications.

6.8 Cambridgeshire and Peterborough Minerals and Waste Development Plan – Core Strategy DPD (adopted July 2011)

- Policy CS2 – Strategic Vision and Objectives for Sustainable Waste Management
- Policy CS14 – The Scale of Waste Management Provision
- Policy CS24 – Design of Sustainable Minerals and Waste Management Facilities
- Policy CS25 – Restoration and Aftercare of Mineral and Waste Management Facilities
- Policy CS29 – The Need for Waste Management Development and the Movement of Waste
- Policy CS31 – Wastewater Treatment Works Safeguarding Areas
- Policy CS32 – Traffic and Highways
- Policy CS34 – Protecting Surrounding Uses
- Policy CS39 – Water Resources and Water Pollution Prevention

Cambridgeshire and Peterborough Minerals and Waste Development Plan – Site Specific Proposals

6.9 The Site Specific Proposals Plan set out the council's allocations for site specific proposals for future development and management of minerals and waste within Cambridgeshire and Peterborough. It also includes supporting site specific policies. The Proposals Maps for Minerals and Transport Zones and Waste Management set out the location of Mineral and Waste Management Allocations, Mineral and Waste Consultation Areas Transport Zones and Transport Safeguarding Areas and Waste Water Treatment Works and their Safeguarding Areas. The adjacent sewage treatment works is identified in the proposals map (Policy SSP W7AH), together with a safeguarding area. The application site is located within the safeguarding area.

6.10 South Cambridgeshire Local Development Framework - Development Control Policies DPD (adopted July 2007)

- Policy DP/1: Sustainable development
- Policy DP/2: Design of new development
- Policy DP/3: Development criteria
- Policy NE/15: Noise Pollution

Location and design of waste management facilities SPD

- 6.11 In July 2011, the County Council adopted a Supplementary Planning Document (SPD) which has been prepared to guide the design and location for the waste management facilities in Cambridgeshire to ensure high quality and to demonstrate how these facilities can be developed in both urban and rural settings. This document gives advice on aspects such as the built form, materials and colour of waste management buildings.

## **7.0 LAND USE PLANNING CONSIDERATIONS**

Environmental considerations

- 7.1 It is noted that both Bassingbourn-cum-Kneesworth Parish Council and Royston Town Council object to the proposed development due to concerns over noise from the use of generators and machinery on site, dust and odour.

Noise

- 7.2 The majority of noise sensitive receptors are located to the south of the site beyond the A505 Royston Bypass. The building which would house the processing plant would be enclosed on its eastern, southern and western sides, thereby providing an acoustic barrier for noise from the processing plant. In addition, the A505 itself is an existing noise source which would mask noise generated by operations on the site.
- 7.3 The operator advises that operations at the site would be undertaken in accordance with a site management plan, which would prescribe an operational regime aimed at minimising the generation of noise. Measures to be included in the site management plan would include the use of “white noise” reversing beepers on vehicles (rather than the more intrusive single tone reversing alarms), ensuring that the tailgates of vehicles are closed, minimising drop distances of material and the installation of silencers on generators and other noisy equipment.



- 7.4 The South Cambridgeshire District Council Environmental Health Officer has considered the proposal and has no objections regarding noise generation. Consequently it is considered that the proposal would not generate an unacceptable adverse impact in terms of noise affecting residential amenity of both existing and future residents and would therefore be in accordance with policy CS34 of the Cambridgeshire and Peterborough Minerals and Waste Development Plan and policy NE15 of the South Cambridgeshire LDF.

#### Dust

- 7.5 The handling/processing of dry inert waste has the potential to generate some dust, in particular the operation of the crusher and trommel screen. The operator proposes to minimise dust emissions by carrying out crushing and screening operations within an enclosed building. In addition, equipment on the site would be fitted with dust suppression systems. Dust suppression systems on such sites are not uncommon. The applicant is proposing to implement a dust suppression strategy both during construction and operation of the site. Whilst no specific details are provided in the application, it is considered that the submission of a dust management strategy for approval by the County Planning Authority should be required by a planning condition.
- 7.6 Whilst the supporting statement submitted with the application makes reference to wheel washing as a means of suppressing dust, the submitted plans and drawings do not show a fixed wheelwash as being part of the proposed development. However, it is conceivable that the wheels and chassis of vehicles could be cleaned by other means such as a hand-held pressure washer. Wheel cleaning arrangements should be part of the dust suppression strategy. The Environmental Health Officer and the Highway authority have not raised objections, and consequently it is considered that the proposal would be acceptable in policy terms.

#### Traffic increase

- 7.7 The level of traffic indicated by the application (46 HCV movements per day) is considered acceptable and on the advice of the Highway Authority does not give rise to concerns in terms of highway safety or highway capacity.

#### Site access

- 7.8 The only access to the site is off the A505 Royston Bypass. The application proposes minor improvements to the deceleration lane and some improvements to the kerb radii. The transport statement which accompanies the application contains preliminary drawings showing the principle of the improvements.
- 7.9 The boundary between Cambridgeshire and Hertfordshire runs along the northern side of the A505, so that the access to the application site falls within Hertfordshire. Hertfordshire County Council has been consulted as the relevant highway authority and raises no objection subject to details of access improvements being submitted for approval and implemented before the development is brought into use.

- 7.10 Hertfordshire County Council highway engineers advise that the applicant has held pre-application discussions with the highway authority regarding the design of the junction with the A505, and that from a highway perspective the proposal was acceptable in principle, subject to the detailed design of access improvements being submitted for approval.
- 7.11 A Road Safety Audit on the proposed junction improvements was carried out by Hertfordshire County Council as the highway authority responsible for the A505. The report by Hertfordshire Highways found the improvements acceptable subject to the deceleration lane being extended to 80 metres and other details being incorporated. Hertfordshire County Council advise that the Safety Auditor was satisfied that the access would be safer without an acceleration lane, as visibility at the junction is considered very good and it would be better for drivers to be required to stop at the junction rather than merging with the traffic and relying upon the view in their rear view mirror when doing so.
- 7.12 The proposal is acceptable in highway terms, subject to conditions requiring the detailed design of the junction of the site access with the A505 being submitted for approval prior to commencement of the development, and the approved improvements being implemented prior to the site being brought into use.

#### Visual impact

- 7.13 The site is located in open, slightly undulating countryside consisting of large arable fields. The land rises slightly to the west and north of the site, so that there are no views from the A1198 (which runs to the west of the site) or from the public footpath to the north. The main views of the site would be from residential properties on the south side of the A505. Views of the waste processing building and other operations on the site would be partially screened by a row of mature trees along the southern boundary. In addition, the site would be seen in the middle distance partly against the backdrop of an existing sewage treatment works.
- 7.14 The Location and Design of Waste Management Facilities SPD gives advice on the form and colour of waste management buildings. For rural areas, the SPD suggests that it would be appropriate for waste management buildings to follow a form reflecting agricultural buildings and be constructed as simple portal frame buildings with metal or timber cladding.
- 7.15 In accordance with the guidance in the SPD the proposed waste processing building would be similar in design and appearance to a large agricultural building and therefore would not create an unacceptable adverse visual impact. The applicant advises that the building would be constructed using a steel frame structure with steel cladding coloured green. Should permission be granted it would be subject to a planning condition requiring details of the specific colour and external finish of the building to be submitted to the County Planning Authority for approval before the development commences.

## **8.0 SUMMARY**

- 8.1 In making a planning decision the local planning authority must apply the presumption in favour of sustainable development (para 197 NPPF). Sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as making it easier for jobs to be created, achieving net gains for biodiversity, improving design and improving the conditions in which people live, work, travel and take leisure.
- 8.2 The proposed operation would assist in the recycling and re-use of material which would otherwise end up in landfill. It would also provide a source of recycled aggregate for construction projects, thereby reducing the need for primary construction aggregates.
- 8.3 Whilst concerns have been raised about a number of environmental impacts, the Environmental Health Officer has assessed the application and is of the opinion that the proposal would not result in unacceptable adverse impacts which could not be mitigated against. Consequently, it is proposed that permission should be granted subject to the planning conditions listed in the appendix to this report.
- 9.0 **CONCLUSION**
- 9.1 Development plan policy supports the principle of waste recycling. The proposal would be in accordance with policy and there are no adverse impacts which would justify a refusal.
- 10.0 **RECOMMENDATION**
- 10.1 It is recommended that planning permission be granted subject to the conditions set out in Appendix 1.

Source Documents	Location
	Castle Court, Shire Hall, Cambridge

## PLANNING CONDITIONS

### Commencement of Development

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

**Reason:** To comply with the requirements of Section 91 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

### General Provisions

2. The development hereby permitted shall not be carried out except in accordance with the details submitted by way of the planning application dated 18 February 2014 and the following accompanying information and drawings:
  - Planning Statement dated December 2013
  - Flood Risk Assessment ref. 132144-R1(0) – FRA dated December 2013, prepared by RSK LDE Ltd.
  - Transport Statement ref. CCE/E5121/TS-01 dated November 2013, prepared by Cannon Consulting Engineers
  - Odour Impact Report ref. 0601/SP104(001) Version 2 dated 03-12-13, prepared by Anglian Water Ltd.
  - Preliminary Wildlife Assessment relating to Land adjacent to Royston Treatment Works, ref. DMB/722451/R19/KL, dated September 2009, prepared by MLM Environmental Ltd.
  - Preliminary Contamination Assessment Report relating to Land adjacent to Royston Treatment Works, ref. DMB/722451/R20, dated August 2009, prepared by MLM Environmental Ltd.
  - Drawing no. 2414 Rev. 3 – Site Layout (dated 27/01/2014)
  - Drawing no. 2416 Rev. 0 – Proposed Building (Plan and Section) (dated 28/11/2013)
  - Drawing no. 2417 Rev. 0 – Proposed Building (Front and Side Elevations) (dated 28/11/2013)
  - Drawing no. 2424 Rev. 0 – Proposed Vehicle Movement Drawing (dated 11/12/2013)

The general layout of the site shall be maintained in accordance with the above drawings for the duration of the development hereby permitted.

**Reason:** To define the permission and to ensure that the development is carried out in compliance with Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24 and CS34.

3. A copy of this planning permission, including all documents hereby permitted and any documents approved in accordance with this permission (or amendments approved pursuant to this permission) shall be displayed in the site office and shall be made known to any person given responsibility for the management or control of operations on the site.

**Reason:** For the avoidance of doubt and to ensure the development is carried out in accordance with the permission and in a satisfactory manner in the interests of the amenity of the area. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policy CS34)

External finish of material processing building

4. The development hereby permitted shall not commence until the applicant has submitted details of the details of the colour and the external finish of the material processing building for the approval of the County Planning Authority. The material processing building shall be constructed and maintained in the approved external colour finish throughout the duration of the development hereby permitted.

**Reason:** In the interests of visual amenity. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24 and CS34)

Height of material storage bays

5. The height of the material storage bays on the site shall not exceed 3 metres.

**Reason:** In the interests of visual amenity. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24 and CS34)

Retention of screen planting

6. The existing trees along the southern boundary of the site shall be retained for the duration of the development. If any tree along the southern boundary of the site is removed, uprooted or destroyed or dies, or becomes, in the opinion of the County Planning Authority, 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, unless the County Planning Authority gives its written consent to any variation.

**Reason:** In the interests of visual amenity and to screen the site from views from the south. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24 and CS34)

### Site access improvements

7. The development hereby permitted shall not commence until details of the proposed access improvements at the junction with the A505 as shown in principle on Drawing No E521/001 Rev E have been submitted for approval by the Planning Authority acting in consultation with Hertfordshire County Council as Highway Authority.

**Reason:** In the interest of highway safety.

8. The development shall not be brought into use until the proposed access improvements at the junction with the A505 have been constructed in accordance with the details approved under Condition 7 above.

**Reason:** In the interest of highway safety.

### Hours of operation

9. No operations, including the arrival, departure, loading or unloading of vehicles or the running of engines, shall take place at the site outside the hours of

0700 - 1700 Monday to Friday; and  
0800 - 1200 on Saturdays.

No operations shall take place at any time on Sundays, Bank Holidays and Public Holidays.

**Reason:** To protect the amenities of occupiers of nearby properties.  
(Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24 and CS34)

### Environmental Protection

10. All plant and machinery shall operate only in the permitted hours and shall be fitted with silencers and such systems shall be maintained in accordance with the manufacturers' recommendations.

**Reason:** To protect the amenities of the locality and nearby residences.  
(Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24 and CS34)

11. The development hereby permitted shall not be brought into use until a dust management scheme has been submitted in writing and approved by the County Planning Authority. Operations at the site shall at all times be carried out in accordance with the approved scheme.

**Reason:** To minimise the adverse effects of dust and to protect the amenities of the locality. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24 and CS34)

12. All operations shall be carried out in a manner which minimises the emissions of dust from the site. All internal roads and vehicle movement areas shall be constructed from compacted material. All internal roads, vehicle movement areas and dry exposed materials shall be watered as necessary in dry and windy conditions to prevent dust becoming airborne.

**Reason:** To minimise the adverse effects of dust and to protect the amenities of the locality. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24 and CS34)

13. No external lighting shall be installed on the site.

**Reason:** To protect the appearance of the area/the environment and wildlife from light pollution and to protect the darkness of night skies.

#### Highways

14. The number of heavy commercial vehicle movements generated by the development hereby permitted shall not exceed 46 per day (23 movements in and 23 movements out) per day. A daily written record of all heavy commercial vehicle movements shall be maintained at the site for a minimum of 12 months and on request made available to the Waste Planning Authority for inspection.

**Reason:** To limit the daily number of heavy commercial vehicle movements in the interest of highway safety. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS32 and CS34)

#### Waste Types

15. No materials other than inert and non-hazardous, construction, demolition, commercial and industrial wastes shall be brought to the site. No waste from private householders eligible to be taken to a household waste recycling centre (civic amenity site) shall be accepted at the site.

**Reason:** To define the waste types permitted to be brought to the site and prevent pollution of the surface and ground water, and because waste materials outside of these categories raise environmental and amenity issues which would require additional consideration. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24 and CS34)

16. No material stockpiles on the site shall exceed a height of 3 metres as measured from the base of the stockpile.

**Reason:** In the interests of visual amenity. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24 and CS34)

### Cessation of activities and restoration of the site

17. In the event that the development ceases to operate for a period of 18 months, the Waste Planning Authority may request that a written scheme for the clearance and restoration of the site is submitted for the approval of the Waste Planning Authority within 2 months of the date of the request. Site restoration shall include the removal of all waste material and recycled material, all buildings, plant and machinery and all internal roads and the re-landscaping of the site. The approved scheme shall be fully implemented within 12 months of the date of approval.

**Reason:** To provide for the clearance and restoration of the site in a satisfactory manner and timescale. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policy CS25)

### INFORMATIVE:

Hertfordshire County Council as Highway Authority has no objection to the proposal subject to the conditions set out above and the applicant entering a Section 278 Agreement in respect of the junction improvement works within the highway.

### Compliance with paragraphs 186 & 187 of the National Planning Policy Framework

The County Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms. All land use planning matters have been given full consideration and the applicant has responded positive to the advice and recommendations provided by consultees. Proactive consultation took place with statutory consultees, which resulted in overall support for the development proposal.