

Demolition of existing buildings and 3, 14 metre high chimneys; erection of a pyrolysis plant building connected to a waste reception building; erection of a 25 metre high chimney; 2no containers for gas engines; electricity substation; upgrading and extension of internal access track around perimeter of the memorial garden

AT: Novus Environmental, Novus House, Thriplow, SG8 7RR

APPLICANT: Paul Bouchier, Vetspeed

LPA NO: S/0008/15/CW

To: **Planning Committee**

Date: **12 May 2016**

From: **Head of Growth & Economy**

Electoral division(s): **Duxford**

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

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

<i>Officer contact:</i>	
Name:	Helen Wass
Post:	Development Management Officer
Email:	Helen.Wass@cambridgeshire.gov.uk
Tel:	01223 715522

1.0 INTRODUCTION

- 1.1 The proposed development is on a site which functions as both a waste disposal site and the Cambridge Pet Crematorium. It has planning permission for the incineration of hazardous waste; the disposal of hazardous waste in an autoclave (apparatus for sterilising objects by steam under pressure); animal carcass incineration; and storage of hazardous and non-hazardous waste prior to off-site disposal or recovery. The hazardous waste facility is not currently operational and the main waste management activity is the autoclave for clinical waste.

2.0 THE SITE AND SURROUNDINGS

- 2.1 The site is in open countryside approximately 1.5 km south of Thriplow, immediately to the southeast of the A505 from which direct access is derived. The closest residential properties are the five at or beside Heath Farm (300 – 600 metres to the southwest on the A505) and Heath Pond Cottages (400 metres to the northeast). The villages of Fowlmere and Heathfield are approximately 2 km to the northwest and northeast respectively. The M11 is approximately 2.5 km to the northeast, beyond which are the villages of Whittlesford and Duxford. There are no settlements to the southwest, south and southeast of the site within 4 km although this area contains isolated farms, a cluster of properties at Chrishall Grange and a golf course.
- 2.2 There are no scheduled monuments within 2 km the site. The site is 1km southwest of the Duxford Airfield Conservation Area; 1.4km south of Thriplow Conservation Area; and 2.3km southeast of Fowlmere Conservation Area. The closest Sites of Scientific Interest (SSSI) are Fowlmere Watercress Beds (3.5 km northwest); Whittlesford – Thriplow Hummocky Fields (2km northwest and 3.8 km northeast); Thriplow Meadows (2.3km north); and Thriplow Peat Holes (2.6km northeast).
- 2.3 The current planning application area forms about a fifth of an approximately 2.8 hectare waste management complex. A number of large, industrial-type buildings and associated service yards and car park occupy 0.8 hectare at the north of the complex adjacent to the A505. The new building will be located within this area. 1.6 hectares is a landscaped pet cemetery and memorial garden and a 0.40 hectare area of land adjacent to and accessed from the main complex is used for storage.

3.0 THE DEVELOPMENT

- 3.1 The proposed development comprises:-
- Demolition of a 26 x 30 metre (780 m²) building and 3 x 14 metre high chimneys
 - Construction (partly on the same footprint) of a 26 x 26 metre x 13 metre high pyrolysis plant building, interconnected by the fuel feed conveyor, to a (27 x 26 metre x 11 metre high waste reception building

high) giving net increase of 598 m² floor space. The building will be portal framed and profile clad.

- Erection of 25 metre high chimney
- Combined heat and power (CHP) plant comprising 2 biogas engines housed in 5.5 x 18 metre containers
- Electricity substation
- Upgrading and extension of internal access track around the perimeter of the memorial garden

3.2 Pyrolysis is a thermochemical decomposition of organic material at elevated temperatures in the absence of oxygen (or any halogen). It involves the simultaneous change of chemical composition and physical phase, and is irreversible. The pyrolysis plant would process a mixture of waste wood, waste packaging, oil contaminated rags and clinical and pharmaceutical waste. It would be delivered to the site in bulk containers or similar HGVs and offloaded into a dedicated bunker within the waste reception building. Approximately 20% of the feedstock would be residual waste from the adjacent autoclave plant, which would otherwise be transported off site for disposal. No waste would be processed or stored externally. Proposed throughput would be 25,000 tonnes per year, or 68 tonnes per day.

3.3 The energy generated from the pyrolysis process would comprise 4MW of electricity, which would be used both on site and exported to the grid via a transformer/substation. Additionally, up to 5MW of medium pressure steam would be produced and used in the autoclaves. Furthermore, the carbonaceous char which results from the pyrolysis process would be combusted at high temperature to generate hot gases that would be used to heat the outside of the pyrolysis processing container and drive the reactions taking place within it. Any resulting ash would be melted within the combustion chamber and extracted in the form of vitrified slag which can be used as an aggregate, usually in block-making. The outputs of the pyrolysis process are steam, power, exhaust gases, ash and slag residue. The input waste is typically reduced in volume by over 90% and the vitrified slag residue is usually 5% of the total weight of the material throughput.

3.4 The proposed development is environmental impact assessment (EIA) development and the application was accompanied by an environmental statement (ES).

4.0 CONSULTATIONS

4.1 South Cambridgeshire District Council

(i) Historic Buildings Officer

The site is in close proximity to Thriplow, Fowlmere and Duxford Airfield conservation areas which include many listed buildings. Due to the landscape, there are many long ranging vistas into and out of the conservation areas. The current buildings are fairly small in scale and largely have the character of modern agricultural units. The proposed

alterations include a significant increase in height, with the chimney increasing from 14.4 metres to 24.4 metres. This significant increase in the height of the chimney could have a negative impact on the setting of these conservation areas. The increase in bulk and height of the buildings may also have a negative impact. Visuals of the proposed alterations, from the conservation areas, need to be provided to fully assess any impact on the setting of these heritage assets.

[Following the submission of an appraisal of the potential effects on the setting of conservation areas and addendum addressing visibility from Duxford Airfield]

Although some more viewpoints could have been considered, from those that have been provided, it is considered that if the chimney can be viewed, it will be at a distance that will mean the impact on the Duxford Airfield conservation area is minimal.

ii) Landscape Officer

The proposed buildings are far larger than the existing both in terms of footprint and height. They are also placed closer to the site boundaries and are likely to produce negative landscape impacts. The buildings will be particularly dominant viewed when approaching from the west and from the northern road frontage to the A505. The current layout features storage yards on the western boundary. Where will these yards be located within the proposed layout? The proposed colour finishes to the buildings (light greys on roofs etc) may result in additional landscape impact particularly when viewed from elevated positions e.g. approaching from Thriplow to the north or from Chrishall from the south. The proposed access track seems to remove several areas of garden/pet graves and passes very close to the pond area, again removing areas of landscape. Boundary hedges and trees on the western boundary are also removed.

[In response to additional information and proposed landscape mitigation]

- The proposed olive green colour with a light grey chimney is acceptable, but the building should have some additional coloured panels to break it up. It will be a formidable bulk if painted all one shade. The roof panels should be muted colours as well – not white or silver.
- The existing proposed new access route is very long and wide enough for HGVs to pass and will remove a number of memorials etc. The large pond will also be within approximately 4 metres of the new road, and the weight surcharge from traffic and construction could affect the banks. There is a shorter alternative route which would remove only small areas of hedge and shrub planting (not barns, ponds etc.). Some re-modelling of the visitors parking area would also be needed.

- Native planting to the perimeter of the site is welcome but this could be continued to complete the west and northern boundaries. There would appear to be soft areas to plant into. The proposed plant species are acceptable.

iii) Environmental Health Officer

During the operational phase of development, the use of pyrolysis to derive energy from waste will be subject to authorisation by the Environment Agency as a Schedule 1, Section 5.1 Part A (1) installation. As such detailed dispersion modelling and impact assessments of all emissions will be undertaken. The Air Quality Assessment report submitted with the planning application satisfactorily demonstrates that there are no implications for national air quality standards from the proposed plant emissions under normal operating conditions. This assessment however is reliant on the chimney stack height of 25 metres. Should the height of the proposed point of emission be modified, this would need to be reviewed.

The process will result in the formation of waste fly ash and slag and these materials should be subject to appropriate waste management controls.

The noise assessment submitted with the planning application considers noise from operational and construction phases of development. The assessment has been undertaken in accordance with current guidance and good practice and shows that there will be no significant impact from the proposed development. Noise will also be subject to control by the Environment Agency permitting process.

If permission is granted conditions to control noise and dust during the demolition and construction phases of development are recommended.

The Health Impact Assessment [submitted in December 2015] is satisfactory.

4.2 Thriplow Parish Council: A majority of councillors object to the development. Their concerns are:

- The increase in HGV traffic on the A505
- Obstruction of the A505 at peak times, when lorries attempt to enter the plant when coming from the Royston direction
- Lack of new systems of traffic control
- The risk of lorries using the roads through Thriplow village which are narrow and unsuitable for HGVs
- If permission is granted delivery and collection times should be limited by condition to avoid rush hours and commercial traffic banned from Thriplow village
- The possible effect of the erection of a very high chimney on the IWM and its air shows. The IWM is extremely important to the community, providing employment and contributing to the local economy. Nothing

should be allowed to impede this. Any risk to the continued prosperity of the IWM and its existence does not have the support of TPC.

- The visual impact of the development as a whole. Better screening is needed.
- Impact of pollution on Heathfield residents.

4.3 Duxford Parish Council: No objection as long as the development does not interfere with air show operations.

4.4 Whittlesford Parish Council: No comments received.

4.5 Fowlmere Parish Council: Share Thriplow Parish Council's concerns and understand there are additional concerns at Duxford Imperial War Museum and recommend refusal. The operations have outgrown the site if they require the proposed level of enhanced capability.

4.6 Environment Agency: The proposed pyrolysis plant and building will overlap the existing installation regulated under an environmental permit. Should the existing permitted activities be relocated to other appropriate parts of the site to make way for the new pyrolysis plant, the existing permit may need to be varied to reflect these changes including the revised locations of any emission points.

4.7 The site overlies a principal aquifer (part of the Cam and Ely Ouse Chalk groundwater body, an EU Water Framework Directive Drinking Water Protected Area) and is located within a groundwater source protection zone 3 designated to protect public water supply abstractions in the area. The overlying soils at the site are classified as having a high leaching potential, meaning they can readily transmit a wide variety of pollutants to the groundwater. The site also overlies a secondary A aquifer. The regional use of groundwater in this area makes the site highly vulnerable to pollution. The previous uses of the site which include landfill and an incinerator are considered to be potentially contaminative. The site is considered to be of high sensitivity and could present potential pollutant/contaminant linkages to controlled waters.

4.8 Sufficient information has been provided to demonstrate that risks from land contamination are understood and can be addressed. The risks to controlled waters posed by contamination at this site can be addressed through appropriate measures. However, further details will be required in order to ensure that risks are appropriately addressed prior to the development commencing and being occupied. It is important that remediation works, if required, are verified as completed to agreed standards to ensure that controlled waters are suitably protected. The previous objection is withdrawn provided that the recommended planning conditions and informatives are included. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and the objection would be maintained.

[Recommended conditions cover: ground contamination remediation strategy; contamination not previously identified; surface water disposal scheme; piling and other ground penetration]

- 4.9 Imperial War Museum Duxford : Object to the proposed development because it will put airfield operations at risk and consequently have a negative impact on the museum as an important visitor and heritage attraction, on the important aerial vistas and the many on-site partners and their businesses which make a large contribution to the local economy.

IWM Duxford's full responses are attached at Appendix A.

- 4.10 CCC Transport Assessment and Highway Development Management: There is no objection from a traffic generation and highway capacity point of view. A traffic management plan for the demolition and construction phases is required. The area shown as a manoeuvring space for HGVs should be kept free from any obstruction. These matters can be secured by condition if permission is granted.

- 4.11 CCC Flood & Water Team (Lead Local Flood Authority): No objection. There will be no increase in impermeable area. The surface water will be pumped to an underground sump where it will be treated, stored and then pumped to a pond. The applicant has demonstrated that water can be attenuated on site with the use of existing drainage features.

- 4.12 CCC Ecology Officer:

(i) Common reptiles - The applicant's ecologist has identified the meadow adjacent to the site as being suitable to support common reptiles and have recommended that a reptile exclusion fence is installed along the inside boundary fenceline of the proposed access track and interior of the grassy slope.

ii) Great Crested Newts (GCN) – The applicant's ecologist identified the ornamental pond in the memorial garden as being potentially suitable breeding habitat for GCNs. The primary function of the pond is to accept water from the roofs of the buildings. It dries out in the summer and consequently is not suitable as a breeding pond for Great Crested Newts. The applicant's ecologist proposes that during construction works a watching brief for Great Crested Newts be implemented. This approach is supported and should be secured by condition.

iii) Landscape Scheme - The inclusion of native tree and shrub planting within the landscape proposals is welcomed.

- 4.13 CCC Waste Team: Planting trees and / or a hedgerow along or close to the boundary with the County Council-owned closed landfill site immediately to the west should be done with caution to ensure that the integrity of the clay cap is not breached. Pathways thorough which landfill gas could migrate must not be created.

5.0 REPRESENTATIONS

5.1 Representations have been received from 8 local residents; 6 businesses or individuals with aviation interests; 2 visitors to IWM Duxford; the MP for South Cambridgeshire and the local member. A copy of their letters and emails will be placed in the Members' Lounge one week before the meeting. The local residents' concerns are summarised below:

- New technology so its effects on people, animals, crops and the environment isn't known
- Effect of emissions on local residents and visitors to IWM Duxford
- Aircraft safety and effect on IWM Duxford and the local economy
- HGV traffic will worsen congestion and safety on the A505 and air quality
- HGVs may use unsuitable local roads through villages
- Impact on experience of visitors to the pet crematorium
- Different cladding and more screening is needed to lessen the impact of the new building on the Green Belt

Those with a personal or professional interest in aviation consider that the proposed chimney will be a hazard to aircraft.

5.2 Heidi Allen, MP for South Cambridgeshire: Strongly objects to the application, having serious concerns about the danger this proposal represents to air traffic safety and therefore the safety of the local community, businesses and visitors to the area.

5.3 Cllr Peter Topping (local member): Has raised concerns about the waste processing technology and the potential hazard from emissions and objects to the proposal on grounds of impact of the additional traffic on the A505 and the risk to aircraft at IWM Duxford.

6.0 PLANNING HISTORY

[temporary time-expired permissions omitted]

6.1 S/1480/82 – Incinerator for domestic animals – Granted 02-02-1983

S/0671/85 – Additional incinerator plant- Granted 18-06-1985

S/0657/90 – Incinerator plant – Granted 30-07-1990

S/2205/90 – Burial area for domestic animals – Refused 17-04-1991

S/1356/94 – Consolidation of planning consents and proposals for long-term on site – Granted 23-01-1995

S/01228/97/CW - Roof extension & cold room to store dead animals prior to incineration – Granted 24-12-1997

S/01561/97/CW – Variation of condition 9 of S/1356/94 to permit incineration of veterinary clinical waste- Granted 22-01-1998

S/02143/98/CW - Variation of condition 10 of S/1356/94 to permit operation of incinerators 24 hours 7 days per week Granted 10-05-1999

S/00434/99/CW – Erection of storage, office & mess building; covered waste transfer area & garden machinery store- Granted 13-08-1999

S/1676/99/CW – Development without compliance with condition 9 and variation of condition 1 of S/1356/94 to change types of waste that can be treated – Granted 21-12-1999

S/00496/05/CW - Variation of condition 1 of S/1356/94 (as amended by S/1676/99) to allow non-veterinary (i.e. human) clinical waste to be imported, stored and handled on site – Granted 22-09-2005

S/00497/05/CW – Erection of buildings to accommodate the installation of autoclave waste management equipment plus associated office/visitor facilities – Granted 22-09-2005

S/01649/10/CW – Replacement incinerator plant and associated chimney stack – Granted 03-03-2011

Land to the east of Cambridge Pet Crematorium

- 6.2 The land immediately to the east of the pet crematorium adjacent to the A505 is being used for vehicle parking and the storage of containers, effectively an extension of the waste management site from which it is accessed. Planning application no S/0868/16/FL was registered by South Cambridgeshire District Council on 23 March 2016 for use of land as staff car/lorry park and use of existing barn for ancillary storage (retrospective).

7.0 PLANNING POLICY AND RELEVANT GUIDANCE

- 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, 7.4 and 7.6 below.
- 7.2 The National Planning Policy Framework (March 2012), the Waste Management Plan for England (December 2013) and National Planning Policy for Waste (October 2014) are also material planning considerations.
- 7.3 Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document (adopted July 2011) (the M&W Core Strategy)

- CS2 Strategic vision and objectives for sustainable waste management development
- CS15 The location the future waste management facilities
- CS18 Waste management proposals outside allocated areas
- CS19 The location of hazardous waste facilities - resource recovery and landfill
- CS22 Climate change
- CS24 Design of sustainable minerals and waste management facilities
- CS29 The need for waste management development and movement of waste
- CS30 Waste Consultation Areas
- CS32 Traffic and highways
- CS33 Protection of landscape character
- CS34 Protecting surrounding uses
- CS35 Biodiversity and geodiversity
- CS36 Archaeology and the Historic Environment
- CS39 Water resources and water pollution prevention
- CS40 Airport safeguarding

7.4 Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document (adopted February 2012) (the M&W SSP)

- SSPW8 Waste consultation areas (reference W8AR, Pet Crematorium, A505, Thriplow)

7.5 The Location and Design of Waste Management Facilities Supplementary Planning Document (adopted July 2011)

7.6 South Cambridgeshire Development Control Policies Development Plan Document (July 2007) (SC DCP)

- DP/1 Sustainable Development
- DP/2 Design of New Development
- DP/3 Development Criteria
- DP/6 Construction Methods
- GB/3 Mitigating the impact of development adjoining the green belt
- NE/4 Landscape Character Areas
- NE/6 Biodiversity
- NE/8 Groundwater
- NE/9 Water and Drainage Infrastructure
- NE/10 Foul Drainage – Alternative Drainage Systems
- NE/11 Flood Risk
- NE/12 Water Conservation
- NE/14 Lighting Proposals
- NE/15 Noise Pollution
- NE/16 Emissions
- CH/5 Conservation Areas

7.7 The South Cambridgeshire Local Plan 2011-2031 was submitted to the Secretary of State in March 2014 and is being examined jointly with the Cambridge City Local Plan by planning inspectors at hearings which

will resume in June 2016. The new Local Plan is not yet, therefore, part of the adopted development plan. However, policies to which there have been no objections should be afforded some weight.

8.0 PLANNING CONSIDERATIONS

8.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected 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:

- Proposed development that accords with the development plan should be approved without delay;
- 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; and
- Proposed develop that conflicts with an up-to-date development plan should be refused unless other material considerations indicate otherwise.

8.2 The Government identifies 3 dimensions to sustainable development which give rise to need for the planning system to perform a number of roles which it states should not be undertaken in isolation:

- 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.

8.3 The National Planning Policy for Waste (NPPW) refers to the Waste Management Plan for England (WMPE) in which the Government supports efficient energy recovery from residual waste – of materials which cannot be reused or recycled - to deliver environmental benefits, reduce carbon impact and provide economic opportunities. The NPPW also gives advice on the determination of planning applications and provides locational criteria against which sites should be tested. These criteria are covered by development plan policies.

8.4 The Government's Strategy for Hazardous Waste Management in England sets out a vision for improved hazardous waste treatment. The Strategy aims to continue to encourage policies which lead to

reductions in hazardous waste arisings, and the wider application of the waste hierarchy to the management of hazardous waste.

- 8.5 The key issues are the principle of energy from waste by means of pyrolysis; the suitability of the proposed location; impact on the safety of operations at Duxford airfield; and whether the process can be undertaken without causing unacceptable harm to the local environment including both ecological and human receptors.

Principle of the development

- 8.6 Some elements of the proposed feedstock will be classified as hazardous e.g. oil contaminated rags and clinical and pharmaceutical waste and therefore options for dealing with them towards the top of the waste hierarchy (prevention, preparing for re-use and recycling) are limited. Energy recovery from waste is preferable to disposal by landfill or by incineration without energy recovery. Co-locating the proposed pyrolysis plant at an existing waste management site has benefits which weigh in the project's favour. Approximately 20% of the feedstock will be residue from the adjacent autoclave plant which would otherwise be transported off site for disposal. Steam from the pyrolysis process would be used in the autoclaves in place of that produced by oil fired boilers and the electricity would be used on site, with the surplus exported to the grid. This would replace electricity taken from the grid, typically generated by fossil fuel power stations. Large quantities of waste wood have been stockpiled at a number of locations within the county therefore a means of disposal with energy recovery would be a useful contribution to the network of waste management facilities.
- 8.7 For these reasons the proposed project would contribute towards addressing climate change in compliance with M&W Core Strategy policies CS2 and CS22, and form part of a network of waste management facilities in compliance with policy CS15 and the WMPE.

The proposed location

- 8.8 M&W Core Strategy policy CS30 and M&W SSP policy SSPW8 define waste consultation areas around waste management facilities which make a significant contribution to managing any waste stream. Their purpose is to ensure that these facilities are protected from development that would prejudice existing or future waste management uses. The Cambridge Pet Crematorium and associated waste management facility is protected by a waste consultation area (reference W8AR). It is therefore recognised as a site whose future for waste management should be protected.
- 8.9 M&W Core Strategy policy CS18 deals with waste management proposals outside allocated areas and states that they will be considered favourably where this is consistent with the spatial strategy for waste management and it can be demonstrated that they will contribute to sustainable waste management, moving waste up the

waste hierarchy. These matters have been dealt with in paragraphs 8.6 and 8.7 above. CS18 goes on to identify the types of site where waste recovery and recycling facilities may be permitted and these include: for on-site management of waste; co-location with complementary activities (including existing permanent waste management sites); and on previously developed land. The proposed site fulfils all of these criteria and also complies with SC DCP policy DP/1 (c) which gives priority to the use of brownfield sites. The supplementary planning document *The Location and Design of Waste Management Facilities* also favours the use of previously developed land and recognises the benefits of the co-location of waste management facilities.

Aircraft Safety

- 8.10 Considerable concern has been raised by IWM Duxford, other members of the flying community and local residents about the impact of the proposed 25 metre high chimney on aircraft landing and taking off and consequent impacts on the museum and its contribution to the local economy.
- 8.11 Duxford is licensed as an aerodrome with the Civil Aviation Authority (CAA). CAA advice (*Guidance on Civil Aviation Authority (CAA) Planning Consultation Requirements – 2 August 2012*) is that aerodrome safeguarding responsibility rests with the aerodrome licence holder/operator not the CAA. DFT/ODPM Circular 1/2003 – *Advice to local planning authorities on safeguarding aerodromes and military explosives storage areas* states that operators of licensed and unlicensed aerodromes should “take steps to protect their locations from the effects of possible adverse development by establishing an agreed consultation procedure between themselves and the local planning authority or authorities.” One method, recommended by the CAA to aerodrome licensees, is to lodge a non-official safeguarding map with relevant local planning authorities. The Circular asks local planning authorities to respond sympathetically to requests for non-official safeguarding. The purpose of a safeguarding map is to indicate to a local planning authority those types of development upon which consultation is required. It is required if the height of any building or structure would, as a result of the development, exceed the level indicated on the map.
- 8.12 There is no policy in the adopted South Cambridgeshire development plan relating to aerodrome safeguarding. The Annex to Department for Transport Circular 1/2010, Control of Development in Airport Public Safety Zones requires such zones be safeguarded and identified in development plans. Policy TI/6 of the Proposed Submission Local Plan (July 2013) refers to public safety zones around Cambridge Airport. Within this area development is restricted whilst the airport is operational in order to minimise the number of people at risk of death or injury in the event of an aircraft crash on take-off or landing. South Cambridgeshire District Council’s proposed Minor Changes were

published in March 2014, and as a response to a representation, the following was added:

Air Safeguarding Zones

10.34 Applications for development within Cambridge Airport's Air Safeguarding Zones (shown in Figure 12a) will be the subject of consultation with the operator of the airport and the Ministry of Defence. Restrictions in height, or changes to the detailed design of development may be necessary to mitigate the risk of aircraft accident and maintain the operational integrity of the airport.

10.35 The purpose of airport safeguarding is to take the measures necessary to ensure the safety of aircraft, their passengers and crew while taking off or landing or while flying in the vicinity of Cambridge Airport. This is achieved by assessing proposed development so as to:

- protect the air through which aircraft fly;*
- protect the integrity of radar and other electronic aids to air navigation;*
- protect visual aids, such as approach and runway lighting, by preventing them from being obscured, or preventing the installation of other lights; and*
- avoid any increase in the risk to aircraft of a birdstrike.*

10.36 A similar Aerodrome Safeguarding Zone applies to the Imperial War Museum Duxford (shown on Figure 12b). Applications for development within Duxford's Air Safeguarding Zones will be the subject of consultation with the aerodrome operator.

- 8.13 Figure 12b is shown in Appendix B. The proposed development falls within Zone 1 where consultation with IWM Duxford is required for development proposals over 10 metres in height. The applicant was advised in February 2015 to contact IWM Duxford at the pre-application stage to discuss any potential air safety matters and his attention was drawn to M&W Core Strategy policy CS40.

CS40 Airport Safeguarding

Mineral and waste management development within the safeguarding areas of airports or aerodromes will only be permitted where it can be demonstrated that the development and associated operations and restoration would not constitute a significant hazard to air traffic. The preparation of an approved Bird Management Plan may be required.

- 8.14 IWM Duxford has objected to the planning application for a number of reasons but principally because they believe that a 25 metre high chimney in the location proposed will be a hazard to aircraft landing and taking off from the airfield (see paragraph 4.9 above and Appendix A). The applicant commissioned an assessment by a specialist consultant who concluded that the proposed development does not impact on any airport obstacle limitation surfaces so is not a significant hazard to air traffic safety. This is clearly an important and highly

specialist technical matter. It is a material planning consideration which needs to be given consideration. For this reason, and faced with opposing views, an independent consultant was engaged to provide advice. Alan Stratford and Associates Ltd's (ASA) resultant report included advice from a specialist vintage aircraft pilot. The ASA report (revised following receipt of further information from the applicant) concludes that:

a) As a CAA licensed airfield, Duxford must ensure that no obstacles breach the (minimum) take-off and climb and approach surfaces. At Duxford, both the take-off and climb and the approach surfaces would be approximately 27m above the top of the proposed chimney, so no breach would occur.

b) Based on a typical 3 degree glide slope surface, landing aircraft would clear the chimney by some 45.08m (or 147.9ft). This represents an adequate clearance height for both vintage and more modern aircraft.

c) All aircraft using Duxford could turn after take-off to avoid the chimney stack and smoke plume.

d) Smaller vintage and more modern aircraft would make a curved approach into the airfield to avoid overflying the chimney and would avoid the smoke plume.

e) Larger vintage and more modern aircraft use the asphalt rather than the grass runway and therefore do not directly overfly the chimney on approach. Even if the grass runway were to be used, the clearance height would be sufficient.

f) There are no safety risks imposed by aircraft flying through the smoke plume and pilots would not inhale the smoke fumes.

g) If desired by the IWM, or required by the CAA, information about the stack location may be included in the UK AIP EGSU AD2.10, and in Pooley's Flight Guide for Duxford (Reference 9). No type A or obstacle charts are currently published for Duxford.

- 8.15 Based on ASA's advice it is considered that the proposed development will not constitute a significant hazard to air traffic so is compliant with M&W Core Strategy policy CS40.

Design and Visual Impact

- 8.16 The existing waste management facility, including the Cambridge Pet Crematorium, is an established site within the countryside and is outside but close to the Cambridge Green Belt. Policy GB/3 requires the planning authority to take account of any adverse impact on the Green Belt.

- 8.17 M&W Core Strategy policy CS24 requires a high standard of design and for proposed waste management development to be consistent with the guidance provided in supplementary planning document *The Location and Design of Waste Management Facilities*. The SPD identifies rural locations on the main road network as being potentially appropriate for a range of waste management facilities. It goes on to say that the design should reflect the scale and design of agricultural buildings. M&W Core Strategy policy CS33 requires waste management development to be assimilated into its surroundings and local landscape character area. SC DCP policies DP/1(p), DP/2(a), DP/3(m) and NE/4 have a similar aim.
- 8.18 The proposal is to replace the existing industrial-style building with one which will be larger in height and footprint. It will result in a longer and higher elevation facing the A505 and will be more dominant when viewed from the west and from the A505 to the north. Although the site is in open countryside, the immediate context of the development site is industrial and these factors should influence the design of the new building. The applicant proposes that the building would be clad in olive green with an olive green roof. The Landscape Design Officer considers this to be acceptable but suggests that this will result in a monotonous façade which could be broken up by the use of coloured panels. The applicant has agreed to make these changes to the scheme.
- 8.19 The height of the chimney has been determined by atmospheric dispersion modelling. It will be considerably wider and higher than the existing chimneys and colour will be important in lessening its impact. The proposed light grey is considered appropriate by the Landscape Design Officer.
- 8.20 The existing internal vehicle circulation arrangements are not ideal, with waste delivery and collection vehicles doubling back to use the weighbridge and access the waste processing areas. There is potential for conflict with members of the public who are clients of the pet crematorium. The proposed new internal access road will follow the perimeter of the site and surround the memorial garden on three sides. The applicant proposes to plant hedges along both sides of the new access road, new trees principally on the inner side and woodland on an existing bund at the southeast corner of the site. The species proposed are appropriate and it is considered that the proposed landscaping scheme will mitigate the impact of the new access road. The Landscape Design Officer has suggested an alternative much shorter route for the access road close to the buildings and therefore disturbing less of the memorial garden. The developer considered this option but discounted it because of the negative impact it would have on visitors to the pet crematorium.
- 8.21 The proposed landscaping scheme has been amended to include tree planting at the northwest corner of the site. This will go some way to mitigating the impact of the proposed new building from the west and north from where it will be most prominent. However, bearing in mind

the concerns of the County Council's Waste Team (paragraph 4.13) the applicant must ensure that tree planning does not harm the clay cap to the former landfill site.

- 8.22 IWM Duxford has raised concerns about the impact that the proposed development will have from the air. However, it is considered that the view experienced by pilots will be of short duration and from above the impact of a larger building and taller chimney will not be significant; the overall footprint of the waste complex as a whole will not change.
- 8.23 Although the new building and chimney will make the waste management complex more prominent in the landscape it is considered that with the mitigation provided by appropriately coloured cladding and panels and more extensive landscape planting the impact on the Green Belt will not be significant and not unacceptable in the landscape generally. The proposal therefore complies with the policies referred to in paragraphs 8.16 and 8.17.

Emissions to air

- 8.24 Concerns have been raised by local residents that the proposed technology is new and the emissions to air may have an adverse effect on people, animals, crops and the environment. M&W Core Strategy policy CS34 seeks to protect the environment, human health and safety and neighbouring land uses from significant harm. SC DCP policies DP/1(l), DP/3(n) and NE/16 have similar aims. As well as planning permission, the proposed pyrolysis plant will need an environmental permit from the Environment Agency in order to operate. The planning application process determines if the development is an acceptable use of the land whilst environmental permitting determines if an operation can be managed on an ongoing basis to prevent or minimise pollution.

- 8.25 NPPF para 122 states that:

“..... local planning authorities should focus on whether the development itself is an acceptable use of the land, and the impact of the use, rather than the control of processes or emissions themselves where these are subject to approval under pollution control regimes. Local planning authorities should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities.”

- 8.26 There is a similar message in the National Planning Policy for Waste which says that when determining planning applications, planning authorities should:

“concern themselves with implementing the planning strategy in the Local Plan and not with the control of processes which are a matter for the pollution control authorities. Waste planning authorities should work

on the assumption that the relevant pollution control regime will be properly applied and enforced.”

- 8.27 The Environment Agency has not objected to the proposed development and for the reasons set out in paragraphs 8.24 – 8.26 above the control of pollution should be a matter for the environmental permit.
- 8.28 SC DCP policy DP/1 requires applications for major development to be supported by a Health Impact Assessment. The environmental health officer is satisfied with the conclusions of the assessment submitted as part of this application.

Noise

- 8.29 Waste will be unloaded and subsequently treated within the new building. The gas engines which have the greatest potential to generate noise will be housed within containers. The environmental health officer agrees with the applicant's assessment that there will be no significant noise impact from the proposed development. As she observes, noise will also be controlled by the environmental permit. The proposed development is, therefore, compliant with M&W Core Strategy CS34 and SC DCP policies DP/3(n) and NE/15 in respect of noise.
- 8.30 It is the nature of the energy from waste technologies that at least part of the process must take place continuously and the applicant proposes that the pyrolysis plant will operate 24 hours per day, every day. The hours of operation of the autoclave and incineration processes are not restricted by planning condition. For the reasons set out in the previous paragraph there is no reason why the proposed pyrolysis plant should not operate as proposed.

Protection of water quality and resources

- 8.31 The site is within Groundwater Protection Zone 3 so the proposed development must be designed to minimise the risk of contamination. M&W Core Strategy policy CS39 states that development will only be permitted where it is demonstrated that there would be no significant risk to the quantity or quality of surface or groundwater resources and adequate water pollution control and monitoring measures have been incorporated. SC DCP policies DP/1(l), DP/3(r) have similar aims. The Environment Agency initially objected to the proposal because there was insufficient information to demonstrate that the risk of pollution to controlled waters was acceptable. The applicant subsequently submitted a report which has demonstrated that risks from land contamination are understood and can be addressed appropriately. The Environment Agency withdrew its objection subject to conditions being imposed to secure a land remediation strategy; a mechanism for dealing with previously unidentified contamination, a surface water drainage scheme and restriction on piling.

- 8.32 Provided the Environment Agency's recommended conditions are imposed the proposed development would comply with M&W Core Strategy policy CS39 and SC DCP policies DP/1(l), DP/3(r) and NE/8.

Traffic impact

- 8.33 M&W Core Strategy policy CS32 requires that:

- access to the highway network serving the site to be, or made suitable, and able to accommodate any increase in traffic and / or the nature of the traffic associated with the development; and
- any associated increase in traffic would not cause unacceptable harm to the environment, road safety or residential amenity.

SC DCP policy DP/3(b) has similar aims.

- 8.34 A number of local residents and parish councils consider that the traffic generated by the proposed development will exacerbate the congestion already experienced on the A505 at certain times and slow-moving HGVs turning into and out of the site will compromise road safety. The applicant's transport information has been assessed by the County Council's Transport Assessment Officer and Highway Development Management Engineer. Neither has raised concerns about the safety of the access onto the A505 or the capacity of the highway network for the traffic that the proposed development will generate. They have taken into account that:

- no additional staff journeys will be generated;
- the proposed plant will generate 8 – 16 HGV trips per day (4 - 6 deliveries of waste with 1 vehicle every 2 days to take away residual material for disposal);
- existing operations at the site generate 46 HGV trips per day with peak departures of 3 per hour. The additional HGV trips would result in a maximum of 4 departures per hour;
- peak demand for the site as a whole is 0400 – 0700 but for the proposed development 1000 – 1100 during which period 2 or 3 HGV trips would be generated;
- the A505 carries between 18,000 and 19,000 vehicles per day near the site. An additional 16 trips split north and south would be less than the daily variation and imperceptible to other highway users;
- the applicant proposes to realign the kerb line to allow HGVs turning left out of the site to do so without encroaching the right hand turn lane for inbound traffic from the south west.

- 8.35 The proposed pyrolysis plant will handle waste streams for which there is not a wide choice of disposal options. Waste will, therefore, be drawn from a much wider area than for example construction or demolition waste. The site is located on the A505 which in turn is close to the M11. It is unlikely that HGVs travelling relatively long distances would find the road through Thriplow an attractive alternative to the principal highway network. In order to prevent the amount of traffic

generated by the pyrolysis plant increasing above that which has been assessed, a condition can be imposed restricting the volume of waste it may receive.

- 8.36 For the reasons given in paragraphs 8.34 and 8.35 it is considered that the proposed development complies with M&W Core Strategy policy CS32 and SC DCP policy DP/3(b).

Flood risk

- 8.37 The site is in flood zone 1. It is proposed that the existing methods of surface water drainage are used for the new development. Rainwater which lands on the roofs is diverted via sealed pipes to an underground sump, where it is stored separately from any other water sources. Once the holding sump is full, the clean water is pumped into the pond which is located in the memorial garden. The pond has a semi-permeable base which allows the water within to slowly filter down and dissipate to ground at a steady rate. Grey water (rainfall which falls on floors or hardstanding and any process water from the autoclaves) is diverted to sealed drains then stored in a tank where it is tested, treated and filtered. It is then used for the wet-scrubber abatement system, with any excess water transferred to a tanker and taken off-site for treatment and re-use elsewhere.
- 8.38 The new building will be slightly larger than those to be demolished. However, the impermeable area of the site will not alter as the increased floor-space will be constructed upon existing hard-standing. The applicant has stated that the new access road will be 100% permeable. However, details of its construction and surface have not been provided but these can be secured by condition.
- 8.39 The proposed development is not in an area at risk of flooding and will not increase the risk of flooding elsewhere so complies with the NPPF and SC DCP policies DP/1(i), DP/3(p) and NE/11.
- 8.40 The reuse of grey water in the waste management process is a sustainable use of water which complies with SC DCP policies NE/1(h) and NE/12.

Ecology

- 8.41 The site of the new building is intensively used for waste management processes and its ecological value is low. The buildings which are to be demolished have been assessed as having no potential for bat roosts. The proposed access road is around the perimeter of the memorial garden where the grass is mown short. The proposed landscaping scheme comprises planting with native hedge and tree species and as well as separating the access road from the memorial garden, will increase the biodiversity potential of the site.
- 8.42 The pond is reliant on water from the roofs of the buildings and dries out in periods of low rainfall so is not a permanent feature. It therefore

has little potential as habitat for great crested newts. The Council's ecologist has recommended that the ecological interest of the site can be safeguarded by a condition requiring that a Great Crested Newt watching brief be implemented during the construction work. This can be secured by condition.

- 8.43 It is considered that for the above reasons the proposed development complies with M&W Core Strategy policy CS35 and SC DCP policies DP/1(o), DP/3(o) and NE/6 all of which seek to protect and enhance the biodiversity interest of the site.

Historic environment

- 8.44 M&W Core Strategy policy CS36 seeks to protect designated and other heritage assets from harmful development. SC DCP policy CH/5 refers to the need to comply with legislative provisions and national policy. The NPPF requires the planning authority to consider the impact of proposed development on the significance of designated heritage assets. The conservation areas at Thriplow, Fowlmere and Duxford Airfield are designated heritage assets. IWM Duxford considers that the proposed development will be detrimental to the historic and aerial vistas of the airfield and the conservation area.
- 8.45 The applicant's appraisal has demonstrated to the satisfaction of South Cambridgeshire District Council's Historic Buildings Officer that if the chimney can be viewed, its impact will be minimal due to the distance from the Duxford Airfield Conservation Area. Thriplow and Fowlmere are further away from the site and the setting of their conservation areas will not be adversely affected by the proposed development. The aerial vista has been addressed in paragraph 8.22 above.
- 8.46 It is considered that the proposed development will not affect the significance of any designated heritage assets so complies with the NPPF, M&W Core Strategy policy CS36 and SC DCP policy CH/5.

Economy and tourism

- 8.47 The importance of IWM Duxford as a museum of national importance is acknowledged, as is its contribution to the local economy. The impact of the proposed development, specifically the proposed chimney, on the safety of aircraft using Duxford airfield has been assessed. The advice to the Council from an independent consultant is that there will not be a significant hazard to air traffic. For this reason it is considered that the operation of IWM Duxford will not be adversely affected by the proposed development and the importance of the museum and its contribution to the local economy will not be compromised.

9.0 CONCLUSION

- 9.1 The proposed development is consistent with Government policy to support energy recovery from waste which cannot be reused or recycled and to move the management of hazardous waste up the

waste hierarchy. The proposed development will provide a facility for treating specialist waste streams at an existing waste management site. As such it complies with development plan policy in principle and in locational terms as set out in paragraphs 8.6 and 8.9.

- 9.2 Objections and concerns have been raised principally about the impact on the safety of aircraft using Duxford Airfield, the importance of the museum and the related potential adverse impact on the economy; the impact on highway safety and congestion on the A505; and about the effects of emissions on people and the natural environment.
- 9.3 Independent advice to the County Council is that the proposed chimney does not pose a risk to aircraft. The County Council's highway officers consider that the access to the site is satisfactory and the highway network is capable of accommodating the small daily increase in traffic. Pollution to air will be regulated by the Environment Agency under the environmental permitting process.
- 9.4 Other environmental considerations such as landscape impact; protection of groundwater; flood risk and surface water drainage; the historic environment; and ecology have been taken into account in section 8 of this report. It has been concluded that there are no potential impacts that cannot be mitigated by planning conditions and the relevant locational criteria in the NPPW are met.
- 9.5 The proposed development is in accordance with the development plan and with national planning policies. There are no material considerations of sufficient weight to determine the application other than in accordance with the development plan and justify refusal of planning permission.

10.0 RECOMMENDATION

- 10.1 It is recommended that planning permission be granted subject to the following conditions:
1. The development hereby permitted shall have begun before the expiration of three years from the date of this permission. Written notification of the date of the commencement of the development shall be sent to the Waste Planning Authority within 7 days of such commencement.

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

2. The development hereby permitted shall not proceed except in accordance with the details set out in the submitted application and supporting documents and the following drawings, except as otherwise required by any of the conditions set out in this permission:
 - Fig 1 Rev c Location Plan dated April 2016

- Fig 5 Rev e Proposed Site Plan dated April 2016
- Fig 6 Proposed Building Plan dated June 2015
- Fig 7 Proposed Roof Plan dated June 2015
- Fig ES 1 Plant Layout (undated – received 30 June 2015)
- Fig 8 rev b Proposed Building Elevations dated 03.16 – Colours amended
- Fig 9 rev a Proposed Building Elevations dated December 2015
- JEC/407/01 Rev B Planting Proposals dated April 2016
- Specification for Soft Landscape Works dated December 2015

Reason: To define the permission and to protect the character and appearance of the locality in accordance with policies CS33 & CS34 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policies DP/1(p), DP/2(a), DP/3(m), GB/3 and NE/4 of the South Cambridgeshire Development Control Policies DPD (adopted July 2007)

3. External cladding shall not be attached to the fuel storage building or pyrolysis plant building until details of coloured panels have been submitted to and approved in writing by the Waste Planning Authority. The development shall not be carried out except in accordance with the approved details.

Reason: To break up the visual form of the buildings in accordance with policies CS33 & CS34 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policies DP/1(p), DP/2(a), DP/3(m), GB/3 and NE/4 of the South Cambridgeshire Development Control Policies DPD (adopted July 2007)

4. No demolition or construction shall take place until a traffic management plan has been submitted to and approved in writing by the Waste Planning Authority. The approved plan shall be complied with in full during all demolition and construction work.

Reason: In the interests of highway safety in accordance with policy CS32 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policy DP/3(b) of the South Cambridgeshire Development Control Policies DPD (adopted July 2007)

5. The area shown for HGV turning on Fig 5 Rev C Proposed Site Plan dated August 2015 shall be provided and retained and kept free from any obstruction at all times.

Reason: In the interests of highway safety in accordance with policy CS32 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policy DP/3(b) of the South Cambridgeshire Development Control Policies DPD (adopted July 2007)

6. The fuel storage building and pyrolysis plant building shall not be erected until a timetable for the phased implementation of the landscaping scheme shown on drawing no JEC/407/01 Rev B *Planting Proposals* dated April 2016 has been submitted to and approved in writing by the Waste Planning Authority. The approved timetable shall be complied with in full.

Reason: To mitigate the visual impact of the buildings in accordance with policies CS33 & CS34 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policies DP/1(p), DP/2(a) & (j), DP/3(m), GB/3 and NE/4 of the South Cambridgeshire Development Control Policies DPD (adopted July 2007)

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

Reason: (i) In the interests of the biodiversity of the site in accordance with policy CS35 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policies DP/1(o), DP/3(o) and NE/6 of the South Cambridgeshire Development Control Policies DPD (adopted July 2007)

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

Reason: To mitigate the visual impact of the buildings in accordance with policies CS33 & CS34 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policies DP/1(p), DP/2(a) & (j), DP/3(m), GB/3 and NE/4 of the South Cambridgeshire Development Control Policies DPD (adopted July 2007)

9. No development shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site has been submitted to and approved in writing by the Waste Planning Authority:

1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site.
2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM.
3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they will be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions.

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy required by 9. (3) above has been submitted to and approved in writing by the Waste Planning Authority.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with National Planning Policy Framework paragraphs 109, 120, 121, Environment Agency Groundwater Protection: Principles and Practice (GP3), policy CS39 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policies DP/1(l), DP/3(r) and NE/8 of the South Cambridgeshire Development Control Policies DPD (adopted July 2007). Remediation measures may be needed as part of the construction phase so must be in place before development starts.

10. If, during development, contamination not previously identified is found to be present no further development shall be carried out until a remediation strategy detailing how this contamination shall be dealt with has been submitted to and approved in writing by the Waste Planning Authority. The approved remediation strategy shall be implemented in full.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework paragraphs 109, 120, 121, Environment Agency Groundwater Protection: Principles and Practice (GP3), policy CS39 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policies DP/1(l), DP/3(r) and NE/8 of the South Cambridgeshire Development Control Policies DPD (adopted July 2007).

11. No development shall commence until a scheme for surface water disposal has been submitted to and approved in writing by the Waste Planning Authority. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The development shall not be occupied until the approved scheme has been implemented in full.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework paragraphs 109, 120, 121, Environment Agency Groundwater Protection: Principles and Practice (GP3), policy CS39 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policies DP/1(l), DP/3(r) and NE/8 of the South Cambridgeshire Development Control Policies DPD (adopted July 2007). Elements of the surface water disposal arrangements may be need to be installed in an early part of the construction phase so the scheme must be in place before development starts.

12. No development shall commence until a detailed foundation design demonstrating how the foundation solution will integrate with the on-site capping layer and a foundation works risk assessment which shall demonstrate that there is no resultant unacceptable risk to groundwater have been submitted to and approved in writing by the Waste Planning Authority. The development shall not be occupied until the approved scheme has been implemented in full.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework paragraphs 109, 120, 121, Environment Agency Groundwater Protection: Principles and Practice (GP3), policy CS39 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policies DP/1(l), DP/3(r) and NE/8 of the South Cambridgeshire Development Control Policies DPD (adopted July 2007). The foundation design will need to demonstrate that there is no resultant unacceptable risk to groundwater before development starts.

13. During the period of demolition and construction no power operated machinery shall be operated before 0800 hours on weekdays and 0800 hours on Saturdays or after 1800 hours on weekdays and after 1300 hours on Saturdays or at any time on Sundays or Bank or Public Holidays.

Reason: In the interests of the amenity of local residents in accordance with policy CS34 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policies DP/3(n) and NE/15 of the South Cambridgeshire Development Control Policies DPD (adopted July 2007).

14. No development shall commence until a programme of measures to minimise the spread of airborne dust (including the consideration of wheel washing and dust suppression provisions) from the site during the demolition and construction period has been submitted to and approved in writing by the Waste Planning Authority. The approved measures shall be implemented in full for the duration of the demolition and construction phases.

Reason: In the interests of the amenity of local residents in accordance with policy CS34 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policies DP/3(n) and NE/16 of the South Cambridgeshire Development Control Policies DPD (adopted July 2007). This relates to the demolition and construction phases of the development so needs to be in place before development starts.

15. No external lighting shall be installed except in accordance with details that have been submitted to and approved in writing by the Waste Planning Authority.

Reason: In the interests of the amenity of local residents in accordance with policy CS34 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policies DP/3(n) and NE/14 of the South Cambridgeshire Development Control Policies DPD (adopted July 2007).

16. No part of the access track shown on Fig 5 Rev e dated April 2016 shall be constructed until details of its construction and surfacing have been submitted to and approved in writing by the Waste Planning Authority. The access track shall not be constructed except in accordance with the approved details.

Reason: To ensure that the access track is permeable and there is no increase in the impermeable area of the site in accordance with policies DP/1(i) and DP/3(p) of the South Cambridgeshire Development Control Policies DPD (adopted July 2007).

17. No waste shall be stored outside the building.

Reason: To protect the visual appearance of the area in accordance with policies CS33 & CS34 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policies DP/1(p), DP/2(a), DP/3(m), GB/3 and NE/4 of the South Cambridgeshire Development Control Policies DPD (adopted July 2007)

18. The amount of waste received for treatment by the pyrolysis plant in any one calendar year shall not exceed 30,000 tonnes excluding residual waste from the adjacent autoclave process.

Reason: The development has been assessed on this level of vehicle movements. In the interests of highway safety in accordance with policy CS32 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policy DP/3(b) of the South Cambridgeshire Development Control Policies DPD (adopted July 2007)

19. The Great Crested Newt watching brief set out in the AWS Ecology letter dated 21/03/2016 shall be implemented in full for the duration of the construction of the internal access road. If Great Crested Newt are

found, construction work shall stop and not recommence until a mitigation strategy has been submitted to and approved in writing by the Waste Planning Authority. The development shall be carried out in accordance with the approved mitigation strategy.

Reason: (i) In the interests of the biodiversity of the site in accordance with policy CS35 of the Cambridgeshire & Peterborough Minerals & Waste Core Strategy (adopted July 2011) and policies DP/1(o), DP/3(o) and NE/6 of the South Cambridgeshire Development Control Policies DPD (adopted July 2007)

Source Documents	Location
<p>Link to the National Planning Policy Framework: http://planningguidance.communities.gov.uk/blog/policy/</p> <p>Link to the Waste Management Plan for England: https://www.gov.uk/government/publications/waste-management-plan-for-england</p> <p>Link to the National Planning Policy for Waste: https://www.gov.uk/government/publications/national-planning-policy-for-waste</p> <p>Link to Cambridgeshire and Peterborough Minerals and Waste Core Strategy and Site Specific Proposals: http://www.cambridgeshire.gov.uk/info/20099/planning_and_development/49/water_minerals_and_waste/7</p> <p>Link to South Cambridgeshire Development Control Policies DPD: https://www.scams.gov.uk/ldf</p> <p>Link to Alan Stratford & Associates revised report dated March 2016: http://planning.cambridgeshire.gov.uk/swift/apas/run/WCHDISPLAYMEDIA.showImage?theSeqNo=1950955767&theApnkey=39543&theModule=1</p>	