

# PLANNING COMMITTEE



**Date: Thursday, 12 May 2016**

**Democratic and Members' Services**

Quentin Baker

LGSS Director: Law, Procurement and Governance

**10:00hr**

Shire Hall  
Castle Hill  
Cambridge  
CB3 0AP

**Kreis Viersen Room**

**Shire Hall, Castle Hill, Cambridge, CB3 0AP**

## AGENDA

Open to Public and Press

**1 Election of Chair and Vice-Chair for the Municipal Year 2016-17**

**2 Apologies and Declarations of Interest**

*Guidance for Councillors on declaring interests is available at  
<http://tinyurl.com/ccc-dec-of-interests>*

**3 Minutes of the 14th April 2016**

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### PLANNING APPLICATIONS

**4 S-0008-15-CW Pyrolysis Plant Thriplow SG8 7RR**

**19 - 82**

### ITEMS FOR INFORMATION

**5 Summary of Decisions Made Under Delegated Powers**

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The Planning Committee comprises the following members:

Councillor David Connor (Chairman) Councillor Mandy Smith (Vice-Chairwoman)

Councillor Peter Ashcroft Councillor Barbara Ashwood Councillor Lynda Harford Councillor Bill Hunt Councillor Sebastian Kindersley Councillor Alan Lay Councillor Mervyn Loynes Councillor Mike Mason Councillor Jocelyne Scutt

*For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact*

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**PLANNING COMMITTEE: MINUTES**

Date: Thursday 14<sup>th</sup> April 2016

Time: 10.00am – 11.50am

Place: Kreis Viersen Room, Shire Hall, Cambridge

Present: Councillors P Ashcroft, B Ashwood, D Connor, L Harford, W Hunt, S Kindersley, A Lay, M Loynes and M Smith

The Chairman extended a special welcome to Rory McKenna and Deborah Jeakins, the legal officer supporting the Planning Committee, and the new Principal Enforcement and Monitoring Officer respectively, and wished them every success in their new roles.

**174. APOLOGIES AND DECLARATIONS OF INTEREST**

Apologies for absence were received from Councillors Mason and Scutt.

Councillor Connor declared a non prejudicial interest in item 176. He clarified that he had no pecuniary interest, but until recently had owned and operated a scrap yard in March. He would be participating in the discussion and voting, based solely on the information presented today.

**175. MINUTES – 10<sup>TH</sup> MARCH 2016**

The minutes of the Planning Committee meeting held on 10<sup>th</sup> March 2016 were agreed as a correct record and signed by the Chairman.

**176. CHANGE OF USE OF LAND TO CREATE AN EXTENSION TO THE WASTE TRANSFER AND TREATMENT STATION TO PROVIDE ANCILLARY STORAGE AREA;  
CONSTRUCTION OF A 5 METRE HIGH STEEL WALL FOR 77 METRES ALONG THE  
NORTHERN ELEVATION AND 52 METRES ALONG THE WESTERN ELEVATION OF  
THE SITE; AND 3 METRE HIGH BUND FOR 86 METRES ALONG THE NORTHERN  
ELEVATION AND 56 METRES ALONG THE WESTERN ELEVATION OF THE SITE.  
AT: LODGE FARM, FLOODS FERRY, MARCH, PE15 0YN.  
APPLICANT: GOLDSTAR METAL TRADERS  
LPA REF: F/2005/15/CW**

The Committee received an application that requested the change of use of land to create an extension to the waste transfer and treatment station at Lodge Farm, March, for the storage of materials up to a maximum height of five metres. The application included the extension of the existing bund, in both height and length, along the northern boundary of the site. There was no proposal to increase the capacity at the site, which was currently limited by environmental permit to 155,000 tonnes per annum, although there were no planning limits on the annual throughput at present. An amendment to Condition 11 (Drainage and Surface Water) had been tabled.

The outcome of consultations, planning policies, planning history and considerations were all taken into account. Plans were shown, illustrating the location of the site in relation to the

nearby town of March and surrounding properties and roads. Members also noted the Applicant's visualisations, including views of the site from different directions and distances. Objections had been received from Fenland District Council regarding the visual impact of proposal, and from March Town Council regarding the road. It was clarified that the site was on Knight's End Road, a rural, adopted road, used mainly by farm traffic and vehicles visiting the site. The capacity of the site would not be increased as a result of the proposal.

Members noted comments from the Local Member, County Councillor John Clark, who was also the Leader of Fenland District Council. Councillor Clark stated that he had not received any complaints regarding the business itself but had received several complaints regarding the state of the access road from the A141 to the site, and it had been suggested that the road needed to be upgraded in order to accommodate any additional traffic.

A Member asked whether the revised Condition 11 satisfactorily addressed the objections of the Middle Level Commissioners (MLC)? Officers explained that the revision did not relate directly to the MLC's objections, but to the requirement for a drainage scheme to be implemented prior to the proposed development on the application area. The Member asked for further clarification on the MLC's involvement with this application, and whether the MLC would be satisfied with the proposals as now set out. It was confirmed that this Condition had been agreed by the County Council as Lead Local Flood Authority, although it had been amended to ensure that the drainage scheme was put in place first, and the Applicant had been advised accordingly. Much of the MLC's area of work was covered by separate by-laws, and was not part of the planning system itself. If the Committee decided to approve the application, the issues relating to the by-laws would be a separate matter. It was agreed that an informative would be added to the Conditions to clarify this **ACTION: Officers to include an informative.**

There was a discussion around the statement in the covering report that "... *vehicle movements of approximately 52 HGVs per day are not expected to increase significantly*", as it was felt that this was ambiguous and did not rule out an increase in vehicle movements. Officers explained that the application was based on no proposed increase in annual throughput, and this was explicitly covered in Condition 10: "*The annual waste throughput of the waste transfer and treatment station shall not exceed 155,000 tonnes per annum. Records showing waste throughput for any specified period shall be provided to the Waste Planning Authority within 30 days of a written request.*" It was noted that exact vehicle numbers may be variable, but overall tonnage was covered by Condition 10.

A Member asked the Highways Officer whether there were any plans to improve Knight's End Road, noting the Leader of Fenland District Council's comments. The Highways Officer confirmed that he was unaware of any County Council plans to improve the width or construction of this road, other than routine maintenance works. Improvements to the site access were required to the site following the Applicant's 2007 application, but no improvements were required for Knight's End Road. Another Member observed that Councillor Clark had in fact stated that the road "*needs upgrading to accommodate any extra traffic flow*", but that there were no plans to increase traffic flow at the site. It was confirmed that there was additional capacity on the road, if throughput was increased in future.

Ben Ward, the Managing Director of Goldstar Metal Traders, spoke in support of the application. He advised that he had twelve years' experience in the scrap metal business. He welcomed the officers' report and recommendations. He explained that the company had initially focused on the agricultural sector, but its remit has since widened. The proposed extension to the site was on brownfield land, and the current screening (bund and wall) would be enhanced. He explained that the output of the business had reduced during the recession, but was now increasing towards pre-recession levels. The company was

restricted by scrap metal prices per tonne, and the site's current limited stock capacity. The proposal would enable the company to better manage stock, and respond to fluctuating market conditions. The company provided employment for 20 people. The site had received no formal complaints to date, and was regularly audited by the Council. Granting consent would enable the company to continue to provide valuable recycling services, and all concerns raised by consultees could be addressed by appropriate mitigation measures, which were covered by the proposed Conditions.

A Member asked Mr Ward whether vehicular traffic would increase beyond 52 vehicle movements per day. Mr Ward confirmed that there would be no increase in throughput – actual vehicular movements could vary day to day, but on average would not exceed 52 vehicle movements per day. He explained that the additional storage space was required so that the company could hold materials for longer, to take advantage of fluctuating commodity prices. He explained that over the past 9-12 months, business conditions within the industry had been poor, but things were now improving. Having more space would mean that the company could profit from commodity price changes.

A Member commented that the applicants should be offered support in a difficult business environment. He also felt that as a growing business, it was unreasonable to introduce restrictions on vehicle numbers when they were within the throughput that was already permissible.

It was unanimously resolved to grant planning permission subject to the conditions set out in **Appendix One** of these minutes.

**177. SECTION 73 PLANNING APPLICATION TO DEVELOP LAND WITHOUT COMPLYING WITH CONDITIONS 7 (WHICH RESTRICTS THE NUMBERS AND TYPES OF DELIVERIES ON SATURDAYS SUNDAYS AND BANK HOLIDAYS) AND 9 (TO EXTEND THE OPERATING HOURS), OF PLANNING PERMISSION H/5013/07/CW WITH CONTINUED USE AS A WASTE TRANSFER STATION AND RECYCLING FACILITY WITH EXISTING SKIP HIRE DEPOT, OUTSIDE STORAGE, SKIP LORRY PARKING, OFFICES, MAINTENANCE BUILDING, AGGREGATE STORAGE AND DISTRIBUTION, WITH EXISTING PERMITTED VARIATION TO BUILDING AND LAYOUT AT: ALCONBURY WASTE TRANSFER FACILITY, STANGATE BUSINESS PARK, OLD NORTH ROAD, ALCONBURY WESTON, PE28 4JH  
APPLICANT: AMEY LG LTD.  
LPA REF: H/5013/15/CW**

The Committee considered an application to develop land without complying with Conditions 7 (restricting numbers and types of deliveries on weekends and Bank Holidays) and 9 (extension of operating hours) of planning permission H/5013/07/CW, with continued use as a Waste Transfer Station and Recycling Facility, with existing skip hire depot and related facilities. The key purpose of the application was to extend the hours and days when waste and recycling materials could be imported on to the site.

The outcome of consultations, planning policies, planning history and considerations were all taken into account. Plans were shown, illustrating the location of the site in relation to the highways network and neighbouring properties, and photos of the site and the road. The site received frequent deliveries from Waste Collection Authorities (WCAs) i.e. the District Council's refuse and recycling collection vehicles, and also recycling skips from Waste Disposal Authorities (WDAs) i.e. the County Council's Household Recycling Centres. One of the primary drivers was to meet the demand from the District Council when waste and

recycling changed over Bank Holiday periods, and also greater usage of Household Recycling Centres over holiday times. The County Council had asked the Applicant to apply to vary the current conditions, in order to regularise the permitted hours and end the applicant's practice of requesting exceptions to the permitted hours over the bank holiday periods and periods of high demand. The objections received related to increased noise and litter: Conditions 19 and 20 had been added in to mitigate the issues relating to litter.

Arising from the report, Members raised the following questions:

- asked about sheeting of loaded vehicles in and out of the site. Officers confirmed that sheeting was required by law, and sheeting was checked periodically, and enforced as necessary;
- suggested that the extension to opening hours should only apply to Bank Holiday periods.

Charles Thomas, speaking on behalf of the Applicant, thanked officers for their thorough report. He explained that the site had been in operation since 2001 for various related waste and recycling businesses, including skip hire. Improvements were carried out to the site in 2007, increasing the materials that could be recycled, including mixed and segregated waste materials from local authorities. The application did not change the scope of permitted development. The majority of consultees were in favour of the application, and the issues raised by objectors - litter and traffic – were already monitored by the Applicant. The capacity of the site i.e. number of vehicle movements would not be increased, they would just be more spread out over the day. The Applicant was prepared to develop a litter management plan. The application was vital to help support local authorities' waste and recycling, and improve flexibility for the authorities.

In response to Member questions, the Applicant's agent:

- confirmed that the intention was that the extended hours would be operational throughout the year, not just on Bank Holidays;
- advised that no additional employment would be created as a result of the application;
- gave the background to the other, unused vehicular access;
- confirmed that the applicant would be happy to set up a Liaison Forum. Members commented that the key issue for neighbours and other stakeholders was that they had a point of contact if there was a problem, and some means of ensuring that actions were followed up. Such liaison arrangements should include local members and Parish Councils.

Parish Councillor Bryan, of Alconbury Weston Parish Council, spoke against the application. He advised that there had been objections from the residents of the neighbouring Wheatsheaf Cottages, Monks Wood Farm, and both Alconbury and Alconbury Weston Parish Councils. The site in question originally opened in 2001 selling garden ornaments, in a rural area. Whilst the noise and air pollution from the site were bad, one of the main concerns was that the waste and recycling vehicles were particularly noisy and fast. Monks Wood Farm was downwind from the farm, and along with the residents of Wheatsheaf Cottages had to put up with the stench from the site, despite there being an odour control system. There was an uncovered mound of mixed waste on the site, from which waste would blow across the fields and into the hedgerows: the litter in the hedgerows was particularly bad, and deeply embedded. There was also mud on the road from vehicles

using the site. The site manager and staff did litter pick, but this was insufficient to deal with the volume of litter from the site, but the Environment Agency had not raised any objections. Sheeting of vehicles was totally inadequate: at least a third of the vehicles using the site had sheeting that was torn. The waste and recycling vehicles were not only disturbing residents in the neighbouring properties, but also the surrounding villages. Despite stating that there would be no increase in vehicle movements, Councillor Bryan felt that this was inevitable in the longer term, as thousands of new homes were planned locally, including at Alconbury Weald. He recommended refusal on the grounds of the lack of compliance with current Conditions, noise disturbance and litter issues, and the reduction of amenity to neighbours.

In discussion:

- One Member expressed concern regarding the move to seven day a week deliveries to the Transfer site, pointing out that no WCA collected on Sundays. Officers explained that the Applicant was already permitted to operate on Sundays, and this related to collections from Household Recycling Centres, most of which were open seven days a week, and also on Bank Holidays. The Member acknowledged this point, but commented that it was unfair on local residents to have waste and recycling vehicles travelling to and from the site early on weekend mornings;
- Members observed that the same throughput of waste and recycling was being delivered to the site, but on an extended time basis;
- Members noted that there was no wheelwash facility on site, as the site was fully tarmacked, and officers were unaware of any complaints about mud on the road. It was agreed that this could be addressed as part of the Operational Management Scheme;
- A Member observed that Condition 9 only related to *the deposit of waste from Household Waste Recycling Centres*, implying that the extension of hours could not apply to other activities on the site, such as skip hire;
- A Member expressed concerns about the sheeting of delivery vehicles, which needed to be addressed. Officers advised that monitoring and enforcement of sheeting would be covered in the Operational Management Scheme;
- One Member suggested that the application could be deferred, and reconsidered when the Operational Management Scheme had been prepared. Following discussion, it was agreed that if the application was approved, the Operational Management Scheme could be agreed by officers, in consultation with the Chairman and Vice-Chairwoman. It was agreed that the Operational Management Scheme would set out the establishment of the Liaison Forum, which would involve residents, Local Members, Parish Councils and other local stakeholders;
- Members agreed that the reference to “Litter Management Scheme” in Condition 20 should be amended to “Operational Management Scheme”;

At the invitation of the Chairman, one of the local residents, Ms Crown, spoke objecting to the application. She supported the comments made by Parish Councillor Bryan, and stressed what a major part of local residents' lives the activities of the site were, particularly the litter, traffic, odour and noise. She stressed that any mitigation measures should not be 'one-off', but ongoing, particularly with regard to the litter and odour issues.

Responding to Ms Crown's comments, a Member commented that he had positive experience of the Applicant from their site at Witchford, where they had responded responsibly, and on an ongoing basis, to concerns raised by residents.

It was resolved, by a majority, to grant planning permission subject to the conditions set out in **Appendix Two** to these minutes, to include amendments to Condition 20 regarding the Operational Management Scheme, which would include the establishment and operation of a Liaison Forum, and references to sheeting and mud on the road.

The Operational Management Scheme, once agreed, would be made available to local residents, Local Members and Parish Councils.

## **178. ENFORCEMENT UPDATE REPORT**

The Committee received a report that provided an update on enforcement action taken during the period 1 November 2015 to 31 March 2016, alongside an update on the monitoring site visits that had been conducted between 1 April 2015 and 31 March 2016. Members welcomed Deborah Jeakins, who had been in post as Principal Enforcement and Monitoring Officer since March, and were pleased to note that the staffing position for the Enforcement team had improved. Officers confirmed that they valued intelligence from Local Members on potential enforcement issues in their Divisions. However, officers also advised that it would be inappropriate for Local Members to accompany them on enforcement and monitoring visits.

Members noted that officers were liaising with the relevant Local Member(s) regarding all current cases. With regard to the Wilbraham Quarry case, sentencing had been due to take place on 01/04/16, but the Judge had not been available, so the sentencing had been deferred.

A number of Members expressed strong concerns regarding the First Drove, Little Downham case, as considerable officer time and effort had been spent on this matter since 2005, but recent Counsel advice was that the case did not meet the public interest test on the available evidence, and prosecution should not be pursued. With regard to the same case, it was confirmed that officers and their contractors had entered the land on 2<sup>nd</sup> October 2014. One Member expressed very strong concerns about this case, commenting that it was clearly in the public interest to pursue this longstanding case, where the landowner had flagrantly refused to comply with enforcement action, and not taking action could lead to a whole series of similar actions from other landowners, who may feel that they were less likely to face prosecution. Officers acknowledged the Member's concerns, and reassured him that actions were still being progressed by officers, as outlined in Section 8 of the report. The Local Member and Parish Council would be kept updated on actions.

It was resolved to note the content of the report.

## **179. SUMMARY OF DECISIONS MADE UNDER DELEGATED POWERS**



It was resolved to note the decisions made under delegated powers.

**180. DATE OF NEXT MEETING: THURSDAY 12<sup>th</sup> MAY 2016**

Chairman

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

1. Date of Commencement

The development hereby permitted shall be commenced not later than three years from the date of this permission.

*Reason: In accordance with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.*

2. Approved plans

The development hereby permitted shall be carried out in accordance with the following documents and drawings (received 25 June 2015 unless stated otherwise):

- Location Plan drawing number L24/401 dated 06/15 (received 01/03/2016)
- Proposed Site Layout Plan drawing number L24/403 dated 06/15 (received 01/03/2016)
- Landscape Proposals drawing number 2363/LP/1 dated May 2015
- Northern Boundary – Typical Cross Sections drawing number 2363/S/1 dated May 2015 (received 01/03/2016)
- Proposed Site Drainage Plan L24/404 dated 11/15 (received 24/11/2015)
- Written Statement (Planning Application for a Change of Use to Allow Extension of Consented Activities) dated June 2015
- Appendix 6 – Visual Impact Assessment dated 18 June 2015
- Appendix 7 – Proposed Planting Scheme and 5 Year Aftercare and Management Plan dated 5 May 2015
- Appendix 8 – Flood Risk Assessment dated June 2015
- E-mail dated 17 August 2015 “Lodge Farm - F/2005/15/CW” – Response to EA/Ecology objections
- Extended Phase 1 Habitat Survey Ref: 150928 dated 22<sup>nd</sup> September 2015 (received 05/10/2015)
- E-mail dated 24 November 2015 “Lodge Farm - F/2005/15/CW” – E-mail from agent re MLC comments
- E-mail dated 04 January 2016 “Lodge Farm - F/2005/15/CW” – E-mail from agent re LLFA comments
- E-mail dated 01 March 2016 “Re: Lodge Farm – F/2005/15/CW” – e-mail re detail of steel wall

*Reason: To define the site and protect the character and appearance of the locality in accordance with policy LP16 of Fenland Local Plan (May 2014) and CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011)*

3. Permitted Materials

Nothing other than end of life vehicles, cement bound asbestos, cardboard, paper, plastic, wood, metal and polystyrene shall be stored at the site.

*Reason: To minimise the risk of pollution and protect the surrounding environment in accordance with policy LP16 of Fenland Local Plan (May 2014), CS34 and CS39 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

4. Restricted Use of Storage Area

The area identified as the “Proposed Storage Area” on drawing number L24/403 dated 06/15” received 01/30/2016 shall only be used for the storage of segregated recyclable waste within containers and depolluted vehicles and metal waste.

*Reason: In the interests of visual amenity, maintaining a limit on throughput in relation to highway safety and the minimisation of the risk of pollution in accordance with in accordance with policy LP16 of Fenland Local Plan (May 2014), CS32, CS34 and CS39 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

5. Stockpile Heights

No material stored within the application area shall exceed 5 metres in height, nor therefore the height of the 5 metres steel wall on the northern and western boundaries, whether in stockpiles or containers.

*Reason: In the interests of preventing excess visual intrusion from the site and the protection of the Fen landscape character in accordance with policy LP16 of Fenland Local Plan (May 2014) and CS33 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011)*

6. Operating Hours

Waste material shall be received and dispatched between the hours of 0730 to 1800 Mondays to Saturdays only, except Bank or Public Holidays. There shall be no such activities on Sundays or Bank or Public Holidays.

*Reason: To protect the amenity of surrounding and local residents in accordance with policy LP16 of Fenland Local Plan (May 2014) and CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011)*

7. Additional External Lighting and CCTV

No additional external lighting or CCTV equipment shall be installed at the site unless a scheme has been submitted and approved in writing by the Waste Planning Authority. Any lighting approved under such a scheme shall only be illuminated between the hours of 0730 to 1800 Mondays to Saturdays and at no time on Sundays, Bank or Public Holidays

*Reason: To protect the amenity of surrounding and local residents in accordance with policy LP16 of Fenland Local Plan (May 2014) and CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011)*

8. External Lighting

External lighting shall only be illuminated between the hours of 0730 to 1800 Mondays to Saturdays and at no time on Sundays, Bank or Public Holidays

*Reason: To protect the amenity of surrounding and local residents in accordance with policy LP16 of Fenland Local Plan (May 2014) and CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011)*

9. Silencers

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

*Reason: To minimise disturbance to neighbours and the surrounding area in accordance with policy LP16 of Fenland Local Plan (May 2014) and CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011)*

10. Annual Throughput

The annual waste throughput of the waste transfer and treatment station shall not exceed 155,000 tonnes per annum. Records showing waste throughput for any specified period shall be provided to the Waste Planning Authority within 30 days of a written request.

*Reason: To enable the Waste Planning Authority to retain control over the future development of the site in accordance with Policy CS29; to ensure that the vehicle movements that have been assessed as part of this application which have been linked to waste throughput are not exceeded in accordance with policy CS32; and to protect residential amenity in accordance with Policy CS34 of the Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

11. Drainage and Surface Water

**The application area shall not be first brought into use as hereby permitted until** the drainage scheme at the site **has been** implemented in accordance with the following plans and documents:

- Proposed Site Drainage Plan L24/404 dated 11/15 (received 24/11/2015)
- Appendix 8 – Flood Risk Assessment dated June 2015

Only surface water from roofs and paved areas not accessible to vehicles shall be discharged to soakaway, watercourse or surface water sewer. Only clean uncontaminated water shall be discharged via soakaway

*Reason: To minimise the risk of pollution of the water environment and risk of flooding on the site and surrounding area in accordance with LP14 of Fenland Local Plan (May 2014) and CS39 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

12. Colour of the Steel Wall

The steel wall, identified on "Proposed Site Layout Plan drawing number L24/403 dated 06/15" (received 01/03/2016), shall be painted in a regressive scheme comprising Olive Green RAL 6003 at the base to Light Grey RAL 7035 at the top. The wall shall be finished in the approved colour, prior to the application site being first brought into use.

*Reason: In the interests of landscape character protection and visual amenity in accordance with policy LP16 of Fenland Local Plan (May 2014) and CS33 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011)*

13. Commencement of Storage

The application area shall not be first brought into use as hereby permitted until the steel wall and bund shown on “Proposed Site Layout Plan drawing number L24/403 dated 06/15” received 01/03/2016 have been constructed in their entirety in accordance with the approved details as shown on Northern Boundary – Typical Cross Sections drawing number 2363/S/1 dated May 2015 (received 01/03/2016), and detailed in “E-mail dated 01 March 2016 “Re: Lodge Farm – F/2005/15/CW” – e-mail re detail of steel wall”.

*Reason: In the interests of landscape character protection and visual amenity in accordance with policy LP16 of Fenland Local Plan (May 2014) and CS33 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011)*

14. Landscaping Scheme

The landscaping scheme shown on drawing number 2363/LP/1 dated May 2015 shall be implemented in full during the first planting season following commencement of the site for stockpile storage.

*Reason: In the interests of landscape character protection and visual amenity in accordance with policy LP16 of Fenland Local Plan (May 2014) and CS33 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011)*

15. Landscape Management

If within a period of 5 years from the date of planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, 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 at the same place, unless otherwise agreed in writing by the Waste Planning Authority.

*Reason: In the interests of landscape character protection and visual amenity in accordance with policy LP16 of Fenland Local Plan (May 2014) and CS33 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011)*

Informative

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

1.2 It is therefore recommended that planning permission be granted, subject to the following conditions:

1. Implementation

This permission shall be implemented within twelve months of the date of this consent. The operator shall notify the Waste Planning Authority in writing, not more than 14 days after the event, of the date upon which the new hours of operation commence in accordance with this consent, whereupon planning permission H/5013/07/CW shall cease to have effect.

*Reason: For the avoidance of doubt and to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).*

2. Approved Plans

This planning permission shall only be implemented in accordance with the following approved plans & details:

- 15186/ SK005 rev C Concept Section dated 04.05.07
- 15186/ A1 / 001 ref G Proposed Site Layout dated 10.07.2009
- 15186/ A1/ SK5302 rev D Proposed Elevations Option 3 dated September 2006 (except planting shown on that plan)
- 15186/ A1 / 300 Surface Water Drainage dated May 2007
- 15186/ A1/ 0685 Artic Truck Tracking Layout dated Aug 2007
- 15186/ A1/ 0686 Refuse Truck Tracking Layout dated Aug 2007
- 15186/ A0/ 0687 Entrance Visibility Splay dated Aug 2007
- 5/1 Location Plan dated 12/12/05
- A1/001 rev A Planting and Seeding Plan dated July 2007
- Supporting Statement dated May 2007
- Application form dated 9th May 2007
- 15186/A1/0110 rev B dated 2.10.2007 Proposed Modified Highway Entrance

*Reason: To define the site and protect the character and appearance of the locality in accordance with policy En25 of the Huntingdonshire Local Plan (December 1995), policies LP13 and LP15 of the Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013) and policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

3. Archaeology

The archaeological works required by this condition have been completed, and no further works are required. This was confirmed by letter dated 10 January 2008, and therefore this condition is no longer required.

4. Landscaping and Biodiversity

The landscaping scheme shown on "A1/001 rev A Planting and Seeding Plan dated July 2007" shall be implemented and maintained throughout the period that the site is operational. The landscape maintenance plan shall be carried out as approved.

*Reason: To ensure that landscaping is carried out within a reasonable period in the interests of improving biodiversity and upholding the visual amenities of the*

area in accordance with policies En20 and En25 of the Huntingdonshire Local Plan (December 1995), policies LP13 and LP15 of the Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013) and policies CS33, CS34 and CS35 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).

5. Tree Protection

The Tree Protection Plan required by this condition has been submitted and was approved by letter dated 10 January 2008 and therefore this condition is no longer required.

6. Detailed Design

Details of the second weighbridge and relocated office building were submitted by letter dated 24 September 2007 and approved by letter date 10 January 2008. Therefore this condition is no longer required.

7. Vehicle Movements

This condition is removed as part of this application.

*Replacement Condition 7*

7. Annual Throughput

The annual waste throughput of the Waste Recycling and Transfer Station shall not exceed 150,000 tonnes per annum. Records showing waste throughput for any specified period shall be provided to the Waste Planning Authority within 30 days of a written request.

*Reason: To enable the Waste Planning Authority to retain control over the future development of the site in accordance with Policy CS29; to ensure that the vehicle movements that have been assessed as part of this application which have been linked to waste throughput are not exceeded in accordance with policy CS32; and to protect residential amenity in accordance with Policy CS34 of the Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

8. Reversing Alarms

All plant at the site shall be fitted with smart or broadband reversing alarms to the satisfaction of the Waste Planning Authority.

*Reason: To ensure that the residential amenity of neighbouring properties is upheld in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

9. Hours of Operation and deliveries

- a) No activity, other than the arrival and departure of staff, shall occur at the site except between the hours of 0600 and 1800 Monday to Sunday.
- b) No vehicles, other than for the arrival and departure of staff, shall arrive or leave the site except between the hours of 0600 and 1800 Monday to Sunday.

*Reason: To ensure that the residential amenity of neighbouring properties is protected in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

10. Dust

Dust suppression at the site shall be implemented in accordance with paragraph 6.8 of the Supporting Statement dated May 2007.

*Reason: To ensure that the residential amenity of neighbouring properties is protected in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

11. Drainage & Pollution Prevention

The drainage and pollution prevention scheme by RPS Burks Green dated 4 September 2007, and approved by letter dated 10 January 2008, shall be maintained in accordance with the approved details.

*Reason: To ensure satisfactory drainage of the site in accordance with policy CS39 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

12. Environmental Protection

No processing or storage of waste whether in a raw or processed form shall be permitted at the site unless within the confines of the buildings or designated storage bays shown on the approved drawings.

*Reason: To ensure that noisy activities are confined to the building, to avoid problems of wind blown litter, and to protect the character and appearance of the locality in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

13. External Lighting

External Lighting at the site shall only be implemented in accordance with the following details approved by letter dated 20 April 2008:

- Details contained within e-mails dated 28 and 29 April 2008
- Illustrative material showing a 28watt 2D high frequency bulkhead ref SC28hflew
- Extracts from the lighting calculations (pages 4, 5, 13 & 14 which illustrate lighting levels
- External Lighting Details plan ref. 15186/A1/2006 rev A

*Reason: In the interests of visual amenity and the amenity of nearby residents in accordance with policy LP15 of the Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013) and policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

14. Stockpiles

The height of the stockpiles and processed waste material on site shall not exceed a height of 5 metres as measured from the base of the pile.

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



15. Highways  
The gradient of the access shall not exceed 1 in 10 for a distance of 17m from the edge of the existing carriageway.
- Reason: To ensure highway safety in accordance with policy CS32 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*
16. The details of the site access junction have been submitted and approved by letter dated 10 January 2008. The plan is listed in condition 2 and therefore this condition is no longer required.
17. Site Access  
The northern access to the site shown on "15186/ A1 / 001 ref G Proposed Site Layout dated 10.07.2009" shall be permanently and effectively closed, unless otherwise agreed in writing by the Waste Planning Authority.
- Reason: To ensure highway safety in accordance with policy CS32 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*
18. Turning/Parking Surfacing  
The space on site for turning/ parking/ loading and unloading shown on plan "15186/ A1 / 001 ref G Proposed Site Layout dated 10.07.2009" shall be retained permanently on site and kept available at all times.
- Reason: To ensure highway safety in accordance with policy CS32 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011)..*
19. Sheeting of Vehicles  
No vehicle carrying waste shall enter or leave the site unsheeted.
- Reason: In the interests of visual amenity, residential amenity and environmental health in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*
20. Operational Management Scheme  
Within 3 months of the date of this permission details of a scheme for the comprehensive operational management of the site, including a litter management plan, shall be submitted to, and approved in writing by, the Waste Planning Authority. The scheme shall be implemented in full for the whole-life operation of the development. Such a scheme shall include, but not be limited to, the following:
- a timetable for the monitoring of the B1043 for litter and debris;
  - a scheme for regular litter picking along the B1043 including provision for litter picking whenever monitoring shows it to be required or at the request of the Waste Planning Authority following any complaints received;
  - provision for recording the monitoring, picking schedule, incidents and complaints received directly at the Waste Transfer Station. These records

shall be made available to the Waste Planning Authority within 30 days of a written request;

- details of a Liaison Forum Strategy to include the local members, parish councils and residents;
- a system for recording problems with the sheeting of vehicles arriving and leaving the site and the action to be taken;
- details of wheel washing and controls within the site, to avoid mud being brought out onto the public highway.

*Reason: In the interests of visual amenity, residential amenity and the protection of trees and plants in the vicinity, in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policies LP15 and LP29 of the Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013).*

**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**

<b><i>Officer contact:</i></b>	
<b>Name:</b>	Helen Wass
<b>Post:</b>	Development Management Officer
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## **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 m<sup>2</sup>) 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 m<sup>2</sup> 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:  <a href="http://planningguidance.communities.gov.uk/blog/policy/">http://planningguidance.communities.gov.uk/blog/policy/</a></p> <p>Link to the Waste Management Plan for England:  <a href="https://www.gov.uk/government/publications/waste-management-plan-for-england">https://www.gov.uk/government/publications/waste-management-plan-for-england</a></p> <p>Link to the National Planning Policy for Waste:  <a href="https://www.gov.uk/government/publications/national-planning-policy-for-waste">https://www.gov.uk/government/publications/national-planning-policy-for-waste</a></p> <p>Link to Cambridgeshire and Peterborough Minerals and Waste Core Strategy and Site Specific Proposals:  <a href="http://www.cambridgeshire.gov.uk/info/20099/planning_and_development/49/water_minerals_and_waste/7">http://www.cambridgeshire.gov.uk/info/20099/planning_and_development/49/water_minerals_and_waste/7</a></p> <p>Link to South Cambridgeshire Development Control Policies DPD:  <a href="https://www.scambs.gov.uk/ldf">https://www.scambs.gov.uk/ldf</a></p> <p>Link to Alan Stratford &amp; Associates revised report dated March 2016:  <a href="http://planning.cambridgeshire.gov.uk/swift/apas/run/WCHDISPLAYMEDIA.showImage?theSeqNo=1950955767&amp;theApnkey=39543&amp;theModule=1">http://planning.cambridgeshire.gov.uk/swift/apas/run/WCHDISPLAYMEDIA.showImage?theSeqNo=1950955767&amp;theApnkey=39543&amp;theModule=1</a></p>	

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Ms Helen Wass  
Cambridgeshire County Council  
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Strategy & Development  
Growth & Economy  
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Cambridge  
CB3 0AP

6 October 2015



Dear Ms Wass

**Novus Environmental, Novus House, Thriplow, Royston, SG8 7RR**  
**Ref: S/0008/15/CW.**

I refer to your letter dated 16 September 2015 regarding the above planning application. I am writing to register our objections to the proposed development.

We have grave concerns that allowing the current proposals to go ahead will not only put the sustainability of our airfield operations at risk but that, consequentially, it will negatively impact on the museum as an important visitor and heritage attraction, the important aerial vistas and our numerous onsite partners and their businesses. The continued operation of the airfield as a live and dynamic business is vital to making IWM Duxford unique.

There has been an operating airfield at Duxford since its completion by the RAF in 1918, and we are already in preparation to help celebrate its centenary in 2018 highlighting its importance not only regionally but nationally and internationally. Given our unique position and heritage IWM Duxford is popular with the general aviation community as well as the wider visiting public.

Our offer currently supports over 30- 40 on-site partners, 600 plus volunteers, 250 employees and 300,000 visitors (and growing per annum); which in turn generates over £30m per annum within the local economy; and we have ambitions to grow with the support of local partners.

IWM Duxford is of national and international importance. It is a branch of Imperial War Museums (IWM), a national museum with a national remit; indeed we have recently welcomed over 40,000 visitors to our recent Battle of Britain Anniversary air show weekend. IWM Duxford is a charging branch in that it charges an entrance fee for visitors. We know from recent research that one of the key reasons that visitors choose to come to IWM Duxford is the chance and ability to see aircraft in flight as well as on display. The key remit of IWM, as a whole, is learning and access and IWM Duxford has a long established, strong and vibrant educational programme. IWM Duxford is currently the number one visitor attraction in the East of England according to Trip-Advisor, playing a vital part in the diversification of the local economy, and helping attract visitors to other regional attractions and businesses.

As well as being a museum of national importance it is also home to a large number of third-party complementary businesses and organisations including conservation services, archive storage and management, historic aircraft flying partners and three regimental museums.

Over the past two decades, IWM has invested in excess of £40m in capital development of the site and welcomed circa eight million visitors. IWM Duxford works with stakeholder organisations including South Cambridgeshire District Council (SCDC), local Parish Councils, as well as education and skills providers, the Heritage Lottery Fund (HLF), Historic England and other cultural organisations and societies.

### Duxford Airfield/Aerodrome

IWM purchased the airfield from Cambridgeshire County Council in 2009 to help secure the future and sustainability of both the airfield and the museum. IWM now own and operate the airfield/aerodrome, which is integral to the operation of the museum and the public offer. This airfield is licensed for 365 days per year and is the base for the largest collection of flying historic military aircraft in Europe – welcoming over approximately 5,000 visiting aircraft in addition to those based here at IWM Duxford; and seeing over 28,000 'movements' (landings) per year. This number was and is seen to grow significantly however these proposals will put this at risk. These aircraft are a unique historic collection; a significant and increasing part of the nation's aviation heritage and an essential part of the dynamic mix of interpretative exhibitions, active conservation work and flying aircraft for which IWM Duxford is world famous. In order to ensure early consultation of proposed local development, IWM Duxford has lodged a revised Aerodrome Safeguarding Map (see attached<sup>1</sup>) with South Cambridgeshire District Council as its primary local planning authority. This is in line with *'DfT/ODPM Circular 1/2003 - advice to local planning authorities on safeguarding aerodromes and military explosives storage areas'* which states:

'Operators of licensed aerodromes which are not officially safeguarded, and operators of unlicensed aerodromes and sites for other aviation activities (for example gliding or parachuting) 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 Civil Aviation Authority to aerodrome licensees, is to lodge a non-official safeguarding map with the local planning authority or authorities.'

IWM Duxford airfield is in regular use by aircraft of all types throughout the year. At times, particularly on air show days of which there are six per annum, the site is used intensively by aircraft of varying ages, type and size. Importantly, IWM Duxford is becoming the centre of excellence in restoring and flying vintage aircraft (particularly second world war aircraft) – with many partners focused at supporting this. Any infringement, or increased risk, risks those partners relocating and deciding to make different medium to longer-term investment decisions.



The proposed development site lies 1,000m out from our touchdown point on runway 06. The height of our touchdown point is 125' above mean sea level (AMSL). The height of the land at the crematorium is 120'AMSL. The 3 degree glide path passes over the top of this structure at 170' giving a clearance of 100'. This poses a safety risk, particularly during days of poor visibility or flying into the low lying sun. It should be noted that this is the clearance given for the actual glide path and not the cone that surrounds it (see attached glidepath diagram <sup>2</sup>). This is particularly relevant for IWM Duxford given the age of the aircraft flown here, and the inherent level of sophistication of the instruments as compared to modern aircraft.

The structure is completely inside the inner cordon of our Safeguarding Zone and its height threatens the safety of arriving aircraft in inclement or marginal weather. In addition, air shows at IWM Duxford frequently contain displays of current, fast military jet aircraft that have a pre-determined, predominantly fixed route. The chimney would be a collision hazard. In the future, if IWM Duxford were to move to an Instrument Flight Rules (IFR) recovery capability, or future legislation were to require licensed airfields to operate under IFR, all IWM Duxford air traffic would over-fly the proposed development at low level.

As you will be aware, the tragedy at Shoreham also had some direct impacts in terms of the running of air shows and there may be further guidance and instruction once the final findings of the investigation into the accident has been published. The CAA has asked us to consider the option to utilise our airspace to the West where the impact of traffic and built up areas is less onerous.

I note from the Non-Technical summary document that 'the new plant also requires a chimney that will be 25m high.' This is in contrast to the last paragraph of the Environmental Statement, by the same author, that:

'The final means of ensuring the effect from emissions will have an insignificant impact is the height of the chimney. The taller the chimney the more the gasses are dispersed on the wind and therefore the less impact they will have on ground level. The chimney height at 25m is guaranteed to ensure very good quality dispersion. The computer models used to confirm this always use worse case scenarios and assume the plant operates at the emission limit maximum for 100% of the time. This robust and proven method will ensure that the plant cannot have a significant adverse impact.'

We believe that there is another chimney of some 15 metres in height, and though not ideal, is manageable with the correct briefing and advice given to visiting pilots. Introducing a subsequent chimney, more than 10 metres higher, introduces an unacceptable risk in our opinion.

#### Commercial

In addition to the dynamism created for our visitors by the presence of a working runway, IWM Duxford is host to a number of businesses which also rely on the continuity and safety of such a facility. Through this partnership working, IWM Duxford contributes some £30m+ per annum to the local and regional economy.

DCLG Planning Practice Guidance (paragraph: 012 Reference ID: 54-012- 'Transport evidence bases in plan making and decision taking' states that:

Aviation makes a significant contribution to economic growth across the country, including in relation to small and medium sized airports and airfields (aerodromes). An aerodrome will form part of a larger network. Local planning authorities should have regard to the extent to which an aerodrome contributes to connectivity outside the authority's own boundaries, working together with other authorities and Local Enterprise Partnerships as required by the National Planning Policy Framework. As well as the National Planning Policy Framework, local planning authorities should have regard to the Aviation Policy Framework, which sets out Government policy to allow aviation to continue making a significant contribution.

In addition, the Aviation Policy Framework (2013) considers the aviation sector as a major contributor to the local economy. In its section on maintaining a viable network of business and general aviation (186-191) it is noted that:

'the network of aerodromes of varying sizes, from airports in Northern Ireland, Scotland, Wales and regional airports in England to small business and general aviation (GA) airfields into which GA aircraft can readily gain access. While almost all of these are privately owned and operated, maintaining access to such a national network is vital to the continuing success of the sector.'

Any development which curtails our existing, lawful and unfettered aerodrome use would have serious commercial consequences for the museum, and its on-site flying partners, and may jeopardise the sustainability of the IWM Duxford in the long term and create a threat to a significant heritage asset in the eastern region. This is contrary to Policy CS34 ( Protecting Surrounding Uses) of the *Cambridgeshire and Peterborough Minerals and Waste Development Plan* published in July 2011 which states clearly that waste management development will only be permitted where there would be no significant harm to existing land uses, visual intrusion or other amenities.

#### Comments to the proposed development in relation to the museum, the Conservation Area and its setting

The museum site is in a bowl with the land rising to the south and north. Important historic views to the open countryside beyond are afforded and the view across the airstrip to the south is said to be similar to the views attained from the site in the 1930s prior to the main fighter pens and other dispersal buildings being erected. The character of the landscape setting and the importance of the trees and other landscape features in and around the site forms part of its historic qualities.

In this, the period of the First World War Centenary, it should be noted that IWM consider its Duxford site to be the largest First World War exhibit in its collection. This includes not only the buildings and their immediate setting but the surrounding vista and heritage landscape. The museum site is acclaimed as the 'finest and best preserved example of a fighter base representative of the period up to 1945 in Britain' (Source: English Heritage).

Our airfield is still in constant use, which is not the case on many other former RAF sites where open land has been colonised by new development. In recognition of the site's significant historical merit South Cambridgeshire District Council designated the whole of the museum site as a Conservation Area in 2007 and recognises the importance of protecting its heritage setting in both the existing (Policy CH/11) and the proposed Local Plan. Paragraph 8.24 of the draft Local Plan states:

'Given its national significance, the District Council will give IWMD special consideration within the context of protecting the quality of the surrounding landscape in this sensitive site on the edge of the Cambridge Green Belt.'

Additionally, policy NH/2: *Protecting and Enhancing Landscape Character* in the same draft Local Plan states that development will only be permitted where it respects and retains, or enhances the local character and distinctiveness of the local landscape and of the individual National Character Area in which it is located. These principles are also reflected in policy CS33 (Protection of Landscape Character) of the *Cambridgeshire and Peterborough Minerals and Waste Development Plan* published in July 2011. We do not believe that the proposed increase in building size and the size of the chimney, as you approach the Conservation Area either from the air or on the ground, can be considered an enhancement of such an important and historic site.

I note that you drew the Conservation Area to the attention of the applicant in your pre-application advice letter dated 19 February 2015 and that Duxford Airfield was only 1km away to the north east (although this information was removed from your letter dated 3 March 2015 relating to the screening application). I am grateful to see that the Visual Impact Assessment document acknowledges the historic importance of this site and that the Conservation Area has been considered. Whilst I understand that the author of the report believes that the 'neither the site nor the chimney is visible when entering or leaving the Conservation Area' it is silent on the issue of the approach to the Conservation along surrounding roads or from the air. In addition there is the possible visibility of the chimney from our Control Tower which, of course, has an inherent elevated position over the airfield and is itself an historic building. I am unable to ascertain this with any certainty from the photographs provided but we believe and are very concerned that this could be detrimental to the historic vista and landscape and in direct opposition to draft policy NH/2.

#### Planning application comments

We have seen the pre-application advice dated 19 February 2015 and note that you advised the applicant to contact IWM to discuss the height of the chimney and any increase in emissions. For the record, the applicant did not contact us until June 2015. The Statement of Community Involvement the Applicants Planning Statement currently states:

#### **Imperial War Museum Duxford**

'As recommended the IWM at Duxford was contacted and discussions have been had with the Head of Airfield Operations. They clearly expressed concern over the height of the chimney; they confirmed that the site falls within their safety zone and would want to be formally consulted when the application is

submitted. We also discussed the angle of the flight path and again IWM expressed concern that their flight path safety was not impinged upon. We have responded to these concerns in the Planning Statement....'

*registered*

There has only recently, since the application has been submitted, been an approach by the agent to engage in a meaningful dialogue. A meeting was held on 5 October 2015 with the applicant and their agent, Mr Wayne Taylor; Head of Airfield Services, Mrs Alison Inglis; Head of Projects, Cllr Mick Martin from SCDC and myself.

IWM Duxford was neither invited to nor informed of the three previous local meetings to discuss this application. The Statement of Community involvement document sets out the methodology for publicising the proposals to local residents and Parish Council via the open days. At no time was IWM approached to attend even though the meetings were in the month after the applicant had made contact with us. It is also noted that CCC were in attendance at these meetings and the communication plan presumably agreed with you. Whilst I appreciate, from your letter to Ms Heidi Allen MP dated 16 September 2015, that it is the applicant's responsibility to engage with the community, we had lodged an aerodrome safeguarding map, albeit with SCDC, and thus we were relying on the planning system to ensure that that we would be brought into the development consultation process at an early point by CCC or SCDC.

Therefore and for the sake of clarity we make the comments below on the content of the planning application:

a) In relation to Air Traffic Safety, the Applicant's Planning Statement currently states:

It is our understanding, after having consulted with an air safety engineer, that the minimum flight angle a plane can approach an airfield is 3° above the horizontal from the closest point of the runway. Having assessed the height of the chimney and calculated the angle as 1.7° to the top of the chimney from the closest point on the runway it would appear that a 25m high chimney in the proposed location would not constitute a significant hazard to air traffic....'

Our (IWM's) response to this is: That whilst the chimney does "...not constitute a significant hazard with regard to modern aircraft..." it does create a hazard, nonetheless and a specific risk to historic aircraft. A pilot recovering to the airfield in bad weather, whilst attempting to adhere to the ideal approach path, may still deviate under duress (due to the meteorological conditions) and drift down towards the lower edges of the approach cone and clip any obstacle i.e. the chimney.

To emphasise the point made above we have seen, as a result of the unfortunate incident at Shoreham, that the Civil Aviation Authority is constantly reviewing and tightening up on its guidance and specifications; and along with IWM treats safety as being paramount.

At the meeting on 5 October 2015 meeting, the implication of the positioning of the chimney relevant to the runways was highlighted, using map diagrams, as the proposal is exactly on the centreline and only 1km away. There was also much discussion on the

thermal heat signature of the exhaust gases blowing downstream towards aircraft taking off (at their most vulnerable in relation to their engine) which could engulf them with hot/very warm air and which has the potential to rob the aircraft of significant power margins.

It was noted that IWM Duxford was not chosen, and modelled, as a site for pollution monitoring receptor. The Local Air Quality Management Technical Guidance published in 2009 which states, in section 1.29:

The Regulations make clear that likely exceedances of the objectives should be assessed in relation to *"the quality of the air at locations which are situated outside of buildings or other natural or man-made structures, above or below ground, and where members of the public are regularly present"*

We are concerned, therefore, that that there are unknown pollution effects on the health of the IWM Duxford staff, partners, volunteers and visitors together with unknown detriment on our environment.

The applicant has agreed to:

- Ask their consulting engineers if the chimney height can be lowered without impacting on human health and ground level concentrations and, if so, would CCC and the EA agree that this is possible.
- Ask if a 'thermal image' of the effect of the heat from the chimney can be produced for wind speeds under 10 knots.
- Ask their air quality engineers to confirm why the IWM was left out of the critical receptor list in their report.

b) All of the drawings / photographs provide an incomplete and we believe present a misleading picture as they exclude the proximity of the airfield.

c) We also note on page 18 of the Planning Statement, in the section entitled 'Air Traffic Safety', that there is a reference to policy CS40 Airport Safeguarding in the *Cambridgeshire and Peterborough Minerals and Waste Development Plan* published in July 2011. Our reading of this policy is in relation to bird strike for officially safeguarded aerodromes and the sentence missing from the quotation in the Planning Statement is 'The preparation and implementation of an approved Bird Management Plan may be required.' Our concern is not related to bird strike but to hazards to air traffic from the development proposed.

The General Aviation Awareness Council published the *'General Aviation Sector-Led Guidance On Planning In Relation To Aerodromes For Local Planning Authorities, Aerodrome Owners And Aerodrome Operators'* in January 2015<sup>3</sup>. It was issued to all relevant local authorities and provides an informative explanation for planning authorities and other interested parties with regard to the complexities of operating an airfield and the planning decisions which can affect one. I attach another copy for your information as this sets out many of the concerns experienced by ourselves and many other smaller airfields regarding development proposals and airfield protection.

In summary, IWM Duxford is Europe's premier aviation museum, is a world leader in aviation heritage conservation and hosts more air show days than anywhere else in Europe. Aircraft have been operating from Duxford airfield since 1918 and it is IWM's clear intention to continue to do so in as an unrestricted manner as possible in the future.

The presence and continuation of the current operation of IWM in the east of England, as part of our national heritage, is a significant benefit as a living, breathing dynamic museum; regional tourist attraction, world-class centre for the conservation and operation of historic aircraft, educational establishment and employer. The contribution to both the local economy and the tourist profile of the eastern region has been created by a large number of both public and private partnerships built up over the past three decades.

We wish to continue to grow and be part of the East of England's and the United Kingdom's success story, but we need support and some protection to enable us and our partners to achieve this. Simply, the current proposal puts this all at risk.

It would be unacceptable if our flying operations were curtailed or prevented, our function, as a national museum, was in any way obstructed or our historic setting compromised in any way. We will always make a robust challenge to any proposed development that created a risk to our existing, lawful and unfettered aerodrome use.

Should you require any further information or wish to visit the airfield please do not hesitate to contact me.

Yours sincerely



Graeme Etheridge  
(Interim) Executive Director

CC.

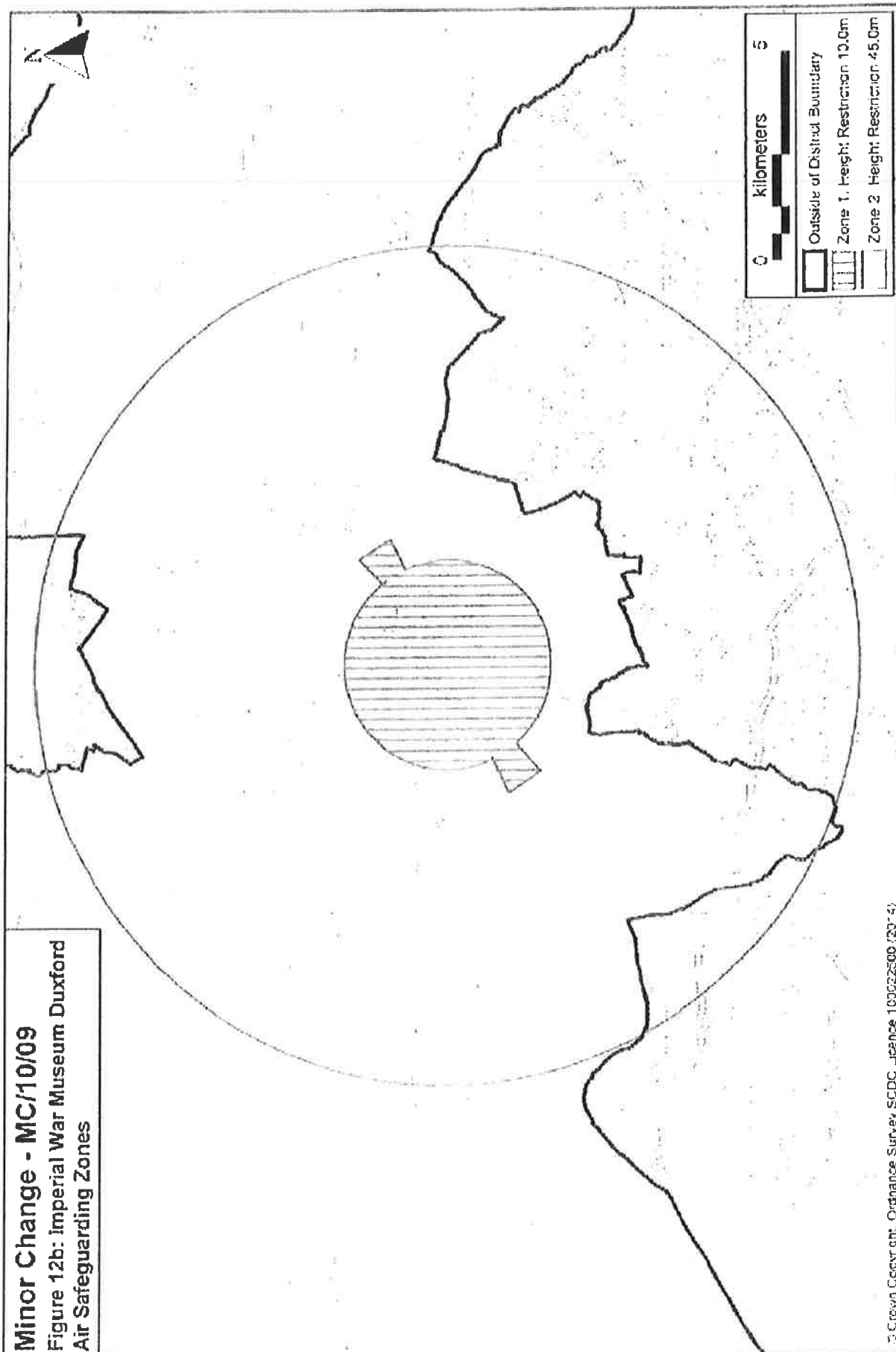
Heidi Allen, MP  
Councillor Peter Topping, CCC  
Councillor Mick Martin, SCDC  
Jean Hunter, Chief Executive, South Cambridgeshire District Council  
Thriplow Parish Council  
Duxford Parish Council  
Whittlesford Parish Council  
Ickleton Parish Council

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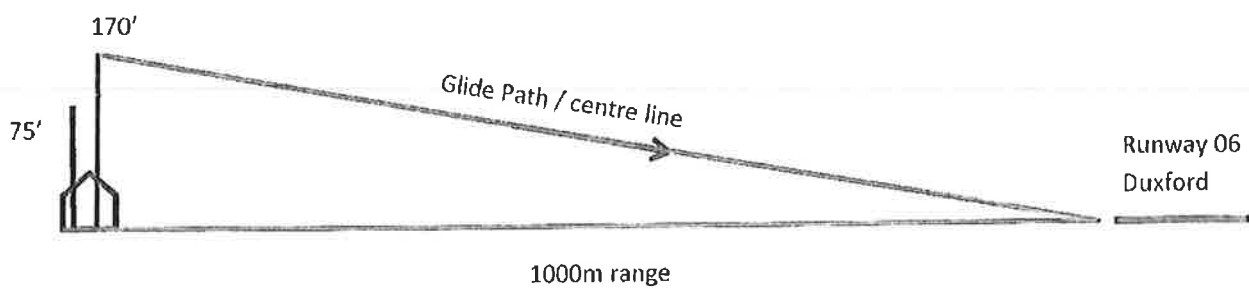
1. Aerodrome Safeguarding map lodged with SCDC
2. IWM Duxford Aerodrome glide path diagram.
3. General Aviation Awareness Council '*General Aviation Sector-Led Guidance On Planning In Relation To Aerodromes For Local Planning Authorities, Aerodrome Owners And Aerodrome Operators*' (January 2015).

# Minor Change - MC/10/09

Figure 12b: Imperial War Museum Duxford  
Air Safeguarding Zones



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The General Aviation Awareness Council

President: The Lord Rotherwick

April 2015

## GENERAL AVIATION SECTOR-LED GUIDANCE ON PLANNING IN RELATION TO AERODROMES FOR LOCAL PLANNING AUTHORITIES, AERODROME OWNERS AND AERODROME OPERATORS.

### INTRODUCTION.

This document has been prepared by the General Aviation Awareness Council (GAAC) in response to a Government request for industry-agreed advice to assist decision makers in taking proportionate and appropriate account of the potential contribution of aerodromes both to the national economy and local communities. It also contains advice to aerodrome owners and managers to support them in understanding the protections and limitations of planning processes from their point of view.

The GAAC is a national body supported by over 60 organisations representing all areas of the general and light aviation movement, with a cumulative membership totalling over 40,000 people. It therefore has industry-wide authority to speak on matters related to airfields, take-off and landing sites used by its members.

The UK GA fleet is estimated to exceed 27,000 aircraft. These aircraft are flown by more than 32,000 pilots. When, on 22 March 2013, the Government published its Aviation Policy Framework (APF) it noted:

*"The business and general aviation (GA) [sector] is important to the UK. The sector delivers vital services, including search and rescue, mail delivery, life-saving (organ) transport, law enforcement, aerial survey and environmental protection flights, as well as underpinning the training of future pilots, ground-based aircraft engineers and technicians. The sector also covers a wide range of activities, from corporate business jets and commercial helicopter operations through to recreational flying in small private aircraft, including gliders.*

Research by York Aviation on the economic contribution of General Aviation was commissioned by the Government and published in March 2015. The research suggests that the total economic footprint of UK based GA activity in 2013 is some £3 billion, supporting over 38,000 jobs, 9,700 directly related to flying and the remainder to manufacturing. In Gross Value Added terms, this total includes;

- an economic footprint from GA flying operations of £1.1 billion;
- the export component of GA manufacturing of around £1.1 billion;
- additional wider benefits deriving from the use of business aviation of at least £0.8 billion.

There are also additional benefits to associated industries such as tourism.

However this research also indicates that while business aviation and air taxis have experienced growth in movements of around 7% since 2005, there has been a significant decline in aero club and private flying in this period. While there are some signs that this market is recovering from the recession, if GA flying operations could be reinvigorated to levels similar to those of 2005 then the economic value of the sector could increase to some £1.8 billion. Local authorities should be aware of these findings and of the contribution that general aviation can make to regional economies.

Maintaining access to a national network of general aviation airfields is vital to the continuing success of the general aviation industry and the provision of a viable nationwide transport infrastructure, as well as providing access to aviation for sport and leisure. It is noteworthy that ninety-six per cent of city pairs served by business aviation have no scheduled connection.

It should also be noted that different aspects of General Aviation operate from different types of aerodromes and airports. For example, at a larger regional airport a business jet may be regarded as a typical GA aircraft and often such regional airports do not encourage light aircraft or flying training. Smaller aerodromes, which cannot handle larger business aircraft, therefore remain equally important not only in terms of regional connectivity, but also in terms of local amenity, because they offer a greater diversity of aviation activity including flying training and access to sport aviation.

There is also a practical need in pilot training for a hierarchical airfield network to enable new pilots to be properly trained in different airfield environments, as well as allowing progressive training from basic to more complex and sophisticated aircraft.

Despite this clear importance, a number of airfields have closed and others have been recently threatened as a result of owners seeking to release the value of their land and local planning authorities giving priority to housing and other development. The General Aviation Challenge Panel Report of May 2014 stated: "... local government and councils (for fiscal and housing delivery reasons) generally do not consider the potential economic value of aviation or unlicensed aerodromes. ... "

It is important to properly assess the role of an aerodrome as part of a strategic network of aerodromes supporting General Aviation as a vital and sustainable part of the country's business and transportation infrastructure. This guidance document highlights areas of pressure and suggests how planners and aerodrome operators can help protect and develop a strategic network of aerodromes needed to support a potentially vibrant UK GA sector.

*(It should be noted that, for the sake of simplicity, the terms airfield, aerodrome and flying site in this document, can be assumed to have the same meaning; flying sites smaller than international or regional airports, that support non-scheduled, general aviation operations.)*

## SUMMARY OF KEY AREAS AND RECOMMENDATIONS

### 1. CONNECTIVITY. THE NEED FOR A NATIONAL GA AIRFIELD INFRASTRUCTURE

*(see also detail paragraphs 1-8)*

A network of GA aerodromes around the UK, provides vital connectivity for business travellers and acts as an important and cost-sustainable part of the national transport infrastructure. Despite this, many are threatened as a result of owners seeking to release the value of their land and local planning authorities prioritising housing and other development on the land they occupy.

DCLG Planning Practice Guidance, (paragraph: 012 Reference ID: 54-012-20150313 at <http://planningguidance.planningportal.gov.uk/blog/guidance/transport-evidence-bases-in-plan-making/transport-evidence-bases-in-plan-making-guidance/>) recognises that aerodromes can confer connectivity benefits of more than local significance. Each site forms part of a larger national network and piecemeal closure without reference to their value as part of a strategic network can have far-reaching consequences.

### 2. BROWNFIELD SITE STATUS.

*(See also detail paragraphs 9-17)*

The potential for aerodrome sites to be used for housing became more feasible following the deletion in 2003 of the footnote in PPG13, noting that airfields and hospital grounds should not be considered brownfield sites. The new definition of previously developed land included in the Glossary (Annex 2) of the NPPF makes no specific reference to airfields or flying sites. This has resulted in an increasing tendency for local planning authorities to treat airfields as brownfield sites for land redevelopment.

Local Planning Authorities should be aware of the environmental credentials of the undeveloped areas of airfield sites and that GA flying sites could be considered as appropriate under NPPF allowance for the provision of "local transport infrastructure which can demonstrate a requirement for a Green Belt location".

<b>3. AIRFIELDS AND RENEWABLE ENERGY</b>	<i>(See also detail paragraphs 18-29)</i>
<p>Inappropriate applications for wind turbines in proximity to aerodromes, often inside safeguarded areas forcing objections on safety grounds, represent a significant cost and time issue for airfield operators. The cumulative effect of large numbers of unassociated wind turbine or solar array developments in a specific area can also make such concerns more acute.</p> <p>The NPPF directs decision makers to the Overarching National Policy Statement for Energy Infrastructure (EN-1) which, at paragraph 5.4.2 states: <i>"It is essential that the safety of UK aerodromes, aircraft and airspace is not adversely affected by new energy infrastructure."</i></p> <p>Local Planning Authorities and aerodrome operators should work closely to understand the potential impact of renewable energy developments on aerodromes so that planners are aware of the risks to airfields and general aviation that such developments create and know which airfields in their areas could be affected and would need to be warned of any incoming application.</p>	
<b>4. NOISE</b>	<i>(See also detail paragraphs 30-32)</i>
<p>There is widespread concern that the introduction of new noise sensitive development (such as housing) in close proximity to long-established noise generating sites (such as flying sites) may in future force the latter to alter their operations or even close down due to new (and foreseen) complaints.</p> <p>Planners need to be aware of the extent to which certain levels of noise may be unavoidable consequences of maintaining levels of commercial activity at aerodromes and that this may constrain options for nearby developments.</p>	
<b>5. SAFEGUARDING AND THE PLANNING PROCESS</b>	<i>(See also detail paragraphs 33-39)</i>
<p>There is a statutory obligation for Local Planning Authorities to refer planning applications in the vicinity of an aerodrome for CAA assessment for only 27 of the largest civilian aerodromes. All other civilian flying sites rely on voluntary or unofficial safeguarding. The response to this from local planning authorities has not always been consistent.</p> <p>Local Planning Authorities and aerodrome operators should work closely to understand the potential impact of local developments near to aerodromes so that planners are aware of the risks to airfields and general aviation that such developments create and know which airfields in their areas could be affected and should be warned of any incoming application. Authorities should hold safeguarding maps and develop safeguarding procedures with operators wherever appropriate.</p>	
<b>6. AIRFIELD VIABILITY, CLOSURES AND ASSET DISPOSAL</b>	<i>(Detail paragraphs 40-48)</i>
<p>For the promotion of local jobs and growth it is important to secure the on-going future and potential of GA aerodromes as a local and national resource. Planning authorities should be alert to the extent to which the rapid removal and sale of assets at an aerodrome could adversely affect the potential for bringing it back into operation.</p> <p>Government guidance now reminds planning authorities that a working or former aerodrome could be put forward for consideration proposed as a site for mixed use development (NPPF paragraph 17) that includes continuing, adapting or restoring aviation services in addition to other uses.</p> <p>Government guidance also requires planning authorities to have regard to the extent to which an aerodrome contributes to connectivity outside the authority's own boundaries, working together with other authorities and Local Enterprise Partnerships as required by the National Planning Policy Framework.</p> <p>Any change of use from its role as an airfield should only be permitted after the planning authority has fully considered the extent to which the aerodrome has contributed to connectivity outside its own boundaries. In addition options should be explored such as mixed use development, allowing aviation to be continued, developed or adapted alongside other land uses.</p> <p>Planning authorities should consider encouraging owners of airports who intend that there should be a final closure and cessation of business to complete full and proper consultation, operate a cooling off or review period in which demolition, asset sale or other disposal of key airport equipment do not take place.</p>	

## CONCLUSION

Despite the inevitable pressures from alternative requirements for land use and other commercial factors, General Aviation airfield operators have proved resilient, adaptable and self-sustaining in, largely without subsidy, maintaining an important element of transportation infrastructure. Maintaining access to a national network of general aviation airfields is vital to the continuing success of both the general aviation industry and the provision of a viable nationwide business, leisure and transport resource.

Pressures on land uses are high and the industry has long accepted the need to be proactive in engaging with local planners and the local community, to identify and promote the value of the activities undertaken on their sites, as well as mitigating environmental impacts. However it is clear that many Local Planning Authorities do not fully recognise the General Aviation sector's importance to either their local community or wider national prosperity.

Aviation is a dynamic sector of Britain's social and economic base, but for the industry to continue to play its role it requires both the safeguarding of the current aerodrome infrastructure and, via the proactive involvement of Local Planning Authorities in line with National Policy Planning Framework, the creation of long-term confidence to unlock investment to create growth in activity, with attractive and modern facilities for its users.

General Aviation Awareness Council  
April 2015

## NOTES:

Additional more detailed information on each of these key areas is attached in a following appendix.

Further information or advice is available on request from:

Stephen Slater  
Vice-Chairman  
General Aviation Awareness Council.

[planning@gaac.org.uk](mailto:planning@gaac.org.uk)



The General Aviation Awareness Council

President: The Lord Rotherwick

## SECTOR-LED AIRFIELD PLANNING GUIDANCE IN MORE DETAIL:

### CONNECTIVITY: THE NEED FOR A NATIONAL GA AIRFIELD INFRASTRUCTURE

1. While Commercial Air Transport or airline operations are focussed on scheduled flights from 25 airports around the UK, GAAC research indicates that GA in the UK uses more than 120 aerodromes licensed by the Civil Aviation Authority for non-scheduled passenger carrying use and between 350 and 500 unlicensed flying sites. These can range from former military aerodromes with mile-long runways, to smaller airfields with grass runways and privately owned 'farm strips' and helipads. Almost all these airfields are privately owned and operated, gain no subsidy and directly contribute to their local communities in rates and the generation of salaries.
2. This network of GA aerodromes around the UK provides vital connectivity for business travellers and acts as an important part of the national transport infrastructure, providing economic benefit to the country as a whole, providing 'point to point' access, allowing passengers and cargoes to be delivered closer to their ultimate destination, saving time and cost. They also provide important infrastructure and support for activities such as police and pollution patrols, medical flights, aerial surveys and civil search and rescue operations. Many flights are also made by private individuals who fly their own aircraft or a hired aircraft to these aerodromes for business or social purposes.
3. Despite protection in the National Planning Policy Framework (paragraph 33) and the Government Aviation Policy Framework, a number of airfields have closed and others have been threatened as a result of owners seeking to release the value of their land and local planning authorities prioritising housing and other development on the land they occupy.
4. In addition the refusal of planning permissions for the updating of essential aerodrome facilities, or the imposition of unreasonably restrictive limitations on acceptable uses can act as a potential blockage to ancillary development necessary to provide future financial viability.
5. Disruption of this national network of smaller, local airfields by piecemeal closure without reference to their value as part of a strategic network can have far-reaching consequences. A recent temporary closure of Blackpool airport in late 2014, had known effects on regular aircraft movements as far afield as Buckinghamshire, Gloucestershire, Hampshire and Oxfordshire as, without a convenient destination for planned business and social flights to the Fylde area, the flights were merely cancelled, with those involved being forced to resort to less efficient, more time-consuming alternative means of travel.
6. DCLG Planning Practice Guidance (paragraph: 012 Reference ID: 54-012-20150313 at <http://planningguidance.planningportal.gov.uk/blog/guidance/transport-evidence-bases-in-plan-making/transport-evidence-bases-in-plan-making-guidance/>) recognises that aerodromes can confer connectivity benefits of more than local significance. Each site forms part of a larger national network and piecemeal closure without reference to their value as part of a strategic network can have far-reaching consequences.
7. The Government's March 2015 General Aviation Strategy notes that opposition to aerodrome development is often high within local communities, especially where the potential benefits of a GA airfield to the area may be poorly understood, while the potential adverse effects such as noise are

publicised and more readily appreciated. The recent GA research recommends that the Government should continue to encourage planning authorities to ensure that they take into account in their Local Plans and in all planning decisions the economic and employment roles the local airfields play.

8. Local Planning Authorities need to work collaboratively, especially as GA is not a "local" issue and each site forms part of a larger national network. Planning strategically across local boundaries is reflected in paragraphs 178 to 181 of the NPPF (and the Localism Act), although the emphasis there is on strategic priorities.

#### **BROWNFIELD SITE STATUS.**

9. Possibly the single biggest threat to GA aerodromes in UK today has been developers' interest in aerodromes as potential housing locations and pressure on aerodrome owners to sell up. The past year has seen an acceleration of the already worrying trend of aerodromes closing or coming under threat. One factor has been the deletion in 2003 of the footnote in PPG13, noting that airfields and hospital grounds should not be considered brownfield sites.
10. The original PPG statement had excluded airfields from consideration and an assurance was given at the time to GAAC President, Lord Rotherwick by Baroness Andrews and in the lower house by Yvette Cooper, that this 'oversight' would be remedied. It has however been overtaken by the new planning system, with the result that local planning authorities now treat airfields as brownfield sites.
11. While PPG13 has now been superseded by the NPPF, the GA Challenge Panel's 2013 report stated that: *"... the allocation of these unlicensed sites as brown field, and their inclusion in the strategic housing land availability policy means that when applications for re-development are submitted to the local planning authority there is no planning policy to support their retention."*
12. The new definition of previously developed land included in the Glossary (Annex 2) of the NPPF makes no specific reference to airfields or flying site, but states: *"Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated infrastructure ....."*
13. It is noteworthy that the curtilage of many airfields is recognised as an important 'open green space' by many Local Planning Authorities and there is increasing evidence from local nature and environmental surveys that airfields are increasingly important as a low-insecticide, low-herbicide, sanctuary for plants, insects and associated wildlife.
14. Future developments at airfields are also pressurised by the application of Green Belt policy without full consideration of the openness of the greater part of an aerodrome site. York Aviation in their research published in March 2015 noted that they were aware of many GA aerodromes that have experienced protracted difficulties with the planning system, with local planning authorities according little or no weight to the need for modernisation, followed by lengthy and costly appeal processes often with a negative outcome. This presents a high regulatory burden for smaller aerodromes, which are often small businesses operating on small profit margins.
15. For example, Elvington Airfield near York was refused planning permission on appeal for hangar development necessary to sustain on-going aviation activity due to concerns about the interaction with a nearby Special Protection Area (SPA) and Redhill Aerodrome in Surrey has been refused permission, on the grounds largely of in principle harm to the Green Belt, for an all-weather runway that was necessary to enable it to handle more modern aircraft, without which its long term viability is at risk. This risk was not considered sufficient to constitute very special circumstances sufficient to overcome Green Belt objections.

16. Other airfield locations, such as at Bourn in Cambridgeshire, Kemble in Gloucestershire and Wellesbourne near Stratford-upon-Avon, are threatened by future potential changes of use of their sites for housing development and the consequent loss of the aerodromes.
17. Local Planning Authorities should be aware of the environmental credentials of the undeveloped areas of airfield sites and should be aware that GA flying sites could be considered appropriate under NPPF allowance for the provision of "local transport infrastructure which can demonstrate a requirement for a Green Belt location"..

#### AIRFIELDS AND RENEWABLE ENERGY

18. Given the heavy emphasis on sustainable development, which is at the core of the National Planning Policy Framework, it is inevitable that there is a policy presumption in favour of all forms of renewable energy. A footnote 17 at page 23 of the NPPF specifically directs decision makers to the Overarching National Policy Statement for Energy Infrastructure (EN-1) which, at paragraph 5.4.2 states: *"It is essential that the safety of UK aerodromes, aircraft and airspace is not adversely affected by new energy infrastructure."*
19. While in all cases, the consideration and approval of the windfarm application is a matter for the relevant Local Planning Authority, the Civil Aviation Authority has produced detailed guidance covering the issue of aviation and windfarms in its CAP 764 document. This covers both the statutorily protected sites as well as those regarded as non-statutory.
20. This is a valid and important consideration, as a number of developers have made inappropriate applications for wind turbines in close proximity to aerodromes, often inside safeguarded areas.
21. In addition to the obvious risk of collision, there are other safety factors involved such as the risk of distraction, blade-light flicker and the risk of downwind vortex turbulence from the fast-moving turbine blade tips, which according to industry-agreed research, may extend downwind for up to 16 times the diameter of the turbine blades. For larger airfields, potential disruption of radar coverage by blade interference is also a significant issue.
22. Statutorily-protected sites: Large airports, NATS and the MoD are given statutory protection from development. Therefore any developer must consult them and ensure that they are content for the proposed development to proceed.
23. Non-statutorily protected sites: For smaller airports and aerodromes, there is no statutory safeguarding. However, Section 3.2 of CAP 764 states:
24. *"Those aerodromes and CNS sites that are not safeguarded by statutory process can be unofficially safeguarded by agreeing protection measures with their Local Planning Authority."*(See also section 5 of this document; *Safeguarding and the Planning Process*).
25. Sections 1.10 and 1.11 of CAP 764 state: *"Operators of licensed aerodromes which are not officially safeguarded and operators of unlicensed aerodromes and sites for other aviation activities (for example, gliding or parachuting) 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. Local planning authorities are asked to respond sympathetically to requests for non-official safeguarding."*
26. *"The safeguarding of unlicensed aerodromes is therefore a matter of discussion between the operator and the Local Planning Authority and the need for constructive liaison from an early stage is evident."*

27. Objecting to inappropriate development represents a significant cost and time issue for airfield operators. There is also some evidence that owners and operators of aerodromes are not always advised that an application has been made and, as a result, have missed out on the opportunity to comment.
28. Recent requests to develop solar power arrays on and near aerodromes may also potentially affect airfield safety by their erosion of safe landing areas in cases of emergency. As with wind turbines, there are concerns that the cumulative effect of large numbers of unassociated developments may make such concerns even more acute.
29. Local planning authorities and aerodrome operators should work closely to understand that potential impact of renewable energy developments on aerodromes so that planners are aware of the risks to airfields and general aviation that such developments create and know what airfields in their areas could be affected and would not to be warned of any incoming application.

#### **NOISE**

30. Housing land allocation is driving development in areas of ever closer proximity to airfield boundaries. While existing safeguarding rules adequately regulate safety issues such as vertical intrusion and safety zones, there is an increasing concern that the introduction of new noise sensitive development (such as housing) in close proximity to long-established noise generating sites (such as flying sites) may in future force the latter to alter their operations or even close down due to new (and foreseen) complaints.
31. Previous planning advice has traditionally been focused primarily upon the introduction of a noise-generating activity upon existing development. The NPPF has partially addressed this with a bullet point in paragraph 123, which states that: *"Planning policies and decisions should aim to: Recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established."*
32. Planners need to be aware of the extent to which certain levels of noise may be unavoidable consequences of maintaining levels of commercial activity at aerodromes and that this may constrain options for nearby developments.

#### **SAFEGUARDING AND THE PLANNING PROCESS**

33. The safeguarding process is a key mechanism for dialogue between local planning authorities, aerodrome operators and the Civil Aviation Authority. This is enshrined in CAA document CAP 738 *Safeguarding of Aerodromes*.
34. There is a statutory obligation for LPAs to refer planning applications in the vicinity of an aerodrome for CAA assessment for military flying sites and only 27 of the largest civilian aerodromes. For the remainder, the CAA advises that the LPA should give due consideration to the expertise of the aerodrome operator. This is in line with government policy (ODPM circular 1/2003 (and Scottish Executive Planning Circular 2/2003))
35. The lodging of voluntary safeguarding information with relevant local planning authorities is mandatory for operators of flying sites licensed for the carriage of paid passengers (CAA CAP168, Licensed Aerodromes) and guidelines for operations at unlicensed flying sites (CAA CAP 793, Safety at Unlicensed Aerodromes) recommends that voluntary or unofficial safeguarding agreements are made with the appropriate LPAs.



36. Safeguarding in planning law means to safeguard an established land use. In reference to aviation it is achieved by a process of checking proposed developments so as to:

- Protect the blocks of air through which aircraft fly, by preventing penetration of surfaces created to identify their lower limits.
- Avoid any increase in the risk to aircraft of a birdstrike by preventing development such as rubbish tips which may increase hazardous bird species in the vicinity of an airfield.
- Protect the integrity of radar and other electronic aids to air navigation, by preventing reflections of the radio signals involved.
- Protect visual aids, such as approach and runway lighting, by preventing them from being obscured, or prevent the installation of other lights which could be confused for them.

37. It is noteworthy that the response from local planning authorities is not consistent. Sometimes authorities resist accepting unofficial safeguarding. For example an application was rejected for a safeguarding zone around an aerodrome in the south-west of England, the council instead offering a "constraint maps" agreement, and other local authorities have also resisted becoming involved due to the perceived bureaucracy required.

38. Even if a local authority accepts a safeguarding map, experience demonstrates they don't always adhere to it and they do not necessarily notify the aerodrome operator of applications for development. For example Denham Aerodrome's owners discovered in 2008, that during an office move its local council had lost the safeguarding maps that had been deposited with them. A further recent case was a failure to consult with an aerodrome operator, only highlighted when a County Council shortlisted a site close to the end of a runway for a waste incineration plant with a tall chimney.

39. Local planning authorities and aerodrome operators should work more closely to help planning authorities better understand the potential impact of local developments near to aerodromes so that planners are aware of the risks to airfields and general aviation that such developments create, and to know what airfields are in their areas.

#### **AIRFIELD VIABILITY, CLOSURE, ASSET-DISPOSAL**

40. Despite the inevitable pressures from alternative requirements for land use and other commercial factors, General Aviation airfield operators have proved resilient, adaptable and self-sustaining in, largely without subsidy, maintaining an important element of transportation infrastructure. The recent York Aviation report for the DfT focuses on the financial, social and economic benefits that GA airfields bring to the country and on suggestions of means of developing this further.

41. It is important that the planning sector helps rather than hinders this development process, by ensuring that proposed changes of use do not negatively affect the viability of the aerodrome operation, and that proposed necessary developments are enabled to secure the on-going future and potential of the aerodrome as a local and national resource.

42. Recent closures followed by the rapid dismantling of infrastructure at airports including Manston International, Sheffield Business Airport and Plymouth have highlighted these concerns. In contrast, when airport management companies at Coventry, Exeter and Blackpool were respectively forced to cease operations on financial grounds, a more proactive approach has allowed each of these airfields to reopen under new management and continue to serve their respective communities.

43. In the event of an aerodrome's closure, there is a statutory requirement (s35 of the Civil Aviation Act 1982) that currently applies to a CAA-designated aerodrome (compulsory safeguarding) that the person having the management of the aerodrome shall provide *"adequate facilities for consultation with respect to any matter concerning the management or administration of the aerodrome which affects the interests"* of:
- i. *users of the aerodrome;*
  - ii. *any local authority in whose area the aerodrome is situated; and*
  - iii. *any other organisation representing the interests of persons concerned with the locality in which the aerodrome is situated."*
44. Guidance published for Airport Consultative Committees in April 2014 states that the Government recommends representation of these statutory consultees through a consultative committee formed for this purpose. However this guidance does not specifically mention consulting on the closure of an airport or airfield.
45. Planning authorities should be alert to the extent to which the rapid removal and sale of assets at an aerodrome could adversely affect the potential for bringing it back into operation. Government guidance now reminds planning authorities that a working or former aerodrome could be put forward for consideration proposed as a site for mixed use development (NPPF paragraph 17) that includes continuing, adapting or restoring aviation services in addition to other uses.
46. Government guidance also requires planning authorities to have regard to the extent to which an aerodrome contributes to connectivity outside the authority's own boundaries, working together with other authorities and Local Enterprise Partnerships as required by the National Planning Policy Framework.
47. Any change of use from its role as an airfield should only be permitted after the planning authority has fully considered the extent to which the aerodrome has contributed to connectivity outside its own boundaries. In addition options should be explored such as mixed use development, allowing aviation to be continued, developed or adapted alongside other land uses.
48. Planning authorities should consider encouraging owners of airports who intend that there should be a final closure and cessation of business to complete full and proper consultation, and implement a cooling off or review period in which demolition, asset sale or other disposal of key airport equipment does not take place.

**ENDS**

Further information or advice is available from:

Stephen Slater  
Vice-Chairman  
General Aviation Awareness Council,

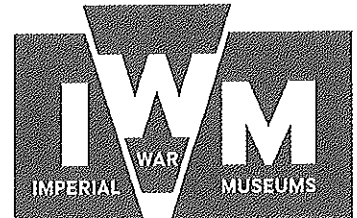
[planning@gaac.org.uk](mailto:planning@gaac.org.uk)

T 01223 499 379  
F 01223 835 750  
E [getheridge@iwm.org.uk](mailto:getheridge@iwm.org.uk)

Ms Helen Wass  
Cambridgeshire County Council  
Economy, Transport & Environment  
Strategy & Development  
Growth & Economy  
Box CC1315  
Shire Hall  
Cambridge  
CB3 0AP

15th January 2016

Dear Ms Wass



**Novus Environmental, Novus House, Thriplow, Royston, SG8 7RR**  
**Ref: S/0008/15/CW.**

I refer to our letter dated 8 October 2015 and your letter dated 5 January 2016 regarding the revised above planning application. I am writing to register our continuing objections to the proposed development. There appears to be no change to the proposal, and the response to our concerns has not in our view been addressed – therefore our objections still stand. (Please refer to original submission).

As you know from our submission on 8 October 2015 we have grave concerns that allowing the current proposals to go ahead will put our airfield operations at risk which could, ultimately, have a negative impact on the museum as an important visitor and heritage attraction, the important aerial vistas and our numerous onsite partners and their businesses. The continued operation of the airfield as a live and dynamic business is vital to making IWM Duxford unique.

We note the ***Appraisal Of Potential Effects On The Setting Of Conservation Areas*** report from Jon Etchells. Our comments in relation to the approach to our Conservation Area and its setting remain unchanged.

The revised information regarding the ***Air Quality Assessment*** still gives us cause for concern due to inconsistencies in their report. Some of the hazards still have not been addressed properly. Some polluting causes and effects were sourced from sites 45Km away. Data was broad and non-specific.

<http://planning.cambridgeshire.gov.uk/swift/MediaTemp/39543-1950952966.pdf>

The revised information regarding the ***Airport Safeguarding Report*** has been heavily modified since we sighted the original draft. Risks have been 'watered down', others have been removed completely. The proposed chimney would infringe a future Type A designated area (were we to pursue this type of operation in future) and this fact has been formally confirmed in writing by Novus and our own aviation surveyor. (Copies of which you already have).

<http://planning.cambridgeshire.gov.uk/swift/MediaTemp/39543-1950954443.pdf>

The revised information regarding the **Air Quality Objection response**. Inconsistencies with some of their data remain. Duxford will still be exposed.  
<http://planning.cambridgeshire.gov.uk/swift/MediaTemp/39543-1950954444.pdf>

The revised information regarding the **Hot gas exhaust effect on aircraft** leads us to believe that their understanding of vintage aircraft flying and flying in general is limited. The survey was limited in its catchment area and data was compiled from a site 30Km away.  
<http://planning.cambridgeshire.gov.uk/swift/MediaTemp/39543-1950954447.pdf>

### **Applicants Summary**

<http://planning.cambridgeshire.gov.uk/swift/MediaTemp/39543-1950954449.pdf>  
We believe that this is biased in some cases without foundation in favour of the application. Please note the statement made by Novus when describing aviation standards at IWM Duxford is both derogatory and unprofessional. The IWM Duxford aerodrome is audited annually and consistently meets inspection and scrutiny standards laid down by the Civil Aviation Authority, UK, together with those of our own independent Flight Safety Committee.

To reiterate the summary from our letter of 8 October 2015, IWM Duxford is Europe's premier aviation museum, is a world leader in aviation heritage conservation and hosts more air show days than anywhere else in Europe. Aircraft have been operating from Duxford airfield since 1918 and it is IWM's clear intention to continue to do so in as an unrestricted manner as possible in the future.

The presence and continuation of the current operation of IWM in the east of England, as part of our national heritage, is a significant benefit as a living, breathing dynamic museum; regional tourist attraction, world-class centre for the conservation and operation of historic aircraft, educational establishment and employer. The contribution to both the local economy and the tourist profile of the eastern region has been created by a large number of both public and private partnerships built up over the past three decades.

We wish to continue to grow and be part of the East of England's and the United Kingdom's success story, but we need support and some protection to enable us and our partners to achieve this. Simply, the current proposal puts this all at risk, along with the jobs and tourism our operations support towards our future aspirations.

It would be unacceptable if our flying operations, function as a national museum or our historic setting was compromised in any way. We will always make a robust challenge to any proposed development that created a risk to our existing, lawful and unfettered aerodrome use.

**Above all else** and in light of the facts in your possession (e-mails from Novus and our surveyor) that a future Type A would be breached – approval of this application would knowingly increase the risk of an accident for the flying partners operating out of Duxford.

Should you require any further information please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, reading 'Graeme Etheridge', followed by a horizontal line.

Graeme Etheridge  
(Interim) Executive Director

CC.

Heidi Allen, MP  
Councillor Peter Topping, CCC  
Councillor Mick Martin, SCDC  
Jean Hunter, Chief Executive, South Cambridgeshire District Council  
Thriplow Parish Council  
Duxford Parish Council  
Whittlesford Parish Council  
Ickleton Parish Council  
Mr Rick Peacock Edwards, Chair, Duxford Flight Safety Committee.

*Original signed.*



## Wass Helen

---

**From:** Alison Inglis <aminglis@iwm.org.uk>  
**Sent:** 11 February 2016 12:52  
**To:** Wass Helen  
**Subject:** RE: Planning application at Vetspeed  
**Attachments:** RAF Duxford 1918..pdf

Helen

Thank you for the additional information. Our comments are as follows:

- Regarding section 1.1.3, the applicant was given but did not take up the opportunity to take photos from the Control Tower which would have afforded a different and elevated historical viewpoint to the landscape.
- The report focuses on the existing chimneys and the new one will be considerably taller. It would therefore follow that it will be more visible and prominent in the landscape. It would have been useful to have seen some modelling illustrations within this report.
- Regarding section 2.2.7, it should be noted that our visitors, particularly on air show days, use powerful zoom lenses to get the best photographs of the aircraft in the air and the historic setting. Their experience is likely to be adversely affected by a new chimney.
- There was no representation of the vista from the perspective of the thousands of visiting pilots who fly into our historic airfield.
- The A505 is an integral element of how this particular Conservation Area is read as the site was built with the road running through it for the purpose of separating the domestic and technical sides of RAF Duxford as can be seen in the attached photo from 1918. We are therefore aware of all the buildings and structure along its route and the approach to the Conservation Area.
- The present landscaping, with the boundaries of tall trees and hedges, may change in the future as part of the master plan which is being prepared for the site. They cannot be relied upon to always provide the screening that has been mentioned in the report.

If you need any additional information please do contact me.

Alison Inglis  
Head of Projects  
IWM Duxford  
Cambridgeshire  
CB22 4QR

---

**From:** Wass Helen [<mailto:Helen.Wass@cambridgeshire.gov.uk>]  
**Sent:** 29 January 2016 08:44  
**To:** Alison Inglis  
**Subject:** Planning application at Vetspeed

Alison

The attached was submitted in response to a request from the SCDC heritage officer for more information on the conservation area impact after we received your letter of 15 January. If the IWM has any further comments I'll be happy to hear from you by 12 February.

Helen

Helen Wass

Development Management Officer

Postal address: Box SH 1315, Shire Hall, Cambridge, CB3 0AP

Tel 01223 715522

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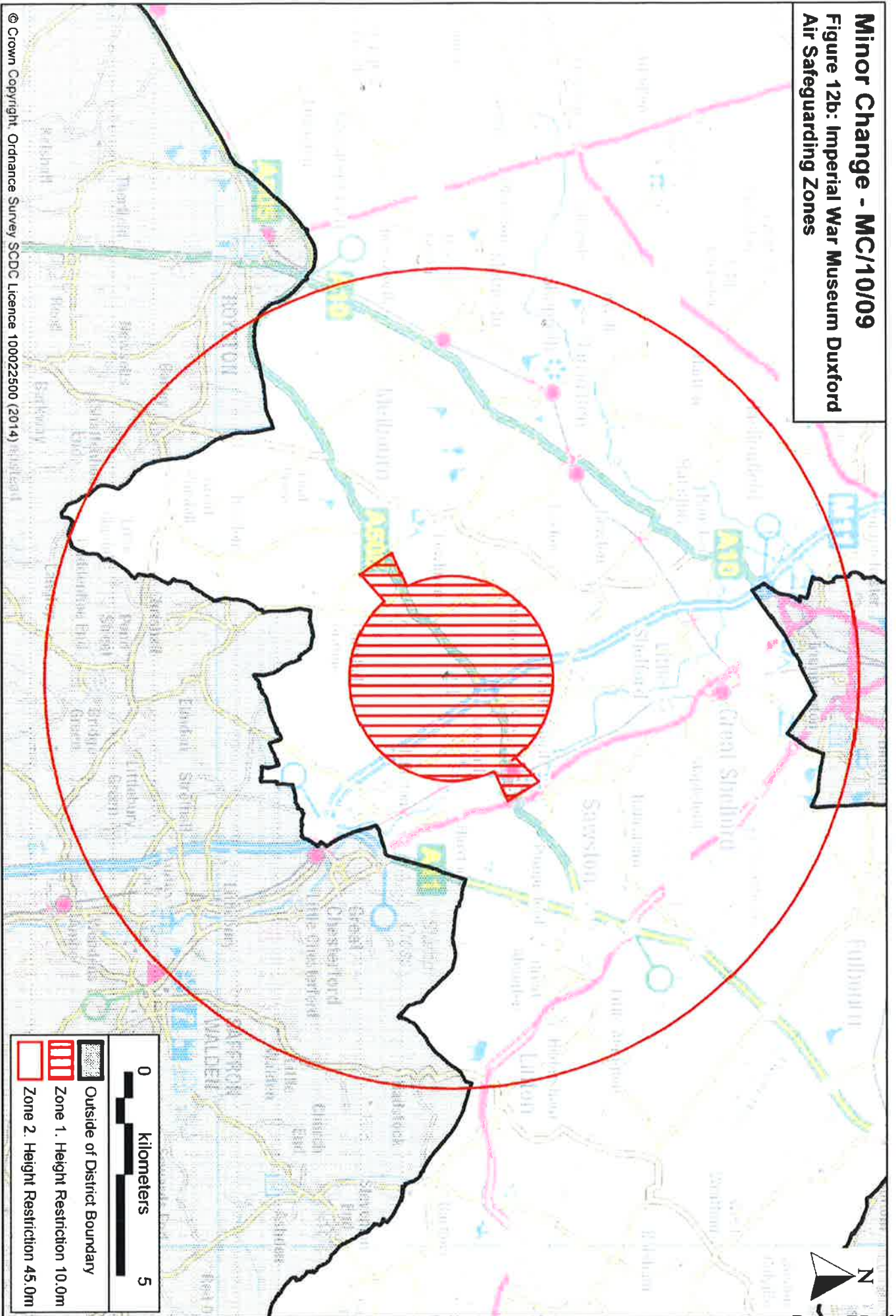
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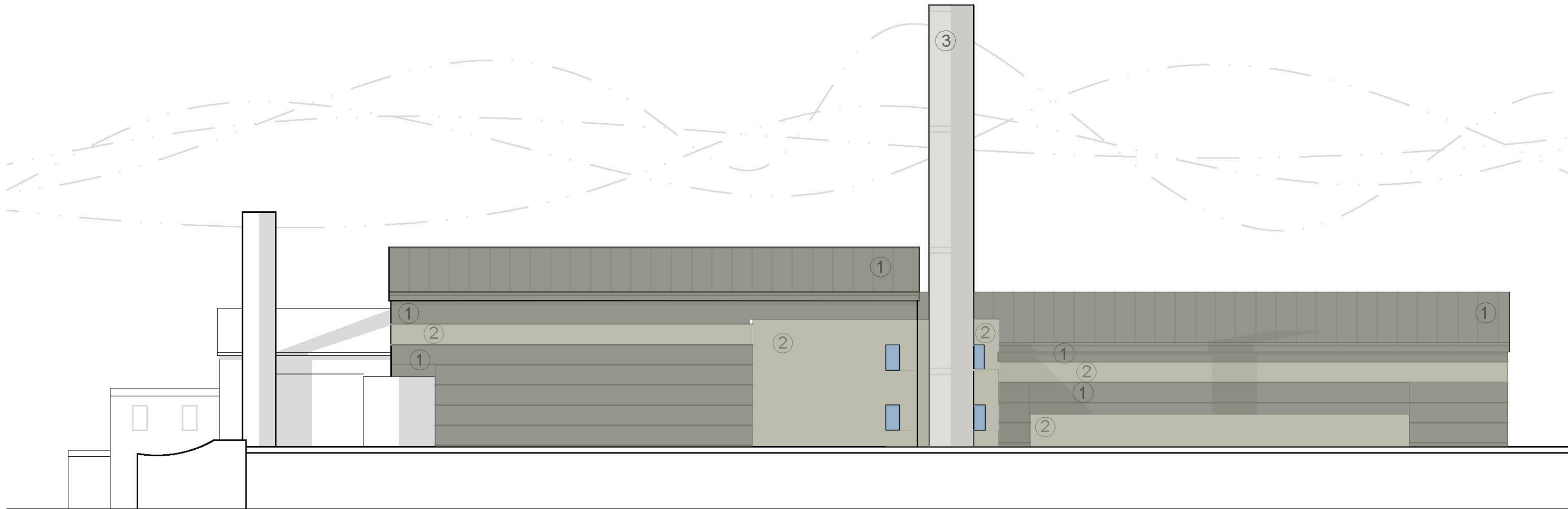




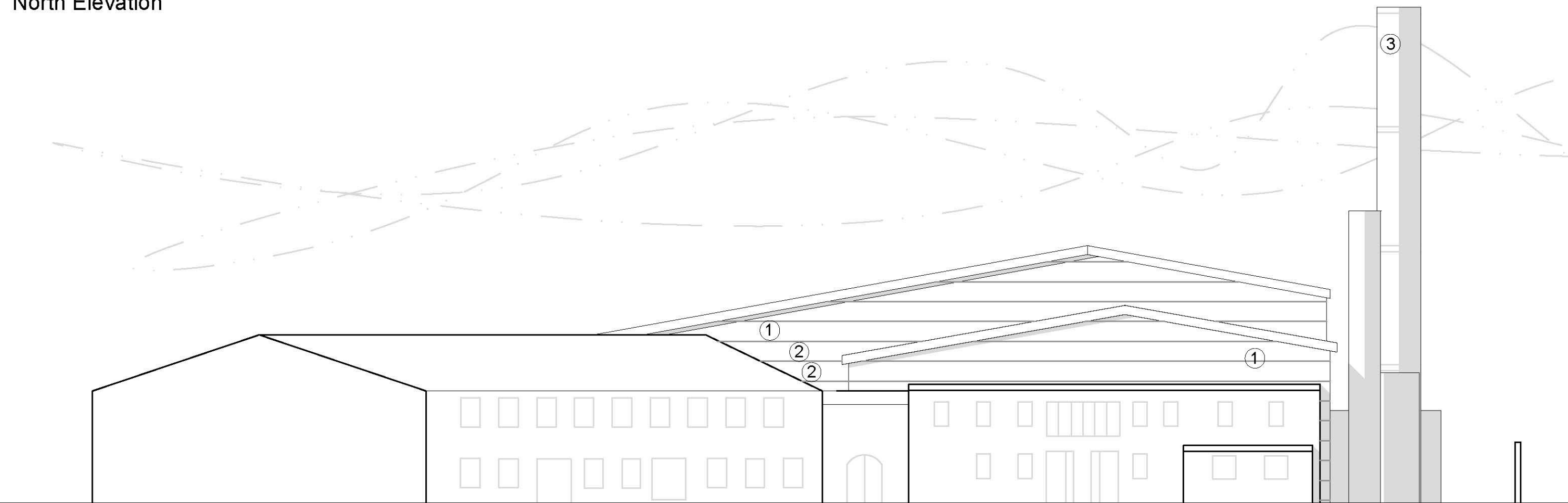
# **Minor Change - MC/10/09** **Figure 12b: Imperial War Museum Duxford** **Air Safeguarding Zones**





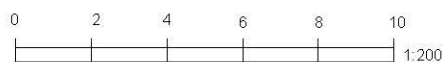


North Elevation



East Elevation

Rev a - 12.15 - Colours amended  
Rev b - 03.16 - Colours amended



Scale for Town Planning purposes only.

#### Cladding Colours Key

1. Olive Green RAL 1003020
2. Khaki Green RAL 1006020
3. Light Grey 'Goose wing' RAL 0807005

Project **Vetspeed**  
Drawing Number Proposed Building Elevations  
Number Fig. 8 rev **Page 77 of 86**  
Scale 1:200 @ A3  
Date December 2015







- Notes:**
1. New access track to have a rolled stone surface with grass verges as shown, wider on bends and to allow for passing.
  2. See separate specification and schedule for planting details.
  3. Individual tree planting to be feathered or heavy standard trees, planted into prepared pits and staked - native species around perimeter, more variation within the site, detailed arrangement of species to be determined on site.
  4. Woodland edge planting to be native species transplants at 1.5m centres, with some feathered trees.
  5. Hedge Type 1 to site perimeter, outside access track, to be double staggered row of native species. Hedge maintained to an ultimate height of 3m.
  6. Hedge Type 2, to inside of access track, to be double staggered row of beech, maintained to an ultimate height of 2m. 1.2m high green mesh windbreak fencing to be erected between the hedge and the track to provide some shelter for the plants and initial screening until the hedge becomes established.
  7. Woodland edge and hedge planting to be protected from rabbit damage by individual plant shelters - see specification.
  8. All planting to take place within the November to March planting season, establishment maintenance for five years after planting to include replacement of dead or failed plants.



- Existing trees and hedges
- Proposed tree planting
- Proposed woodland edge planting
- Proposed hedges

Rev. B, April 2016 - revised line to SW boundary  
Rev. A, April 2016 - trees added to NW corner

project Vetspeed, A505, Cambridgeshire		
title		
PLANTING PROPOSALS		
Jon Etchells Consulting Devonshire Business Centre Works Road Letchworth Herts SG6 1GJ 01462 488221	date	December 2015
	checked	je
	scale	1: 750 @ A3
	dwg. no.	JEC/407/01B
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Proposed Plan in Context

Rev e - April 2016 - Red and blue line amended

0 10 20 30 40 50

Scale for Town Planning purposes only.

1:1000

N



**Summary of Decisions Made Under Delegated Powers**

*To:* **Planning Committee**

*Date:* **12 May 2016**

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

*Electoral division(s):* **All**

*Purpose:* **To consider the above**

*Recommendation:* **The committee is invited to note the report**

<b><i>Officer contact:</i></b>
Name: Heather Doidge Post: Planning and IT Systems Officer E-mail: heather.doidge@cambridgeshire.gov.uk Tel: 01223 699941

## 1.0 INTRODUCTION

- 1.1 At the committee meeting on 31 January 2005 it was agreed that a brief summary of all the planning applications that have been determined by the Head of Strategic Planning under delegated powers would be provided.
- 1.2 The powers of delegation given to the Head of Strategic Planning (now Head of Growth and Economy) are as set out in the Scheme of Delegation approved by full Council on 17 May 2005 (revised May 2010).

## 2.0 SUMMARY OF DECISIONS

- 2.1 8 applications have been granted planning permission under delegated powers during the period between 31 March 2016 and 3 May 2016 as set out below:

1. **H/5009/15/CW**—Extension to Waste Recycling Building, reconfiguration of Waste Transfer Station site and extension to hours of operation at Mick George Ltd, Meadow Lane, St Ives, Cambridgeshire, PE27 4YQ

Decision granted on 11/04/2016

For further information please contact Elizabeth Verdegem on 01223 703569

2. **S/0127/16/CC**- Construction of a 1.1km long, 2.5m wide shared cycle and pedestrian path, through the grounds of the Babraham Research Campus at 3 Babraham Research Campus, Babraham Hall, Babraham, CAMBRIDGE, CB22 3AT

Decision granted on 29/04/2016

For further information please contact Elizabeth Verdegem on 01223 703569

3. **S/0013/15/CW**- Section 73 planning application to develop land without complying with conditions 1D, 3, 38, 39, 42, 43, 44, 44A, 46, 48, 49, 55, and 56A of planning permission reference S/02279/11/CW & S/02575/12/CW for an extension to the operational life of Area D of the existing landfill area from 31 December 2015 to 31 December 2036 for the landfilling of non hazardous waste; and to not fill Area E1 (Gravel Diggers) of the landfill with non hazardous waste and to restore that area instead to a lower level with onsite sourced clay material (by 31 December 2019); with the continued use of the Waterbeach Waste Management Park as set out in planning permission reference S/01587/99/CW at 3 Waterbeach Waste Management Park, Ely Road, Waterbeach, CB25 9PG

Decision granted on 11/04/2016

For further information please contact Emma Fitch on 01223 715531

4. **S/0014/15/CW**- Section 73 planning application to develop land without complying with conditions 2, 9 and 12 of planning permission reference S/00462/13/CW for the external storage of recyclable materials in the Materials Recycling Facility (MRF) rear yard and the retention of a litter fence (retrospective) on the western and northern boundaries to secure the external yard area from any wind blown litter; with the

continued use of the MRF as set out in planning permission reference S/01777/10/CW. at 3 Waterbeach Waste Management Park, Ely Road, WATERBEACH, CB25 9PG

Decision granted on 18/04/2016

For further information please contact Emma Fitch on 01223 715531

5. **E/3012/15/CC-** Extension to existing primary school to include 7 new classrooms, (net gain of 3 classrooms due to 4 temporary classrooms being removed), to create a 2 form entry primary school, new reception and head teachers office, hall extension, new small hall, staff room extension, new staff car park, groundsman shed and associated external work and change of use of land to the rear to form part of the school site. at 3 Fordham Primary School, Isleham Road, Fordham, ELY, CB7 5NL

Decision granted on 04/04/2016

For further information please contact Mary Collins on 01223 743840

6. **F/2011/15/CW-** Section 73 planning application to operate without complying with condition 17 (limiting importation of materials from local recycling centres only) and condition 19 (permitted hours of operation) of planning permission reference F/02012/08/CC dated 18/12/2008 for a waste transfer facility with associated amenity block and weighbridge at March Waste Transfer Station, Melbourne Avenue, MARCH, PE15 0EN

Decision granted on 21/04/2016

For further information please contact Mary Collins on 01223 743840

7. **S/0128/16/CC-** Erection of single storey extension with canopy to form pre-school following demolition of existing lean to building (currently used as store room). at Castle Camps Primary School, Church Lane, Castle Camps, CAMBRIDGE, CB21 4TH

Decision granted on 29/04/2016

For further information please contact Mary Collins on 01223 743840

8. **S/0010/15/CC-** Surfacing work to two areas of the school playground. Both areas are to the rear of the school and adjoin existing areas of macadam at Girton Glebe Primary School, Cambridge Road, Girton, CAMBRIDGE, CB3 0PN

Decision granted on 12/04/2016

For further information please contact Rochelle Duncan on 01223 743814

Source Documents	Location
Applications files	SH1315, Shire Hall, Cambridge, CB3 0AP

