

**Agenda Item No: 3**

**EXTENSION TO EXISTING SITE TO ALLOW STORAGE OF VEHICLES,  
COMPLIMENTARY TO END OF LIFE VEHICLE MANAGEMENT ON THE EXISTING  
SITE AND THE CREATION OF AN ASSOCIATED HARD SURFACE**

**AT: Auto Shells Ltd, Ashley Lodge, Conquest Drove, Farcet, PE7 3DH**

**APPLICANT: Mr Hassan Abou Alaywi**

**APPLICATION NO: H/5019/18/CW**

*To:* **Planning Committee**

*Date:* **21 February 2019**

*From:* **Joint Interim Assistant Director, Environment and  
Commercial**

*Electoral division(s):* **Yaxley and Farcet**

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

*Recommendation:* **That planning permission is granted subject to the  
conditions set out in paragraph 10.1**

<b><i>Officer contact:</i></b>	
<b>Name:</b>	Rachel Jones
<b>Post:</b>	Development Management Officer
<b>Email:</b>	<a href="mailto:Rachels.jones@cambridgeshire.gov.uk">Rachels.jones@cambridgeshire.gov.uk</a>
<b>Tel:</b>	01223 706774

## **1.0 INTRODUCTION/BACKGROUND**

- 1.1 This application is for the provision of an additional storage area for vehicles complimentary to end of life in association with the permitted End of Life Vehicle (ELV) Dismantling facility on the adjacent site.
- 1.2 The ELV facility was granted planning permission in 2011, having previously been utilised as a civil engineering contractor's depot. This use was granted on appeal following refusal of the planning application by Huntingdonshire District Council. The inspector's report at that time stated that the visibility of the site from public vantage points varied from different directions and that the visual impact of the civil engineering contractors depot could be made acceptable by conditions to secure a hedgerow to the south-east boundary and the painting of existing railings/fence and details of any outside storage. The railings to the front of the site were subsequently painted green and a thick conifer hedge has been planted and established along the south-east boundary of the site to match that along the frontage.
- 1.3 The ELV site has been subject to monitoring since its approval in 2011 and following concerns which have been raised with the Cambridgeshire Enforcement and Monitoring Team and the Highways Development Management Team regarding the failure to provide deciduous planting along the side boundary of the property, damage to the road margins and the provision of an insufficient turning area for vehicles within the site.
- 1.4 This application has been submitted by the applicant to formally address these issues.

## **2.0 THE SITE AND SURROUNDINGS**

- 2.1 The site is situated within an area of flat open countryside approximately 2 kilometres (approximately 1.2 miles) to the south of Peterborough. The site is located in close proximity to, but outside of, a flood zone and the site is adjacent to a storage reservoir, which is located to the south of the site. The site is also located in close proximity to drainage ditches that fall under the jurisdiction of the Internal Drainage Board (Whittlesey Consortium).
- 2.2 The proposed vehicle storage area is located on a rectangular area of land with an area of 0.32 hectares (0.8 acres). The site is clear of all vegetation and has a layer of soil on the surface. The site lies to the south east of the ELV facility and Ashley Lodge, a residential property which remains under the ownership of the applicant and lies adjacent the north-west boundary of the existing facility. The closest independently owned neighbouring receptor to the site is that of the Marshalls Farm Buildings, the closest building of which lies directly

opposite the front boundary of the proposed storage area on the opposite side of Conquest Drove a distance of 35m (116 feet) from the existing gated entrance to the proposed storage area. Other neighbouring properties in close proximity to the development include Diamond Cottage 120 metres (131 yards) to the south east, Conquest Farm and Conquest Villa approximately 530 metres (approximately 580 yards) to the north-west of the application site and 340 metres (372 yards) to the north-west of the approved ELV recycling centre respectively.

- 2.3 The site is located approximately 1 kilometre (approximately 0.6 miles) to the south-east of the village envelope of Farcet and the majority of vehicles travelling to the site do so via Farcet and past Conquest Farm and Conquest Villa along Conquest Drove from the north-west. Conquest Drove is a narrow country road with passing places for vehicles. It has restricted accessibility for vehicles further along the road to the south east, as such vehicles enter and leave the site to the north-west via Straight Road.
- 2.4 The approved ELV site is screened from the surrounding countryside to the north-west by virtue of a dense line of conifer trees, the north-west boundary of the site (towards Ashley Lodge) also benefits from the planting of a hedge, which partially screens the courtyard. The proposal is to continue the conifer planting along the front north east boundary to provide a full screen from the road elevation and to carry out additional conifer planting along the south eastern boundary of the storage area to screen the vehicles from view.
- 2.5 The adjacent ELV recycling centre is within the same ownership and has been operating since 2010. Vehicles complementary to ELV are brought to the site on a low loader vehicle and deposited in the existing storage area. The building used for dismantling vehicles is typical of an agricultural/industrial building and has a ridge height of approximately 5.5 - 6 metres (approximately 18 – 19.7 feet). Individually vehicles are brought into the open fronted building and dismantled by hand and the individual parts removed from the vehicles and stored within the building. On a weekly basis the component parts are transported from the site in a container lorry for distribution and re-use off site.

### **3.0 THE PROPOSED DEVELOPMENT**

- 3.1 This application seeks permission for the change of use of an area of vacant land enclosed by fencing measuring 47 metres by 67 metres (51 yards by 73 yards) to a vehicle storage area in association with the ELV recycling centre on the adjacent plot of land.
- 3.2 Access to the storage area will be obtained via the existing site entrance into the ELV recycling centre and HGV's and other vehicles

will enter the site in forward gear, proceed through the existing storage area into the extended storage area with sufficient space provided within the main body of the site to allow for more efficient access, manoeuvring of large vehicles and staff parking thereby improving the processing flows through the site.

- 3.3 The proposal is to provide a larger area for the storage of vehicles only to ensure that vehicles can be stored without the need to be stacked. No de-pollution activities will take place within the storage area. It has been confirmed by the Environment Agency that hard impermeable surfacing of this area is not required as the use is for the storage of vehicles awaiting salvage and/or processing, and that no element of the salvage or treatment process will take place until they are recovered onto the ELV recycling centre site. At this stage the vehicles are not considered to be a waste product. Once they move site and processing commences they may become part of the material processing stream.
- 3.4 The vehicles are delivered primarily by flatbed truck or light vehicles with trailer. On average about 2 deliveries are expected per day (10 per week), with collection by HGV container lorry about once a week.
- 3.5 Salvaged components are stored on the adjacent Auto Shells Ltd site within the main building or in shipping containers for periodic removal.
- 3.6 The approved ELV recycling centre is already screened with mature conifer planting. A new substantial 2 metre wide (2.2 yards) planting strip is proposed on the eastern (2 metres (2.2 yards) wide by 50 metres (54.7 yards) long) and part of the southern boundary (2 metres wide (54.7 yards) by 31 metres (33.9 yards) long). In the interim period whilst the planting is becoming established green fence netting is proposed to be installed and maintained for the duration of the plant establishment period.
- 3.7 The applicant is not proposing any increase in annual turnover or staffing levels and therefore the approved maximum operational throughput of 1000 tonnes per annum as approved by planning permission H/5015/10/CW still applies. The ELV recycling centre includes parking facilities for 7 staff and visitors adjacent to the north-west boundary adjacent to the entrance to the site which will continue to be used by the existing staff overseeing the proposed storage area.
- 3.8 The opening hours of the storage area are proposed to be in keeping with that of the adjacent site which operates from 7am to 7pm Monday to Friday and 7.30am to 1pm on a Saturday which are the same hours which were permitted on appeal for the previous civil engineering depot.

## 4.0 PLANNING HISTORY

- 4.1 There is limited planning history for this site, which relates to the change of use to ELV recycling centre and associated developments. The relevant planning history is therefore set out below:

H/03/01953/FUL	Use of building for office, storage and repairs ancillary to use as a civil engineering contractors depot, use of land for parking and open air storage in association with a civil engineering contractors depot and retention of concrete forecourt	Refused 26/07/2006 by HDC and Appeal subsequently allowed on 09/02/2007
H/05015/10/CW	Retrospective application for the change of use from Civil Engineering Contractors Depot to ELV recycling Centre	Approved 10/02/2011
H/05023/12/CW	Change of use of land from open grazing to storage area for vehicle dismantling facility	Approved 10/01/2013
H/05022/12/CW	Erection of vehicle breaking shelter (retrospective)	Approved 10/01/2013

## 5.0 CONSULTATION RESPONSES (SUMMARISED) AND PUBLICITY:-

- 5.1 Huntingdonshire District Council Planning Department has objected to the application. In the opinion of the District Council the site is in the countryside and they are concerned about the proposed spread of the existing use. The land is undeveloped and rural and the storage of vehicles on this site would have a detrimental impact on the character and appearance of the area. Whilst landscaping is proposed, this would not mitigate the wider impacts. The authority is also concerned about the impacts on the residential and visual amenity of the residential property opposite the site in regards to noise and vehicle movements.
- 5.2 Farcet Parish Council – Objection raised relating to lorries causing disruption to other residents, blocking roads and destroying the road surface.

- 5.3 CCC Ecology – No objection subject to a condition requiring the submission of details of the proposed landscaping scheme.
- 5.4 CCC Highways Development Management – No objection.
- 5.5 Huntingdonshire Environmental Health Officer – raises no formal objection to the application but requests that a condition be added restricting the hours of use to those approved for the main site i.e. 7am to 7pm Monday to Friday and 7.30am to 1pm on Saturdays with non working on Sundays or public holidays.
- 5.6 Environment Agency – No objection.
- 5.7 Internal Drainage Board (Whittlesey Consortium) - No response received to date, any comments received will be reported orally at Committee.
- 5.8 Publicity - The planning application was advertised in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A Press notice was published in the Hunts Post on 05 December 2018. This was in addition to 2 site notices being put up on 11 December 2018. Additionally, adjacent neighbours and statutory consultees were notified of the planning application.

## **6.0 REPRESENTATIONS (SUMMARISED):-**

- 6.1 One letter of objection has been received from a neighbouring resident whose commercial premises are located approximately 540m (595 yards) to the south east of the application site. Objection is raised to the development on the following grounds with particular concern being raised in relation to highway safety:
- Over the past 24 months or so the operations on this site have added more vehicle traffic from and to the site bringing vehicles towing trailers, and the large 40 foot containers being taken away from the yard blocking the road for some considerable time.
  - To allow this yard to expand to three times its size and the increase in traffic, noise and danger to other road users will be foolhardy and cause a risk to life. Emergency vehicles will be unable to attend an emergency on the fens with the current traffic problems of these large lorries being unable to clear the road due to the width restrictions and the fact that the road is a dead end with few passing places for large vehicles.
  - The Drove is a popular road for cyclists, being adjoining the green wheel cycle system.

- The Drove is not built to withstand the treatment given by heavy vehicles and the recently resurfaced road has been damaged by heavy vehicles over the last 6 months including at the two tight turns.
- The heavy vehicles have to drive through the village which has restricted access due to parked vehicles and this proposal will cause more congestion along the narrow roads that adjoin Conquest Drove.

## **7.0 PLANNING POLICY**

7.1 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 development plan policies are set out in paragraphs 7.3 to 7.5 below.

7.2 The National Planning Policy Framework (July 2018), the National Planning Policy for Waste (October 2014), and Planning Practice Guidance (PPG) are also material planning considerations.

7.3 Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy Development Plan Document (adopted July 2011) (M&WCS)

CS2: Strategic Vision and Objectives for Sustainable Waste Management Development.

CS14: The Scale of Waste Management Provision

CS15: The Location of Future Waste Management Facilities- Commercial Resource Recovery and Recycling Facilities (non-landfill)

CS22: Climate Change

CS28: Waste Minimisation, Re-use and Resource Recovery

CS32: Traffic and Highways

CS33: Protection of Landscape Character

CS34: Protecting Surrounding Areas.

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

En17 Development in the countryside

En22 Nature and wildlife conservation

En25 Design

CS8 Surface water and drainage

7.5 Huntingdonshire Local Development Framework Core Strategy (2009)

The following policies of the Huntingdonshire Local Development Plan adopted 2009 are of particular relevance:-

CS1: Sustainable Development in Huntingdonshire

## CS7: Employment Land

### 7.6 Supplementary planning documents

- The Location and Design of Waste Management Facilities (Adopted July 2011)
- The Cambridgeshire Flood & Water Supplementary Planning Document (adopted 14 July 2016)

### Emerging planning policy

- 7.7 Cambridgeshire County Council and Peterborough City Council have started a review of the Minerals and Waste Development Plan which will be known as the Minerals and Waste Local Plan. It has completed its first consultation stage in the form of the Minerals and Waste Local Plan Preliminary Plan (May 2018); and it is anticipated that consultation on a full Draft Minerals and Waste Local Plan will take place in March/April 2019. As an emerging draft Local Plan this document will only carry limited weight. The M&WCS and the Mineral and Waste Site Specific Proposals (M&WSSP) plan remain in force until the new Local Plan replaces them. Huntingdonshire District Council is currently preparing a Local Plan for the period up to 2036. HDC have now published the proposed main modifications that have been identified by the Inspector as necessary to make the Huntingdonshire Local Plan to 2036 'sound' and 'legally compliant'. Consultation on the proposed main modifications ran from 10 December 2018 to 29 January 2019. The Proposed Submission is a material consideration but does not yet form part of the adopted development plan therefore it has limited weight.

## **8.0 PLANNING CONSIDERATIONS**

- 8.1 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.
- 8.2 The National Planning Policy Framework (NPPF) July 2018 sets out the Government's planning policies and how it expects them to be applied. It is a material consideration in planning decisions and at its heart is a presumption in favour of sustainable development. It states that Local Planning Authorities should approve development proposals that accord with an up-to-date development plan.
- 8.3 Paragraph 38 requires local planning authorities to approach decisions on proposed development in a positive and creative way and that they should work pro-actively with applicants to secure developments that will improve the economic, social and environmental conditions of the



area.

- 8.4 Paragraph 183 states that the focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.

### **Principle of Development**

- 8.5 Government advice is that waste management proposals outside allocated areas (non-landfill) should be considered favourably where they are consistent with the Waste Planning Authority's Core Strategy.
- 8.6 M&WCS Policy CS18 states that proposals for waste management development outside allocated areas will be considered favourably where this is consistent with the spatial strategy for waste management, and it can be demonstrated that they will contribute towards sustainable waste management, moving waste up the waste hierarchy. Furthermore, M&WCS Policy CS18 states that waste recovery and recycling facilities may be permitted where they are co-located with complementary activities (including existing permanent waste management sites). The site of the proposed vehicle storage area is adjacent to the existing Auto Shells Ltd ELV recycling site and is enclosed within the same boundary fencing as the existing site. There are no works proposed to the storage area other than to plant a substantial tree planting belt to maximise the visual screening of the site when viewed from external viewpoints. The proposed vehicle storage area is to be co-located with the ELV recycling centre and associated with it. It is therefore considered that the proposal meets the overall objective of M&WCS Policy CS18.
- 8.7 Whilst not yet adopted, emerging draft policy 7 of the Huntingdonshire Local Plan to 2036 (draft Strategic option and policies) will support a sustainable proposal for essential operational development for a waste management facility where it accords with other policies in the plan or policies of the Cambridgeshire Minerals and Waste Development Plan. Huntingdonshire District Council and a local resident have raised concerns about the rural nature of the land. Whilst the change of use of the vacant land is not within the existing boundaries of the site it represents a modest expansion of the site by approximately 67 metres (approximately 73 yards) to the east to provide improved storage facilities, minimise the visual impact of the stored vehicles, provide improved site access and will not result in any intensification of the existing use of the site for recycling of ELV's. The proposed land will only be used for storage which can be secured by condition (see draft condition 3) and will be enclosed by hedge planting adjacent to the existing site boundary fence to the east and south which will prevent further site expansion and will improve the screening of the site once it has become established.

## **Visual Impact**

- 8.8 M&WCS Policy CS34 states that proposed development will only be permitted where it can be demonstrated that there would be no significant harm, visual intrusion or loss to residential or other amenities. The proposed development seeks to create an area for the storage of waste material which will be well screened and has the benefit of mature trees along the boundaries of the site. The proposed development does not seek to extend any operation with the potential for noise or dust closer to any sensitive receptors. There will be no line of sight from the proposed storage area to residential properties once the boundary treatment is established. A condition to limit the vehicles to prevent the stacking of vehicles can be attached (see draft condition 9). The extension to the existing site will not result in unacceptable harm to the environment, human health or safety, existing or proposed neighbouring land uses, visual intrusion or loss to residential or other amenities. It is therefore considered that there are insufficient grounds to withhold permission on amenity grounds and the proposal is considered to comply with M&WCS Policy CS34.

## **Highways and Traffic Considerations**

- 8.9 M&WCS Policy CS32 states that waste 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 and that any associated increase in traffic or highway improvements would not cause unacceptable harm to the environment and road safety. Concern has been raised by a local resident in relation to current traffic issues on Conquest Drove regarding its capacity, poor maintenance and the safety issues created by HGV's on the road. However, the proposed development does not seek to increase the capacity of waste received at the site or an increase in the number of vehicles attending the site, its purpose is to provide a significant improvement in the storage facilities negating the requirement to stack vehicles and improve access and turning facilities for vehicles within the site. In order to ensure the protection of the amenity of neighbouring properties it is recommended that the current permitted level of vehicle movements be secured by a condition (see draft condition 10). The proposed rationalisation of the site operation, creating a functional internal turning area will eradicate the need for HGV's to turn further along Conquest Drove. Vehicle turning arrangements have been demonstrated in the approved plans relating to a previous planning permission reference H/05023/12/CW for the change of use of land from open grazing to storage area for vehicle dismantling facility approved on 10/01/2019 to the satisfaction of the Highways Development Control Officer and are one of the motivations for the applicant to improve the storage arrangements on the site as the approved arrangement has been difficult to maintain due to the

cramped nature of the current vehicle storage area. It is considered that the proposed development will improve access and vehicle turning to the existing ELV facility and will not significantly increase the number of HGV's using Conquest Drove and is therefore in compliance with M&WCS Policy CS32.

### **Environmental and Pollution Considerations**

- 8.10 M&WCS Policy CS39 states that waste management development will only be permitted where it is demonstrated that there would be no significant adverse impact or risk to the quality of surface water at or in the vicinity of the site. The location of the development is not situated within a flood plain and the Environment Agency confirmed during consideration of planning application H/05023/12/CW for the previous storage area expansion that the proposed change of use would not be likely to increase flood risk. The change of use and the increase in the size of the site does not significantly alter the likelihood of significant environmental effects arising from the development or the nature of the potential impact in terms of discharges or emissions. It is therefore considered that the development is in compliance with M&WCS Policy CS39.
- 8.11 If permission is granted the operator will also need to apply to alter the environmental permit from the Environment Agency, which will control pollution risk from the site, including any possible contamination of the surrounding environment. Paragraph 183 of the NPPF (2018) states that it is not necessary to use planning conditions to control the pollution aspects of a waste management facility; as such controlling contamination of the surrounding environment has not been conditioned as part of this application.

## **9.0 CONCLUSION**

- 9.1 It is considered that the purpose of the operations at the site is to help to move the management of waste up the 'waste hierarchy' reducing the amount of material needing to go to landfill. The supporting text of M&WCS Policy CS18 and the NPPF indicate that such types of facilities will be encouraged where appropriate.
- 9.2 The proposed change of use and re-organisation of the site will improve access to the site and not generate an increase of vehicle movements along Conquest Drove.
- 9.3 The principle of the location of the proposed change of use involves apportioning weight and balancing the objectives of the NPPF and M&WCS Policy CS18. When the size of the proposed development site is considered alongside the primary objectives of the development to improve access and internal operations at the recycling facility and the visual amenity of the vehicle storage area then the NPPF and

M&WCS Policy CS18 can in these circumstances be accorded significant weight. It is, therefore considered that the location of the proposed development is, on balance, in accordance with the requirements of the NPPF and M&WCS Policy CS18 and that the proposals should be supported.

## 10.0 RECOMMENDATION

### 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 10 below requires further information to be submitted, or works to be carried out, to protect the environment and ensure sustainable methods of operation during the construction of the development and is therefore attached as a pre-commencement condition. The developer may not legally commence development on site until this condition has been satisfied.

- 10.1 It is recommended that planning permission be granted, subject to the following conditions:

#### Commencement

1. The development hereby permitted shall be commenced before the expiration of 3 years from the date of this permission.

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

#### Approved plans and documents

2. The development hereby permitted shall not proceed except in accordance with the details set out in the submitted application form dated 9 November 2018 and the following approved plans and documents (received 8 November 2018 unless otherwise stated), except as otherwise required by any of the following conditions set out in this planning permission:
  - Drawing number 1 Rev A – Access & new screen planting. Extension to existing site to allow for storage of vehicles [Revised Access], by Matrix Planning;
  - Drawing number 2 Rev A – Access & new screen planting. Extension to existing site to allow for storage of vehicles [Proposed Screen Planting]; and

- Flood risk Assessment by Matrix Planning dated 08.11.18.

**Reason:** *To define the site and to protect the character and appearance of the locality in accordance with policy CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document (2011).*

#### Use of land

3. The area identified as '3. Vehicle Storage' on Drawing number 1 Rev A – Access & new screen planting. Extension to existing site to allow for storage of vehicles [Revised Access], by Matrix Planning shall only be used for vehicle storage and for no other purpose.

**Reason:** *To protect the amenities of adjacent land users in accordance with policies CS33 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document (2011).*

#### Hours of operation

4. No vehicles or plant shall be taken onto the site or dispatched from the site and there shall be no working within the site before 7.00 am or after 7.00 pm Monday to Friday, before 7.30 am or after 1 pm on Saturday. On Sundays and Bank / Public Holidays no vehicles or plant shall be taken onto the site or dispatched from the site and there shall be no working within the site.

**Reason:** *To protect the amenities of adjacent land users in accordance with policies CS33 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document (2011).*

#### Facility throughput

5. No more than a total of 1000 tonnes of scrap materials as permitted under planning permission H/5015/10/CW shall be accepted at the site in any one calendar year. The operator shall maintain a record of the type, quantity (in tonnes) and origin of the feedstock delivered, and the date of delivery. These records shall be kept on the site so that they are available for immediate inspection by Council officers between the hours of 0900 and 1700 Monday to Friday and the records must be able to be collated into a report that will be supplied to the waste planning authority within 10 working days of a written request.

**Reason:** *It has not been demonstrated that the local public highway network is capable of safely accommodating higher number of vehicle movements and in the interest of the amenity of occupiers of nearby properties in accordance with policies CS32 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy*

*Development Plan Document (2011) and to enable compliance with condition 9 to be monitored.*

#### Access

6. Access to the vehicle storage area hereby approved shall be achieved through the existing site access only and the access directly into the storage area shall be maintained solely as an emergency access as detailed on approved Drawing number 1 Rev A – Access & new screen planting.

*Reason: In the interest of the amenity of occupiers of nearby properties in accordance with policies CS32 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document (2011) and to enable compliance with condition 9 to be monitored.*

#### Lighting

7. No additional external lighting shall be erected or installed unless full details have been submitted to and approved in writing by the Waste Planning Authority. The external lighting shall be erected or installed and maintained in accordance with the approved details.

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

#### Burning of Waste

8. There shall be no burning of any waste on the site.

**Reason:** *In the interests of pollution control and residential amenity in accordance with policy CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document (2011).*

#### Stockpile height

9. The height of any individual stored vehicle shall not exceed 3.0 metres above ground level of the site unless otherwise agreed in writing by the Waste Planning Authority.

**Reason:** *To control the height of stored vehicles in the interests of visual amenity and the amenity of nearby residents in accordance with policies CS33 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document (2011).*

### Vehicle restrictions

10. No more than 20 vehicle movements (10 in and 10 out) and 1 HCV vehicle movement shall enter the site in any one week. A daily record of all vehicles movements shall be maintained at the site and made available on request for the inspection by the Waste Planning Authority in line with condition 5.

***Reason:*** *In the interests of highway safety and amenity and to comply with policy CS32 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document (2011).*

### Landscape Scheme

11. Prior to the commencement of development full details of the Landscape Scheme shall be submitted to and approved in writing by the Waste Planning Authority. A detailed landscape scheme shall include the species list, height and density of planting and a landscape management plan for the duration of 5 years. The approved Landscape Scheme shall be implemented in full within the first available planting season following the occupation of the site.

***Reason:*** *In the interests of visual amenity and nature conservation in accordance with policies CS33 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document (2011). The details for landscaping are required ahead of the construction phase in order to protect visual amenity so must be agreed before development commences.*

### Replacement Planting

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

***Reason:*** *In the interests of visual amenity and the amenity of nearby residents in accordance with policies CS33 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document (2011).*

### Compliance with paragraph 38 of the National Planning Policy Framework (July 2018)

The Waste 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 relating to the

proposed extension to the site for the storage of vehicles compatible with End of Life. Consultation took place with statutory consultees and other consultees, including local residents, which have been taken into account in the decision making process.

Source Documents	Location
<p>Link to the National Planning Policy Framework (July 2018) <a href="https://www.gov.uk/government/publications/national-planning-policy-framework--2">https://www.gov.uk/government/publications/national-planning-policy-framework--2</a></p> <p>Link to the Cambridgeshire and Peterborough Minerals and Waste Core Strategy: <a href="https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/adopted-minerals-and-waste-plan/">https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/adopted-minerals-and-waste-plan/</a></p> <p>Link to the Huntingdonshire Local Plan and Core Strategy <a href="http://www.huntingdonshire.gov.uk/planning/adopted-development-plans/current-local-plan/">http://www.huntingdonshire.gov.uk/planning/adopted-development-plans/current-local-plan/</a></p>	