

PLANNING COMMITTEE



Wednesday, 16 November 2022

Democratic and Members' Services

Fiona McMillan
Monitoring Officer

10:00

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

Red Kite Room

New Shire Hall, Alconbury Weald, Huntingdon, PE28 4YE

AGENDA

Open to Public and Press

- 1 **Apologies for absence and declarations of interest**

Guidance on declaring interests is available at
<http://tinyurl.com/ccc-conduct-code>

- 2 **Minutes 15 June 2022** **3 - 34**

PLANNING APPLICATIONS

- 3 **CCC-21-259-FUL Milton Household Waste Recycling Centre, Butt Lane, Milton, CB24 6DQ** **35 - 72**
- 4 **CCC-21-261-VAR Milton Landfill Site, Butt Lane, Milton, CB24 6DQ** **73 - 96**

ITEMS FOR INFORMATION

- 5 **Enforcement and Monitoring Update Report** **97 - 108**

The County Council is committed to open government and members of the public are welcome to attend Committee meetings. It supports the principle of transparency and encourages filming, recording and taking photographs at meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening, as it happens. These arrangements operate in accordance with a protocol agreed by the Chair of the Council and political Group Leaders which can be accessed via the following link or made available on request: [Filming protocol hyperlink](#)

Public speaking on the agenda items above is encouraged. Speakers must register their intention to speak by contacting [Democratic Services](#) no later than 12.00 noon three working days before the meeting. Full details of arrangements for public speaking are set out in Part 4, Part 4.4 of the Council's Constitution: [Procedure Rules hyperlink](#)

The Council does not guarantee the provision of car parking on the New Shire Hall site. Information on travel options is available at: [Travel to New Shire Hall hyperlink](#)

Meetings are streamed to the Council's website: [Council meetings Live Web Stream hyperlink](#)

The Planning Committee comprises the following members:

Councillor Henry Batchelor (Chair) Councillor Catherine Rae (Vice-Chair) Councillor Anna Bradnam Councillor David Connor Councillor Steve Corney Councillor Ian Gardener Councillor Neil Gough Councillor Tom Sanderson and Councillor Mandy Smith

Clerk Name:	Daniel Snowdon
Clerk Telephone:	01223 699177
Clerk Email:	daniel.snowdon@cambridgeshire.gov.uk

Planning Committee Minutes

Date: Wednesday 15 June 2022

Time: 10:00a.m.- 12.08p.m.

Venue: New Shire Hall, Alconbury Weald

Present: Councillors Batchelor (Chair), Bradnam, Corney, Murphy, Prentice, Rae (Vice Chair), Sanderson and Smith

30. Notification of Chair and Vice Chair

It was resolved to note the appointment by Full Council of Councillors Henry Batchelor and Catherine Rae as Chair and Vice-Chair of Planning Committee for the 2022/23 municipal year.

31. Apologies for Absence

Apologies were received from Councillors Connor (Councillor Prentice substituting), Gardener and Gough (Councillor Edna Murphy substituting).

32. Declarations of Interest

None.

33. Minutes – 20 April 2022

It was resolved to approve the minutes of the meeting held on 20 April 2022 as a correct record.

34. Addendum report addressing the reasons for the second deferral of the: Proposed Travel Hub, to include car parking, cycle, coach, and horse parking, travel hub building, photovoltaic panels, substation, lighting; significant infrastructure improvements to include road widening of the A10 along Cambridge Road, Hauxton Road and M11 Junction 11 north bound slip road, and a new dedicated busway to include strengthening of existing agricultural bridge; provision for a new Shared Use Path, including new bridge across the M11; with associated drainage, landscaping (including reconfiguration of bunds), biodiversity enhancement areas and infrastructure.

At: Land to the north/north-west of Hauxton Road (A10), to the north-west and north of Junction 11 of the M11 and to the west of Cambridge Road

(A10) CB22 5HT (within the parish of Hauxton and partly within the parish of South Trumington).

Applicant: Cambridgeshire County Council

Application Number: CCC/20/040/FUL

Members received an addendum report that addressed reasons for the deferral of the planning application for the proposed Travel Hub and associated works located at the north/north-west of Hauxton Road (A10) and the north of Junction 11 of the M11 and to the west of Cambridge Road (A10).

In advance of the Planning Officer presenting the report, the Chair confirmed that the substitute Members attending the meeting (Councillors Murphy and Prentice) had both read and understood all the material that had been presented to the previous meetings where the item had been debated. Both Councillors Murphy and Prentice confirmed they had.

The presenting officer reminded the Committee of the reasons for deferral given by the Committee at its February 2022 meeting:

- Inappropriate development on the greenbelt. Location not demonstrated as essential, as there were other potential locations not within the greenbelt;
- The application was contrary to greenbelt policy as no very special circumstances for development had been demonstrated;
- The solar car ports constituted inappropriate development in the greenbelt;
- Demand levels for the travel hub did not demonstrate the need for the inappropriate development in the greenbelt;
- The development was unsustainable and climate change issues as set out be explored; and
- Why Trumington Park and Ride was not a valid alternative option.

The presenting officer highlighted how each reason for deferral had been addressed within the addendum report presented at the 24 February 2022 meeting of the Planning Committee together with the latest addendum report. Members noted that it was only these reasons for deferral that were to be considered by the Committee in reaching its decision.

The presenting officer highlighted the site location on a map, together with a site plan. The location of the proposed new bridge was shown together with elevations and plans of the lighting and solar canopies. Additional slides were shown that had not been previously seen by the Committee that provided the boundary of the green belt.

Members noted that the planning application had been brought to Committee because it was a departure from the development plan where the objections received could not be addressed by planning conditions. There had been no objections received from statutory consultees and that the applicant had provided additional clarifications to address the reasons for deferral and signpost Members to the information set out in the original application, therefore the officer recommendation remained for planning permission to be granted.

In response to member questions:

- It was confirmed that as set out in the July 2021 report in paragraph 2.1 the total red-line area of the application totalled approximately 46.65 hectares (approximately 115.2 acres) that accounted for all associated works. Upon completion the main Travel Hub site would occupy approximately 29.5 hectares (approximately 73 acres) in the Cambridge Green Belt.
- The Committee noted that the visual impact of the site was considered at the July 2021 meeting of the Planning Committee and could not be considered as part of the debate. It was also confirmed that the impact of traffic on neighbouring communities had been assessed by the Transport Assessment Team.
- Explanation was provided regarding the amended condition 4 contained within the report that required an updated carbon assessment, which was required in advance of commencement of construction. The Committee was advised that what had been submitted as part of the planning application was in accordance with adopted planning policy. However, there was now opportunity, should permission be granted, for an updated carbon assessment to be sought prior to development based on the detailed design. The condition would ensure that as much as possible is done to address embedded carbon in advance of construction. The Committee noted that the carbon assessment was not a material planning consideration. The assessment consisted of 3 areas; embodied carbon during the construction phase, carbon emissions when the site was operational and the future impact on car mileage. All construction resulted in a carbon footprint; however, it was important to achieve the necessary strategic infrastructure to minimise carbon impact now and in the future.
- It was noted that the Cambridgeshire and Peterborough Combined Authority's (CPCA), Local Transport Infrastructure Connectivity Plan (LTCP) that was currently being consulted on included the travel hub in its overall transport plan that demonstrated that the demand for the hub remained following the COVID-19 pandemic. The Committee recognised that the emerging document could not be given weight when considering the application, however, it provided wider context.
- A thorough explanation of how the transport assessment was undertaken and considered was provided to Members. The assessment used the Cambridgeshire County Council Strategic Transport Model to look at the reassignment of traffic. The Committee noted that there would be an impact mainly on the M11, however, there would be a reduction in traffic in several areas where it would move to the M11. It was also explained that the carbon calculations had been completed in accordance with the Design Manual for Roads and Bridges that required focus on a small part of

the network around the travel hub rather than the wider impact of the scheme on a larger area which the travel hub would have.

- Assurance was provided regarding traffic levels in the village of Harston. It was explained that it had been identified that following modelling of the traffic flows on the A10 there was a slight reduction in traffic levels.
- It was explained that the COVID-19 pandemic had changed travel habits, however it was also evident that people were returning to offices for periods of time during the week. There was also significant demand for office space in Cambridge and the next local plan had significant growth built into it for office space which was larger than projected when the park and ride was conceived. Cambridge had no space for more cars; therefore, the travel hub represented a critical part of an overall strategy and as such should not be viewed in isolation but as part of a range of schemes. Trumpington park and ride had been expanded as far as possible and the Babraham Road park and ride was awaiting a decision on expansion. Work had been undertaken with Addenbrooke's Hospital and the biomedical campus to encourage alternative means of transport to and from work. Since free-of-charge car parking was being withdrawn following the pandemic usage of the sites was increasing significantly.
- Officers confirmed that it was possible to add or amend informatives to the conditions and suggested that they be discussed during the debate of the application.

The Chair invited Mr Rupert Pearce-Gould to address the Committee on behalf of Harston Parish Council in objection to the application. Mr Pearce-Gould began by expressing disappointment that the membership of the Committee had changed since the planning application was last considered at the February meeting of the Committee. Mr Pearce-Gould expressed the view that the proposed development would introduce delays for residents of Hauxton and Harston travelling to Cambridge along the A10 and that new office buildings would require on-site parking to prevent employees being delayed in getting to work by having to switch to an alternative means of transport to reach their place of work. The overall impact of the proposals would likely result in the need for a by-pass much sooner. Mr Pearce-Gould expressed the view that proposals should be for a temporary car park extension on the site north of the M11 until such time as East West Rail or the Cambridge Integrated Travel System was put in place. Attention was then drawn by Mr Pearce-Gould to the proposed changes at Maddingley, to the north of the proposed development, that would directly impact on the proposed site. As a principle, using remote car parks did not represent an effective plan for a travel system as it would create secondary hubs. Carbon calculations should be completed over 120 years and also include modelling of the alternatives to the travel hub (an approach that East West Rail had taken when undertaking the carbon assessment of its proposals). In conclusion Mr Pearce-Gould stated that the proposed development was inappropriate use of the green belt. The green belt was devised as a cordon sanitaire between Harston, Hauxton and Cambridge and would be destroyed because of the development.

The Chair invited Dr Mike Moore, Chairman of Addenbrooke's Hospital to address the Committee in support of the application. Dr Moore highlighted the vital role the hospital

played in the local economy as an employer and being actively involved in apprenticeships. The hospital was a national leading trauma centre and world-renowned teaching hospital. Dr Moore then explained why the proposed development was hugely important to the hospital. One of the most difficult challenges facing the hospital was the recruitment and retention of staff. The majority of staff employed by Addenbrooke's earned less than the average median wage for Cambridge. The impact of the COVID-19 pandemic on staff was severe and they were exhausted. Cambridge was an expensive place to live and the current inflationary pressures on the cost of living would likely increase the rate of staff turnover. More than half of the low-paid staff at Addenbrooke's lived outside of Cambridge and of consistent importance to them in staff surveys were housing and travel.

In response to a Member question, Dr Moore confirmed that staff already accepted the principle that they were unable to park on-site and would have to shift to alternative modes of transport to complete their journeys to work.

The Chair invited David Fletcher, agent for the applicant and Peter Blake, Director of Transport, Greater Cambridge Partnership to address the Committee in support of the application. Mr Fletcher began by addressing the reasons for deferral provided at the February 2022 meeting of the Committee. With regard to the proposals representing inappropriate use of the green belt, Mr Fletcher drew attention to the robust analysis that had been undertaken of the Trumpington park and ride site and its potential expansion that was rejected. There was a clear need for the hub to be located in the green belt in order to effectively intercept traffic. Demand had been robustly modelled by the County Council as the applicant and the site was chosen because it scored best in terms of meeting transport objectives and in maintaining the separation of Cambridge and the villages of Hauxton and Harston. Attention was drawn to the improvements for non-motorised users of the travel hub and the biodiversity net gains for the site that were of significant benefit together with the photo-voltaic panels. In conclusion Peter Blake informed Members that the travel hub proposals were originally taken forward by Cambridgeshire County Council. The hub featured in the Cambridgeshire and Peterborough Combined Authority's Local Transport Connectivity Plan and the emerging local plan, both of which demonstrated the consensus for the scheme. The travel hub would intercept traffic and reduce traffic levels. It was essential for local growth and would significantly improve the M11 gyratory.

The Chair invited Jane Paterson-Todd, Chief Executive, Cambridge Ahead to speak in support of the application. Ms Paterson-Todd began by informing the Committee that Cambridge Ahead was a business mentorship organisation. The location needed to be fully responsive to the transport needs being faced. Future demand and economic growth had consistently demonstrated the robust nature of the regional economy. Growth in Cambridge was predicted to be 4.2% with knowledge intensive sectors increasing between 10% and 18%. The proposed Travel Hub would service those sectors. Cambridge Ahead had recently published a report on working practices following the COVID-19 pandemic that demonstrated private car use was continuing to dominate transport and Cambridge Ahead was firmly of the view that travel hub assets around the city would be vital.

The Chair invited Mr James Littlewood, Chief Executive, Cambridge Past Present and Future to address the Committee in objection to the application. Mr Littlewood began by

drawing attention to the conclusion of the officer report. Members were being asked to approve a future scenario for transport in the Cambridge area that was based on the use of the private car to the edge of Cambridge. There were already 5 park and ride sites that surrounded the city and they had not solved the congestion issues faced by the city. Mr Littlewood stated that the alternative would be to enable people to make their journeys to Cambridge on sustainable means at a much earlier point of their journey, closer to their homes. Planned investment in bus, rail and cycling is designed to provide more sustainable means through which to access the city. If East West Rail was to go ahead then people from the west of the city would be able to access Cambridge through sustainable means. The proposed development would undermine the planned investment in sustainable transport. The Greater Cambridge Partnership was proposing to invest heavily into buses and encouraging people to use park and ride sites would undermine that. Proposed cycleways would also be undermined by the proposed transport infrastructure. The proposed travel hub encouraged use of fossil fuels and represented little more than a giant car park that was intrusive.

Local Member for Sawston and Shelford Councillor Brian Milnes was invited by the Chair to address the Committee. Councillor Milnes began by drawing attention to the cycle provision, in particular the new bridge that was somewhat diversionary and queried whether consideration could be given for cycle provision alongside the A10. The provision of solar panels at the site was essential as it would allow for buses, taxis, and electric bikes to have charging facilities where the power network was deficient. It was also essential that the charging points be as close to the sources of generation as possible. The primary concern for residents was the potential impact on congestion and the belief it would become worse. Councillor Milnes was familiar with the traffic issues along the M11 and A10 and the queues that could be seen in the morning on the M11 commenting that there did not appear to be detail in the officer report regarding advanced mover or traffic light sequencing so that residents did not experience a worsening situation. The economic growth situation for the city was very favourable and the existing park and ride was very busy and could not be expanded further.

During debate of the application:

- A Member commented that the reasons for the deferral had been satisfied and that the Committee had performed well in scrutinising the application. There appeared to be no reasons through which to refuse planning permission.
- The Committee noted the comments of officers regarding a potential informative relating to traffic. National Highways was interested in Junction 11 of the M11 in terms of capacity. Amendments made to that junction that takes account of traffic northbound would be able to leave without queuing and had been considered in some detail. National Highways had a holding objection originally however this had been lifted. It was noted that traffic queues travelling southbound were due to traffic predominantly turning left at the gyratory. The modelling showed that the new site allowed people to use the right-hand lane and use the new travel hub site which would reduce congestion. Junction improvements had also been reviewed by Highways Development Management Officers that identified where traffic originated from and where congestion had occurred cumulatively over the years. It was noted further that the Junction 12 scheme was designed to make it easier to leave the M11 and alleviate existing issues. Traffic signals would be loaded onto an intelligent

system that learned traffic flows on a daily basis and in time would become proactive in management of the signals to ensure the optimal flow of traffic. A Member questioned whether an informative could be added regarding traffic management and it was agreed that wording be drafted during the debate of the application.

- In response to a public speaker a Member clarified that changes to Committee membership did occur periodically.
- A Member commented that both the deferrals were appropriate and the significance of the application warranted thoughtful and careful consideration. The comments of the business community were noted and in particular those regarding demand and predicted growth. The Council's commitments regarding decarbonisation were highlighted and the need for renewable energy generation to be located close to where it was needed. There was a regrettable inevitability that park and ride sites were located in the green belt due to their need to be located in relatively close proximity to communities. The clarification provided by Highways officers that the need for this kind of provision would be ongoing was also highlighted. The concerns raised by public speakers were noted, however, the argument that the proposed development would dissuade people from using other means of sustainable transport was unconvincing. Commenting further, it was essential that the site had the potential to intercept coaches that would otherwise ordinarily travel into Cambridge and sought to achieve this through an informative. A further informative was requested to ensure that there was a way of intercepting coaches and as part of that whether there could be a suitable place for drivers to wait for what could be a considerable time while they waited for their vehicles to be recharged.
- A Member commented that they were strongly in favour of the application. The Committee had thoroughly debated the application. Commenting further, the development would still be necessary if all vehicles were electric as there was no space on Cambridge's roads. The contribution of Addenbrooke's Hospital was highlighted, and the forecast increase in staffing numbers as the hospital expanded. Therefore, demand for the site had been clearly demonstrated.

The Committee adjourned briefly, during which time wording for suggested informatives was drafted for consideration and debate.

Upon the resumption of the meeting the following wording for the suggested informatives was presented to the Committee:

Condition:

19. Details of bus and coach service provision

Prior to the Travel Hub first being brought into public use, or occupation of any part of the development hereby permitted, whichever is the sooner, details of the bus and coach service provision, routes, to serve the site shall be submitted to, and approved in writing by, the County Planning Authority.

Reason: *To ensure that the sustainable transport information, including the use of electric vehicles, is understood in accordance with policy TI/2 of the South*

Cambridgeshire Local Plan (2018) and policy 81 of the Cambridge City Council Local Plan (2018).

Officers suggested additional wording to guidance held in an informative that relates to the above condition and add how coaches travelling into Cambridge could be intercepted at the site. It was explained that the site would have provision for 12 coaches and a small building that provided toilet and waiting facilities was part of the proposals. However, owing to the site being located in the green belt, the applicant had sought to ensure the building was kept as small as possible in order to minimise the impact on the green belt. The Committee also noted that coach drivers could also use the public transport at the facility to access wider services within the city. The Committee accepted the additional wording by acclamation.

Condition:

14. Detailed Highway Drawings

No development shall commence until a detailed technical design scheme (including for the provision of badger/otter tunnel(s) or underpass(es)) for the following has been submitted to, and approved in writing by, the County Planning Authority:

- The proposed non-motorised user path between the A10 and A1309 and the new bridge to be constructed over the M11;
- The proposed signalled vehicular access junction off the A10 to the new Travel Hub site;
- The proposed Public Transport Route between the new Travel Hub site and the A1309 Hauxton Road/Addenbrooke's Road signal junction, including the proposed improvement works to the existing accommodation bridge over the M11;
- The proposed highway improvement works on the A10, at the M11, Junction 11 and on the A1309 Hauxton Road; and
- The proposed improvement works at the A1309 Hauxton Road/Addenbrooke's Road signal junction.

The approved works shall be carried out in full accordance with the agreed scheme prior to the Travel Hub first being brought into public use or occupation of any part of the development hereby permitted, whichever is the sooner.

Reason: *To ensure that the M11 trunk road continues to serve its purpose as a part of a national system for through traffic in accordance with Section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety on the A10 trunk road; and in the interests of highway safety in line with policy TI/2 of the South Cambridgeshire Local Plan (2018) and policy 81 of the Cambridge City Council Local Plan (2018); and to ensure that the development does not impact adversely on the protection of existing species and the ecological and biodiversity value of the adjacent area in accordance with Policies HQ/1, NH/2 and NH/4 of the South Cambridgeshire Local Plan (adopted September 2018) and policies 56, 59, 70 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the detailed information in relation to*

the highway improvements to ensure that the necessary highway safety benefits can be achieved, which is why they must be agreed before any development commences.

Officers reminded the Committee of the concern expressed by Members around the junction access to the travel hub together with the phasing and design of the traffic lights. This would be assessed in depth by the Highways Development Management Team. Officers suggested the following wording for an informative to the above condition titled “Guidance on Information Required to Satisfy Draft Condition 14 - Detailed Highway Drawings”.

“In order to ensure the concerns raised around the local road network raised at Planning Committee on 15 June 2022 are fully considered for bullet point 2 within Condition 14 the applicant will need to demonstrate how the proposed signal vehicular access junction off the A10 will avoid unnecessary delays to the local villages.”

The Committee accepted the suggested informative by acclamation.

It was proposed by Councillor Smith, seconded by Councillor Bradnam that the recommendation be put to the vote.

On being put to the vote it was resolved unanimously that planning permission be granted subject to the conditions as amended in the addendum report set out in Appendix A to these minutes and the additional informatives detailed above.

35. Enforcement Update Report

The Committee received the Enforcement Update Report that provided information on the Council’s enforcement activity for the period 31st December 2021 – 31st May 2022 during which 22 complaints were received.

During discussion Members:

- Asked if there had been an increase in the number of complaints and if so why – officers confirmed that there did not appear to be an increase in the overall number of complaints received.
- Noted that a PCN had been issued in relation to Mitchell Hill, Mineral Extraction Site and the operator had undertaken to make the necessary improvements to the haul road. If the work was not completed by the September deadline, then further appropriate action would be considered at that time.

It was resolved to note the report.

36. Summary of Decisions Taken Under Delegated Powers

It was resolved to note the report.

The Chair concluded the meeting by thanking Rachel Jones, Business Manager, who was leaving the Council, for her work and service to the Committee.

Chair

Advisory Note

The Town & Country Planning (Development Management Procedure) (England) Order 2015 requires the Planning Authority to give reasons for the imposition of pre-commencement conditions. Conditions 4, 5, 7, 8, 9, 10, 14, 15, 16, 17, 20, 21 and 22 below all require further information to be submitted, or works to be carried out, to protect the environment and ensure sustainable methods of operation during the construction of the development and are therefore attached as pre-commencement conditions. The developer may not legally commence development on site until these conditions have been satisfied.

1. Commencement of Development

The development hereby permitted shall be commenced not later than 3 years from the date of this permission. Within 14 days of the commencement of the development hereby permitted, the County Planning Authority shall be notified in writing of the date on which the development commenced.

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 and in order to establish the timescales for those details provided by conditions and to enable monitoring of the development.*

2. Opening/occupation of Development

Within 14 days of the travel hub first being brought into public use, or occupation of any part of the development hereby permitted whichever is the sooner, the County Planning Authority shall be notified in writing of the date on which the development was first opened or occupied.

Reason: *In order to be able to establish the timescales for the approval of details reserved by conditions.*

3. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the application dated 3 June 2020; the following approved plans and documents (received 11 June 2020 unless otherwise stated); and as amended by the information approved as required by the following conditions:

- Travel Hub & Highways Red Line Boundary (Including Construction Boundary), Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CH-0001-S4 Rev P09, dated May 2020;
- Travel Hub General Arrangement Plan, Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CB-0700-S4 Rev P13, dated 25 September 2020 (received 21 October 2020);
- General Arrangement Shared Use Bridge, Skanska Technology, ref: H19532-SKA-SBR-XX-DR-CB-1000-S0 Rev P04, dated 6 March 2020;
- Shared Use Bridge Section, Skanska Technology, ref: H19532-SKA-SBR-XX-DR-CB-1002-S0 Rev P01, dated 6 March 2020;

- Travel Hub Building Floor Plan (General arrangement), Skanska Technology, ref: H1953200-CSWTH-LO-1101 Rev P05, dated 18 February 2020;
- Travel Hub Buildings Sections, Skanska Technology, ref: H1953200-CSWTH-LO-1701 Rev P03, dated 18 February 2020;
- Travel Hub Building Elevations, Skanska Technology, ref: H1953200-CSWTH-LO-1751 Rev P03, dated 18 February 2020;
- Travel Hub Sections (Solar car ports), Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CH-0702-S4 Rev P04, dated 19 March 2020;
- Travel Hub Sections, Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CH-0703-S4 Rev P03, dated 13 March 2020;
- Travel Hub Sections, Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CH-0704-S4 Rev P04, dated 28 May 2020;
- Travel Hub Sections, Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CH-0708-S4 Rev P05, dated 13 March 2020;
- Drainage Strategy Report, SKANSKA Technology, ref: SIS/5020323/CSWTH Rev A, dated: 1 June 2020;
- Travel Hub Proposed Drainage Strategy Layout Site Overview, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0500-S4 Rev P04, dated 6 August 2020 (received 21 October 2020);
- Travel Hub Proposed Drainage Strategy Layout Sheet 1 of 5, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0501-S4 Rev P03, dated 6 April 2020;
- Travel Hub Proposed Drainage Strategy Layout Sheet 2 of 5, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0502-S4 Rev P02, dated 6 March 2020;
- Travel Hub Proposed Drainage Strategy Layout Sheet 3 of 5, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0503-S4 Rev P02, dated 6 March 2020;
- Travel Hub Proposed Drainage Strategy Layout Sheet 4 of 5, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0504-S4 Rev P02, dated 6 March 2020;
- Travel Hub Proposed Drainage Strategy Layout Sheet 5 of 5, Skanska technology, ref: H19532-SKA-GEN-ZZ-DR-CD-0505-S4 Rev P04, dated 6 August 2020 (received 21 October 2020);
- Travel Hub Existing Drainage Areas Copralite Ponds, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0506-S4 Rev P01, dated 6 March 2020;
- Travel Hub Proposed Drainage Areas Overall Site Breakdown, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0507-S4 Rev P01, dated 6 March 2020;
- Travel Hub Proposed Drainage Areas Discharging to Copralite Ponds, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0508-S4 Rev P01, dated 6 March 2020;

- Travel Hub Drainage Sections Section 01, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0509-S4 Rev P02, dated 17 April 2020;
- Drainage Access / Maintenance Route Plan, Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0701-S4 Rev P13 dated 25 September 2020 (received 21 October 2020);
- Flood Risk Assessment, Mott MacDonald, ref: 413752-MMD-ENV-XX-RP-EN-0017 Rev B, dated 28 May 2020;
- SUDS Drainage Strategy, Jenkins & Potter Consulting Engineers, ref: 24404-0001REP Rev 1, dated 14 May 2020;
- SUDS Drainage Strategy, Jenkins & Potter Consulting Engineers, ref: 24404-0002REP Rev 0, dated May 2020;
- Travel Hub Swale Bridges, Skanska Technology, ref: H19532-SKA-SBR-XX-DR-CB-1801-S4 Rev P01, dated 13 March 2020;
- Travel Hub Culvert C1 Details, Skanska Technology, ref: H19532-SKA-SBR-XX-DR-CB-2501-S4 Rev P01, dated 27 March 2020;
- M11 Overbridge to A1309 Hauxton Road Public Transport Route Drainage Layout, Jenkins & Potter Consulting Engineers, ref: 24404 01 Rev F, dated 13 May 2020;
- A10 Cambridge Road Travel Hub Entrance and M11 Slip Road Highway Widening Drainage Layout, Jenkins & Potter Consulting Engineers, ref: 24404 03 Rev C, dated 6 May 2020;
- Public Transport Route Drainage Details Sheet 1, Jenkins & Potter Consulting Engineers, ref: 24404 100 Rev A, dated 14 May 2020;
- Travel Hub Proposed Re-Graded Ditch C (Sheet 1 of 3), Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CE-0617-S4 Rev P02, dated 12 March 2020;
- Travel Hub Proposed- Re-Graded Ditch C Sections Views (Sheet 2 of 3), Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CE-0618-S0 Rev P01, dated 6 March 2020;
- Travel Hub Proposed Re-Graded Ditch C Sections Views (Sheet 3 of 3), Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CE-0619-S4 Rev P01, dated 6 March 2020;
- Earthworks Calculations and Review of Assessments Technical Note, Mott MacDonald, dated 1 December 2020 (received 4 December 2020);
- Landscape and Ecological Management Plan, Mott MacDonald, ref: 413752-MMD-ENV-XX-RP-EN-0014 Rev 3, dated 11 June 2020;
- Landscape Design Location Plan (Sheet 1 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9), Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0001 Rev P4, dated 25 August 2020 (received 21 October 2020);

- Landscape Design (Sheet 2 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9), Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0002 Rev P4, dated 25 August 2020 (received 21 October 2020);
- Detailed planting proposals (Sheet 3 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9) Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0003 Rev P4, dated August 2020 (received 21 October 2020);
- Landscape Design (Sheet 4 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9), Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0004 Rev P5, dated 3 December 2020 (received 4 December 2020);
- Landscape Design (Sheet 5 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9) Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0005 Rev P5, dated 3 December 2020 (received 4 December 2020);
- Landscape Design (Sheet 6 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9) Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0006 Rev P5, dated 25 August 2020 (received 21 October 2020);
- Landscape Design (Sheet 7 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9), Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0007 Rev P4, dated 25 August 2020 (received 21 October 2020);
- Landscape Design (Sheet 8 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9) Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0008 Rev P4, dated 25 August 2020 (received 21 October 2020);
- Landscape Design (Sheet 9 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9), Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0009 Rev P4, dated 25 August 2020 (received 21 October 2020);
- Landscape Design (Sheet 10 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9), Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0010 Rev P4, dated 25 August 2020 (received 21 October 2020);
- Landscape Design (Sheet 11 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9), Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0011 Rev P4, dated 25 August 2020 (received 21 October 2020);
- Highways Finished Ground Levels – Key Plan (Sheet 1 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0751-S4 Rev P03, dated 15 September 2020 (received 21 October 2020);
- Highways Finished Ground Levels (Sheet 2 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0752-S4 Rev P02, dated 27 May 2020;
- Highways Finished Ground Levels (Sheet 3 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0753-S4 Rev P02, dated 27 May 2020;
- Highways Finished Ground Levels (Sheet 4 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0754-S4 Rev P02, dated 27 May 2020;

- Highways Finished Ground Levels (Sheet 5 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0755-S4 Rev P02, dated 27 May 2020;
- Highways Finished Ground Levels (Sheet 6 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0756-S4 Rev P02, dated 27 May 2020;
- Highways Finished Ground Levels (Sheet 7 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0757-S4 Rev P02, dated 27 May 2020;
- Highways Finished Ground Levels (Sheet 8 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0758-S4 Rev P03, dated 15 September 2020 (received 21 October 2020);
- Highways General Arrangement (Sheet 1 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0759-S4 Rev P03, dated 25 September 2020 (received 21 October 2020);
- Highways General Arrangement (Sheet 2 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0760-S4 Rev P02, dated 25 September 2020 (received 21 October 2020);
- Highways General Arrangement (Sheet 3 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0761-S4 Rev P01, dated 4 June 2020;
- Highways General Arrangement (Sheet 4 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0762-S4 Rev P01, dated 4 June 2020;
- Highways General Arrangement (Sheet 5 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0763-S4 Rev P01, dated 4 June 2020;
- Highways General Arrangement (Sheet 6 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0764-S4 Rev P01, dated 4 June 2020;
- Highways General Arrangement (Sheet 7 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0765-S4 Rev P01, dated 4 June 2020;
- Highways General Arrangement (Sheet 8 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0766-S4 Rev P02, dated 15 September 2020 received 21 October 2020;
- CCC Adoption Plan, Skanska Technology, ref: H19532-SKA-LLO-ZZ-DR-CH-0001-S4 Rev P01, dated 6 May 2020;
- Park and Ride Longsection Sheet 1 of 1, Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CH-0738-S4 Rev P02, dated 15 September 2020 (received 21 October 2020);
- Highways Bus Route Longsection (Sheet 1 of 4), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0745-S4 Rev P02, dated 21 May 2020;
- Highways Bus Route Longsection (Sheet 2 of 4), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0746-S4 Rev P02, dated 21 May 2020;

- Highways Bus Route Longsection (Sheet 3 of 4), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0747-S4 Rev P02, dated 21 May 2020; and
- Highways Bus Route Longsection (Sheet 4 of 4), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0748-S4 Rev P02, dated 21 May 2020.

Reason: *To define the permission and protect the character and appearance of the locality in accordance with policies CC/6, HQ/1, NH/2, NH/8 and NH/14 of the South Cambridgeshire Local Plan (2018) and policies 8, 29 and 34 of the Cambridge City Council Local Plan (2018).*

4. Construction Environmental Management Plan

No development shall commence until a detailed Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing by, the County Planning Authority. The detailed CEMP shall include, but not be limited to, the following:

- a. Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures;
- b. Details of haul routes within the relevant parts of the site;
- c. A plan specifying the area and siting of land to be provided for parking, turning, loading and unloading of all vehicles visiting the relevant parts of the site and siting of the contractors compound during the construction period to be agreed on a phased basis;
- d. Dust management and wheel washing or other suitable mitigation measures such as lorry sheeting, including the consideration of construction / engineering related emissions to air, to include dust and particulate monitoring and review and the use of low emissions vehicles and plant / equipment;
- e. Noise and vibration (including piling) impact / prediction assessment, monitoring and recording protocols / statements and consideration of mitigation measures in accordance with the provisions of BS5228 (2009): Code of practice for noise and vibration control on construction and open site – Part 1 and 2 (or as superseded);
- f. Where relevant results of a noise assessment of the potential impact of construction noise on nearby residential properties and details of suitable noise mitigation measures as appropriate (in accordance with relevant standards and best practice);
- g. Details of best practice measures to be applied to prevent contamination of the water environment during construction;
- h. Measures for soil handling and management including soil that is potentially contaminated;
- i. Details of concrete crusher if required or alternative procedure;
- j. Details of odour control systems including maintenance and manufacture specifications;
- k. Maximum mitigated noise levels produced by construction equipment, plant and vehicles;
- l. Site lighting for the relevant part of the site;
- m. Screening and hoarding details;

- n. Liaison, consultation and publicity arrangements, including dedicated points of contact;
- o. Complaints procedures, including complaints response procedures;
- p. Membership of the considerate contractors' scheme;
- q. Archaeological protection and mitigation measures to be implemented during the construction process; and
- r. An updated carbon assessment for the construction phase of the scheme, demonstrating the methods undertaken to reduce embodied carbon from construction.

The CEMP shall be implemented in accordance with the approved details during the construction phase.

Reason: *To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers, particularly in terms of local air quality. In accordance with policies CC/6, SC/9, SC/10, SC/11, SC/12 and SC/14 of the South Cambridgeshire Local Plan (2018); Greater Cambridge Sustainable Design and Construction SPD 2020 (section 3.6. Pollution); and policies 28, 33, 34, 35 and 36 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the detailed information in relation to the CEMP from the outset, prior to the construction phase, to ensure that the appropriate mitigation measures and controls are agreed and in place before any development commences.*

5. **Soft and hard landscape works**

No development shall commence until a detailed soft and hard landscaping scheme has been submitted to and approved in writing by the County Planning Authority. The details shall include, but not be limited to, the following information:

- planting plans;
- written specifications (including cultivation and other operations associated with plant and grass establishment), schedules of plants noting species, plant sizes, proposed numbers and densities, tree pit details (where appropriate) including, but not limited to, locations soil volume in cubic metres, cross sections and dimensions;
- restoration of soils to allow species-rich grassland to establish;
- details of any alterations relating to existing bunds;
- hard landscaping proposals; and
- a timetable for implementation.

The development shall thereafter be carried out in full accordance with such approved details, including the timetable for implementation.

Reason: *To help to assimilate the development into its surroundings taking account of its Green Belt and heritage setting, whilst also ensuring a benefit to biodiversity net gain, in accordance with policies S/4, CC/2, CC/6, HQ/1, NH/2, NH/4, NH/8 and NH/14 of the South Cambridgeshire Local Plan (2018) and policies 8, 29, 55, 56, 59 and 61 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as*

it is necessary to agree the landscaping details to ensure it is capable of assimilating into its surroundings and ensuring the biodiversity net gain is assessed in line with national and local planning policy before any development commences.

6. 5-Year Landscape Establishment

Any trees or plants provided as part of the landscape scheme as detailed in condition 5 above which, within a period of 5 years from the planting date, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species as those originally planted.

Reason: *In the interests of visual amenity and safeguarding trees and plants that are worthy of retention in accordance with policies HQ/1, NH/2, NH/4, and NH/8 of the South Cambridgeshire Local Plan (2018) and policies 8, 56, 59, 70 and 71 of the Cambridge City Council Local Plan (2018).*

7. Soil Strategy Plan

No development shall commence until a Soil Strategy Plan has been submitted to and approved in writing by the County Planning Authority. The Soil Strategy Plan shall be based on available Agricultural Land Classification (ALC) data supplemented, as appropriate, with the findings of a detailed soil resource survey. The Strategy shall include proposed mitigation measures to manage soils in a sustainable way during construction, including measures for stripping, storing and re-use of topsoil where appropriate and protection of soils from contamination.

The Soil Strategy Plan shall subsequently be carried out in accordance with such approved details and shall be completed prior to the Travel Hub first being brought into public use or occupation of any part of the development hereby permitted, whichever is the sooner.

Reason: *To ensure the sustainable use of soils and protection of this natural resource in line with Paragraph 174 of the National Planning Policy Framework (2021) and in accordance with policies CC/6, NH/3 and NH/4 of the South Cambridgeshire Local Plan (2018) and policies 8 and 70 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the details for the protection and handling of soils to ensure that this valuable natural resource is protected and used appropriately in line with national and local planning policy before any development commences.*

8. Land Levels

No development shall commence until details of the land levels, based on the principles set out within the agreed Earthworks Calculations and Review of Assessments Technical Note, Mott MacDonald, dated 1 December 2020 (received 4 December 2020), have been submitted to, and approved in writing by, the County Planning Authority.

The land levels shall subsequently be carried out in accordance with such approved details and shall be completed prior to the Travel Hub first being brought into public use or occupation of any part of the development hereby permitted, whichever is the sooner.

Reason: *To ensure the development is able to assimilate into its surroundings taking account of its Green Belt and heritage setting in accordance with policies S/4, CC/6, HQ/1, NH/2, NH/8 and NH/14 of the South Cambridgeshire Local Plan (2018) and policies 8, 56 and 59 of the Cambridge City Council Local Plan (2018). The condition is*

pre-commencement as it is necessary to agree the land levels before any development commences.

9. Detailed Biodiversity and Ecological Design, including a Landscape and Ecological Management Plan

No development shall commence until a detailed Biodiversity and Ecological Design, to include a Landscape and Ecological Management Plan (LEMP), is submitted to, and approved in writing by, the County Planning Authority. This shall include, but not be limited to, the following:

- (a) Construction Environment Management Plan for Biodiversity (based on BS202:2013 standard, or its successor in title) detailing proposed protection and mitigation measures during construction for designated sites (River Cam County Wildlife Site), Trumpington Meadows Country Park, protected species (bats, badger, reptiles, breeding birds, wintering birds, otter) and national / local priority species and habitats.
- (b) Detailed ecological design, including detailed drainage scheme (discharge into coprolite ponds, swales and discharge into River Cam via new outfall, including the proposed reinstatement of land used for the drainage scheme) and design of badger/otter tunnel(s) or underpass(es).
- (c) detailed planting scheme for ecological mitigation / enhancement areas.
- (d) Biodiversity Impact Assessment (based on the Defra 2.0 biodiversity impact calculator metric or its successor in title) demonstrating a minimum positive biodiversity net gain unit score of 10% above the pre-development baseline.
- (e) Landscape and Ecological Management Plan (LEMP), which shall include (but not be limited to):
 - i. A detailed planting scheme, including species list;
 - ii. Details of plant establishment for a period of 5 years;
 - iii. Long term design objectives, management responsibilities and maintenance schedules for all landscape areas, including copies of agreements with landowners that provide details of the location extent and maintenance of replacement habitat mitigation (outside of the red line boundary) so as to ensure there is no net loss in biodiversity;
 - iv. A scheme detailing how the new habitat will be established, managed and maintained for a period of 25 years;
 - v. A habitat monitoring scheme to report to relevant bodies 2, 5, 10, 15, 20, and 25 years after works are started. If desired conditions are not reached within predicted timeframes remedial actions shall be submitted to and agreed in writing by the County Planning Authority as part of this monitoring requirement; and

- vi. A scheme for the provision of annual reports, to be submitted to the County Planning Authority, to report on the ongoing habitat management, as agreed in part v. above, for a period of 25 years.

The approved detailed Biodiversity and Ecological Design scheme, including the LEMP, shall be implemented in full for a minimum of 25 years from the first available planting reason after the date that the Travel Hub is first brought into public use, or occupation of any part of the development hereby permitted, whichever is the sooner.

Reason: *In the interests, of visual amenity and to ensure that landscaping becomes appropriately established on site; that any affected footpaths are restored appropriately including that the drainage route will go back to the path; for the protection of existing species and the ecological and biodiversity value of the area including biodiversity net gain is achieved; and to ensure that the construction works do not adversely impact on protected species such as bats in accordance with Policies HQ/1, NH/2 and NH/4 of the South Cambridgeshire Local Plan (2018) and policies 8, 56, 59, 69, 70 and 71 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the detailed information in relation to the mitigation and protection of biodiversity prior to the construction phase, so they must be agreed before any development commences.*

10. Access Management and Maintenance Plan

No development shall commence until an Access Management and Maintenance Plan (AMMP) has been submitted to, and approved in writing by, the County Planning Authority. The AMMP shall include, but not be limited to, the following:

- Details setting out mitigation measures to include the new fencing and field gates agreed as part of the Letter of Comfort dated 19 July 2021 to ensure the protection of Trumpington Meadows Country Park and Nature Reserve from increased visitor pressure;
- Detailed design of the access routes, landscaped areas (including set areas for dogs off leads), facilities (such as picnic benches, seating areas and bins) and signage and visitor / interpretation boards within the application boundary in line with condition 5, to ensure the site complements and avoids unnecessary pressures on the adjacent country park;
- An implementation timetable and review triggers to align with the LEMP monitoring set out in condition 9 above.

The Access Management and Maintenance Plan shall be implemented in full, in accordance with the approved timetable and review triggers, for the lifetime of the development hereby permitted.

Reason: *In the interests of biodiversity net gain and to ensure that the development does not impact adversely on existing species and the ecological and biodiversity value of the adjacent area in accordance with Policies HQ/1, NH/2 and NH/4 of the South Cambridgeshire Local Plan (2018) and policies 8, 56, 59, 70 and 71 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the detailed information in relation to the Access Management and Maintenance Plan; and the detailed information in relation to the biodiversity net gain achieved from the scheme from the outset prior to the construction phase to ensure the*

area is designed to avoid unnecessary pressure being placed on the adjacent country park, which is why it must be agreed and in place before any development commences.

11. Permitted Construction Hours

All construction works shall be limited to 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: *To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers. In accordance with policy SC/10 of the South Cambridgeshire Local Plan (2018) and policy 35 of the Cambridge City Council Local Plan (2018).*

12. No Bonfires or Burning of Waste

During the construction and operational phases there shall be no bonfires or burning of waste on site.

Reason: *To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers. In accordance with policy SC/10 of the South Cambridgeshire Local Plan (2018) and policy 35 of the Cambridge City Council Local Plan (2018).*

13. Contamination Remediation Strategy – unexpected contamination

If during the development contamination not previously identified is found to be present at the site, such as putrescible waste, visual or physical evidence of contamination of fuels/oils, backfill or asbestos containing materials, then no further development shall be carried out until the developer has submitted, and obtained written approval from the County Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with.

The remediation strategy shall be implemented as approved to the satisfaction of the County Planning Authority.

Reason: *To ensure that risks from unexpected land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy SC/11 of the South Cambridgeshire Local Plan (2018) and policy 33 of the Cambridge City Council Local Plan (2018).*

14. Detailed Highway Drawings

No development shall commence until a detailed technical design scheme (including for the provision of badger/otter tunnel(s) or underpass(es)) for the following has been submitted to, and approved in writing by, the County Planning Authority:

- The proposed non-motorised user path between the A10 and A1309 and the new bridge to be constructed over the M11;
- The proposed signalled vehicular access junction off the A10 to the new Travel Hub site;
- The proposed Public Transport Route between the new Travel Hub site and the A1309 Hauxton Road/Addenbrooke's Road signal junction, including the

proposed improvement works to the existing accommodation bridge over the M11;

- The proposed highway improvement works on the A10, at the M11, Junction 11 and on the A1309 Hauxton Road; and
- The proposed improvement works at the A1309 Hauxton Road/Addenbrooke's Road signal junction.

The approved works shall be carried out in full accordance with the agreed scheme prior to the Travel Hub first being brought into public use or occupation of any part of the development hereby permitted, whichever is the sooner.

Reason: *To ensure that the M11 trunk road continues to serve its purpose as a part of a national system for through traffic in accordance with Section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety on the A10 trunk road; and in the interests of highway safety in line with policy TI/2 of the South Cambridgeshire Local Plan (2018) and policy 81 of the Cambridge City Council Local Plan (2018); and to ensure that the development does not impact adversely on the protection of existing species and the ecological and biodiversity value of the adjacent area in accordance with Policies HQ/1, NH/2 and NH/4 of the South Cambridgeshire Local Plan (adopted September 2018) and policies 56, 59, 70 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the detailed information in relation to the highway improvements to ensure that the necessary highway safety benefits can be achieved, which is why they must be agreed before any development commences.*

15. Non-Motorised User Route

No development shall commence until the ownership and Right of Way details of the new Non-Motorised User (NMU) route between the A10 and the A1309 Hauxton Road, in particular the proposed section east of the new NMU bridge to the A1309 Hauxton Road, have been submitted to, and approved in writing by, the County Planning Authority.

The details shall include the design relating to the entrance and exit points for the active NMU travel route through the site, any access controls for it and a timetable for implementation. The approved details shall be implemented in full, in accordance with the agreed timetable.

Reason: *To ensure that the Non-Motorised User Route is delivered and connected to the wider Rights of Way networks in the area to ensure that there is safe access and egress for all users in line with the guidance set out in Local Transport Note 1/20, or its successor in title, and in the interests of highway safety in accordance with policy TI/2 of the South Cambridgeshire Local Plan (2018) and policy 81 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the detailed information in relation to the rights of way network to ensure that the necessary access benefits can be achieved, which is why they must be agreed before any development commences.*

16. Internal Layout

No development shall commence until a detailed scheme for the internal layout of the new Travel Hub site has been submitted to, and approved in writing by, the County Planning Authority.

The approved works shall be carried out in full accordance with the agreed scheme prior to the Travel Hub first being brought into public use or occupation of any part of the development hereby permitted, whichever is the sooner.

Reason: *To ensure that the internal arrangements are sufficient to take traffic off the highway safely and deliver the necessary transport infrastructure in accordance with policies TI/2 and TI/3 of the South Cambridgeshire Local Plan (2018) and policies 81 and 82 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the detailed information in relation to the highway improvements to ensure that the necessary highway infrastructure can be achieved, which is why it must be agreed before any development commences.*

17. Implementation of the Low Emission Strategy (LES)

No development shall commence until the final details of the Low Emission Strategy, based on the principles set out in Section 9 of the Transport Assessment by Mott MacDonald dated 28 May 2020, have been submitted to, and approved in writing by, the County Planning Authority. As a minimum the final measures shall include the following:

- a. Provision of proposed 108 Electric Vehicle Charging Points;
- b. Provision of proposed 326 Cycle Parking; and
- c. An implementation plan and timetable for each of the proposed measures.

In addition to the above:

- the final Low Emission Strategy details shall demonstrate how the proposal will facilitate sustainable transport modes to and from the Travel Hub as outlined in section 9.2 to 9.5 of the Transport Assessment (set out below for ease of reference):
 - i. Provision of a 5m wide and non-motorised user route over the M11 between the A10 and the A1309/Hauxton Road.
 - ii. Provision of cycle parking lockers and cycle storage to encourage Cycle and Ride trips at the Travel Hub.
 - iii. Provision for additional 12 new public transport vehicles an hour serving the Travel Hub; and
- an updated carbon assessment of the total change in emissions from user utilisation of the scheme shall be undertaken, based on an updated transport model, to take into account the implementation of the Low Emissions Strategy, the latest projected trajectory of EV uptake, any intended provision for electric buses, and the impact of the scheme on journeys taken in the area.

The delivery and implementation of the above measures shall subsequently be carried out in accordance with the approved details and implementation timetable, to ensure any impacts of the Travel Hub on local air quality and carbon emissions is minimised.

Reason: *In the interests of reducing impacts of developments on local air quality and carbon emissions, and encouraging sustainable forms of transport in accordance with policies CC/1, SC/12 and TI/2 of the South Cambridgeshire Local Plan (2018); the Greater Cambridge Sustainable Design and Construction SPD 2020 (section 3.6. Pollution); and policies 28, 36 and 81 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the Low Emission Strategy from the outset and maintain an emphasis on encouraging sustainable forms of transport before any development commences.*

18. Monitoring of cycle parking provision

Prior to the Travel Hub first being brought into public use, or occupation of any part of the development hereby permitted, whichever is the sooner, a scheme for the monitoring of cycle parking provision within the Travel Hub site shall be submitted to, and approved in writing by, the County Planning Authority.

Within one year of the Travel Hub first being brought into public use, or occupation of any part of the development hereby permitted, as identified by condition 2, the monitoring survey as approved, will be undertaken to assess cycle parking capacity within the Travel Hub site. This survey shall be repeated once a year, for 15 years following opening.

If, at any time, the monitoring survey reports that cycle parking capacity within the Travel Hub site is lower than 20% of the total number of cycle parking spaces, then a programme for implementation of additional cycle parking facilities at the site shall be submitted to, and agreed in writing by, the County Planning Authority. The additional cycle parking spaces shall be implemented within six months of the date of the monitoring survey.

Reason: *To ensure that the cycling infrastructure and provision is achieved, and monitoring maintained, in accordance with policy TI/3 of the South Cambridgeshire Local Plan (2018) and policy 82 of the Cambridge City Council Local Plan (2018).*

19. Details of bus and coach service provision

Prior to the Travel Hub first being brought into public use, or occupation of any part of the development hereby permitted, whichever is the sooner, details of the bus and coach service provision, routes, to serve the site shall be submitted to, and approved in writing by, the County Planning Authority.

Reason: *To ensure that the sustainable transport information, including the use of electric vehicles, is understood in accordance with policy TI/2 of the South Cambridgeshire Local Plan (2018) and policy 81 of the Cambridge City Council Local Plan (2018).*

20. Programme of Archaeological Works

No development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work that has been secured in accordance with a written scheme of Investigation (WSI), which has been submitted to and approved in writing by the County Planning Authority. For land that is included within the WSI, no development shall take place other than under the provisions of the agreed WSI, which shall include:

- a) the statement of significance and research objectives;
- b) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c) The timetable for the field investigation as part of the development programme; and
- d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material.

Reason: *To protect any underlying archaeology in the area and secure appropriate mitigation such as interpretation boards to explain the wider historic significance in accordance with policy NH/14 of the South Cambridgeshire Local Plan (2018) and policy 61 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the Programme of Archaeological Works in order to ensure that the underlying archaeology is protected before any development commences.*

21. Protection of listed milestones

No development shall commence until the details of the measures to be put in place to ensure that the two grade II Listed milestones will not be harmed as a result of the construction phase of the development shall be submitted to, and approved in writing by, the County Planning Authority.

The approved mitigation measures shall be carried out in full and retained in place during the construction phases.

Reason: *In the interests of safeguarding the two grade II listed milestones in accordance with policy NH/14 of the South Cambridgeshire Local Plan (2018) and policy 61 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the mitigation measures to ensure that the grade II listed milestones will not be harmed during the construction phase before any development commences.*

22. Lord's Bridge Radio Observatory safeguarding

No development shall commence until details of the transmitters to be used in the communication with buses; and convertors to be incorporated within the solar array; have been submitted to, and approved in writing by, the County Planning Authority, to ensure that interference and suppression measures can be incorporated where necessary.

The approved mitigation measures shall be carried out in full in accordance with the agreed details prior to the Travel Hub first being brought into public use or occupation of any part, whichever is the sooner.

Reason: *In the interests of safeguarding the Lord's Bridge Radio observatory and reducing the risk of any radio interference in accordance with policy TI/7 of the South Cambridgeshire Local Plan (2018) and policy 39 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the details of the mitigation measures for the transmitters and converters in order to ensure that the Lord's Bridge Radio Observatory will not be affected by the operational phase of the Travel Hub before any development commences.*

23. Surface Water Drainage

No above ground works shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the County Planning Authority. The scheme shall be based upon the principles within the agreed Drainage Strategy Report prepared by SKANSKA (ref: SIS/5020323/CSWTH Rev A) dated 2 June 2020.

The scheme shall subsequently be implemented in full accordance with the approved details prior to the Travel Hub first being brought into public use, or occupation of any part of the development hereby permitted, whichever is the sooner, for the lifetime of the development.

Reason: *To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development in accordance with policies CC/7 and CC/8 of the South Cambridgeshire Local Plan (2018) and policy 31 of the Cambridge City Council Local Plan (2018).*

24. Noise Impact Assessment

Prior to the Travel Hub first being brought into public use, or occupation of any part of the development hereby permitted, whichever is the sooner, an assessment of the

noise impact of plant and or equipment including any renewable energy provision sources such as any air source heat pump or wind turbine on the proposed structures and a scheme for insulation as necessary, in order to minimise the level of noise emanating from the said plant and or equipment shall be submitted to, and approved in writing by, the County Planning Authority.

Any noise insulation scheme as approved shall be fully implemented prior to the Travel Hub first being brought into public use, or occupation of any part of the development hereby permitted, whichever is the sooner, and shall thereafter be maintained in strict accordance with the approved details and shall not be altered without prior approval.

Reason: *To protect the amenities of nearby sensitive receptors in accordance with policy SC/10 of the South Cambridgeshire Local Plan (2018) and policy 35 of the Cambridge City Council Local Plan (2018).*

25. Lighting

Prior to the installation of any lighting, a lighting scheme for the development shall be submitted to, and approved in writing by, the County Planning Authority. The lighting scheme shall include details for the appearance of the height, type, position and angle of glare of any of the proposed final lighting within the Travel Hub site, including horizontal and vertical isolux contours; and, to ensure that it is designed sensitively for wildlife shall include zero lighting spill onto the adjacent country park / nature reserve; so all sensitive receptors can be considered and protected.

The detailed measures as approved shall be implemented in accordance with the agreed scheme and maintained thereafter for the lifetime of the development.

Reason: *In order to safeguard the Green Belt, and the amenity of all sensitive receptors, including biodiversity, in respect of possible adverse effects of lighting glare from any future lighting provision proposed for the travel hub in accordance with policies S/4, HQ/1, SC/9, NH/4 and NH/8 of the South Cambridgeshire Local Plan (2018) and policies 4, 8, 34 and 70 of the Cambridge City Council Local Plan (2018).*

26. CCTV

Prior to the installation of any CCTV, a CCTV scheme for the development shall be submitted to, and approved in writing by, the County Planning Authority. The CCTV scheme shall include details for the appearance of the height, type, and position within the Travel Hub site.

The details as approved shall be implemented in accordance with the agreed scheme and maintained thereafter for the lifetime of the development.

Reason: In order to ensure public safety within the Travel Hub site in accordance with policy HQ/1 of the South Cambridgeshire Local Plan (2018) and policy 56 of the Cambridge City Council Local Plan (2018).

27. Solar Panel Layout to comply with Glint and Glare Assessments

The proposed solar panels shall be constructed in strict accordance with the design shown on the Travel Hub Sections (Solar car ports), Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CH-0702-S4 Rev P04, dated 19 March 2020, and Travel Hub General Arrangement Plan, Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CB-0700-S4 Rev P13, dated 25 September 2020 (received 21 October 2020); and the panels shall be laid out in accordance with this plan subject to the following parameters:

- Maximum panel height from the ground level: 3.6 metres; and
- Minimum distance between car ports (measured panel to panel): 6 metres.

The mitigation landscaping referenced in section 9.4 Overall Conclusions and Recommendations of the Glint and Glare Assessment prepared by PagerPower Urban & Renewables, dated 26 February 2020 shall be retained and maintained for the full duration of the solar panels being used.

Reason: *To ensure that the development does not introduce any additional adverse effects in terms of its visual or ecological impact and is carried out in line with what was assessed in the Glint and Glare document in accordance with policies CC/2, SC/9 and TI/6 of the South Cambridgeshire Local Plan (2018) and policies 8, 29 and 34 of the Cambridge City Council Local Plan (2018).*

28. Decommissioning

In the event that the solar panels on site are no longer required for the production of energy, not less than 12 months prior to the planned cessation of the solar generation operations hereby permitted, written notice of the planned cessation shall be given to the County Planning Authority.

Not less than 6 months prior to the planned cessation of the solar generation operations, a Decommissioning Environmental Management Plan (DEMP) shall be submitted to, and approved in writing by, the County Planning Authority. The DEMP shall include, but not be limited to, the following details:

- a. The demolition / dismantling and removal of the plant;
- b. Site waste management including measures to recycle materials on the site;
- c. Hours of working;
- d. Car parking arrangements;
- e. Traffic management;
- f. Measures to control lighting, noise, dust, odours and fumes in order to minimise any adverse effects on the amenity of neighbours or surrounding uses;
- g. Temporary storage compounds and stockpile areas;
- h. Measures to protect trees and hedgerows;
- i. Temporary fencing and means of enclosure;
- j. Measures to minimise the pollution of surface and ground water and to deal with any areas of contamination;
- k. A restoration scheme; and
- l. A programme for implementation.

Decommissioning shall not commence until the DEMP has been approved in writing by the County Planning Authority and the Site shall be decommissioned and restored in full accordance with the approved DEMP and timetable thereafter.

Reason: *The application has been assessed and determined with the inclusion of solar panels on the site, but on the basis of decommissioning of these panels, in order to secure the removal of all materials, plant and equipment associated with the solar*

generation operations, this condition has been added to ensure that there is no long term visual, residential amenity or ecological impact in accordance with policy CC/2 of the South Cambridgeshire Local Plan (2018).

Informatives

Letter of Comfort

This permission is based on the terms of the Letter of Comfort dated 19 July 2021, for the provision of off-site stock fencing and gates (as shown on the plan Appendix A of the Letter of Comfort); on-site wayfinding, benches, bins and signage; and highway maintenance requirements.

Environmental Permitting Regulations (2016)

The proposed new outfall to the River Cam is likely to fall under the terms of the Environmental Permitting Regulations (EPR) (2016) and so a permit may be required from the Environment Agency for these works.

The EPR are a risk-based framework that enables the Environment Agency to focus regulatory effort towards activities with highest flood or environmental risk. Lower risk activities will be exempt while higher risk activities will require a permit. The proposed works may fall under one or more of the below:

- Exemption
- Standard Rules Permit
- Bespoke permit

For information on the permitting requirements of the works please contact the Environment Agency: PSO-Brampton@environment-agency.gov.uk

Additional information on how to apply for a permit and application forms can be found on the Environment Agency's website at: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>

Ordinary Watercourse Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:

<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/>

Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times

throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

Guidance on information required to satisfy condition 23

Surface Water Drainage strategy will also need to include:

- a) Full results of the proposed drainage system modelling in the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- b) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- c) Full details of the proposed attenuation and flow control measures;
- d) Site Investigation and test results to confirm infiltration rates;
- e) Temporary storage facilities if the development is to be phased;
- f) A timetable for implementation;
- g) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- h) Full details of the maintenance/adoption of the surface water drainage system; and
- i) Relevant permissions from third party asset owners to allow connections into their systems.

Water efficient sanitary ware

It is noted that toilet provision will be made as part of the Travel Hub building being provided on site. As water use will be relatively low, it is not considered necessary for water use to be conditioned for this proposal, but it is recommended that water efficient sanitary ware be specified for the toilets, making reference to the appropriate specification in Table 2.2 of Part G of the Building Regulations

(https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/504207/BR_PDF_AD_G_2015_with_2016_amendments.pdf).

Archaeology

Partial discharge of condition 20 can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development.

Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the Written Scheme of Investigation.

General Contaminative Land Informative:

Contaminated land should be considered and assessed in accordance with government / industry best practice and technical guidance and the 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Adopted January 2020' – available online at:

<https://www.scams.gov.uk/planning/local-plan-and-neighbourhood-planning/sustainable-design-and-construction-consultation-spd/>

Further specialist advice and comments on contaminated land pertinent to this site can be obtained from Helen Bord or Claire Sproats - Scientific Officers, SCDC Waste and Environment – Contaminated Land Telephone No: 01954 713444 or email

contamland@scams.gov.uk

24 hour working

If 24 hour working on the new Non-Motorised User bridge or road / bridge improvements are required, the following information will need to be submitted for approval to allow working outside of those controlled by condition 11:

- a) Results of a survey of noise sensitive properties (as agreed between the applicant and the County Planning Authority) identified as being in close proximity to the works with distance data to be provided;
- b) Details of the noise mitigation measures to be implemented prior to the works;
- c) Details of any lighting required as part of the works and the proposed locations for these, including any light spill anticipated;
- d) A timetable for the proposed works, including dates and times of the specific activities proposed, including the removal of any materials off site; and
- e) Biodiversity Method Statement setting out mitigation for impact on ecology and how it will accord with the Construction Environment Management Plan for Biodiversity (condition 9 criterion (a)).

If approval is granted, a letter will be required to be sent by the applicant to any affected sensitive properties or wildlife groups (as agreed between the applicant and the County Planning Authority) at least 5 working days before commencement of construction of the 24 hour working proposals which shall include emergency contact details and the details of the mitigation measures to be put in place as identified and approved in a) to e) above.

Lighting Guidance

Artificial lighting on and off site must meet the Obtrusive Light Limitations for External Lighting Installations contained within the Institute of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light – GN01:2011 (or as superseded).

Sustainable Design and Construction

It is recommended for the Applicant to have consideration of the 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Adopted January 2020' - available online at:

<https://www.scams.gov.uk/planning/local-plan-and-neighbourhood-planning/sustainable-design-and-construction-consultation-spd/>

Overall, any detailed design matters should be in accordance with the appropriate Design Codes/SPDs published.

Highways England Third Party Works (Section 278 Agreements)

If as part of development proposals, there is a need to alter the trunk road network either to provide access on to it or to provide improvements to the road and its junctions, in order to mitigate the impact of the development, then the developer will need to enter in an arrangement with Highways England to procure and deliver these works. The applicant's attention is drawn to the information included in the letter from Highways England dated 11 March 2021.

Airport safeguarding

The applicant's attention is drawn to the information included in the letter from the Imperial War Museum (IWM) Duxford dated 22 April 2021. This highlights the need to maintain contact with the IWM Duxford Airfield during the construction period in the case of any crane or drone usage, or road closures in case this affects their operations.

Lord's Bridge Radio Observatory safeguarding

The applicant's attention is drawn to the information included in the response from the University of Cambridge dated 18 March 2021. This highlights the need to maintain contact with the Lord's Bridge Radio Observatory to ensure that if radio interference and / or suppression measures prove to be necessary, these can be incorporated within the design with their approval in line with condition 22.

Guidance on information required to satisfy part (g) of Draft Condition 4

The Construction Environmental Management Plan will also need to include:

- a) details of measures indicating how additional surface water run-off from the site will be avoided during the construction works;
- b) the applicant may be required to provide collection, balancing and/or settlement systems for these flows.

Guidance on information required to satisfy draft condition 14 Detailed highway drawings

In order to ensure the concerns around the local road network raised at Planning Committee on 15 June 2022 are fully considered for bullet point two (2) within condition 14 the applicant will need to demonstrate how the proposed signalled vehicular access junction off the A10 will avoid unnecessary delays to the local villages.

Guidance on information required to satisfy draft condition 19 Details of bus and coach service provision

In order to ensure that the details of bus and coach service provision submitted for condition 19 also takes account of the energy usage and carbon assessment of the development, the applicant is strongly encouraged to demonstrate that the site would be suitable for electric buses and coaches (including consideration of whether specialist electric bus and coach charging facilities would be required at this site or elsewhere and how coaches travelling into Cambridge could be intercepted at this site) whilst also demonstrating the design has taken account of the green belt location in relation to all sensitive receptors. This is to ensure that all future carbon emissions are reduced as far as possible, which links in with the carbon assessment modelling being requested to minimise the carbon footprint of the project as far as possible.

Guidance on information required to satisfy draft condition 25 Lighting

In order to ensure that any lighting scheme submitted for condition 25 also takes account of the energy usage and carbon assessment of the development, the applicant is strongly encouraged to demonstrate the use of LED lighting throughout, whilst also demonstrating the design has taken account of the green belt location in relation to all sensitive receptors.

Guidance on any heating sources for the Travel Hub building

As part of the detailed design of the Travel hub building, if heating is required, the applicant is strongly advised that this should be by a renewable source, such as air source heat pumps, and no fossil fuel heating (such as oil or gas) should be installed. This is to ensure that all future carbon emissions are reduced as far as possible, which links in with the County Council's low carbon heating programme for its own buildings and the carbon assessment modelling being requested to minimise the carbon footprint of the project as far as possible.

Compliance with paragraph 38 of the National Planning Policy Framework (2021).

The applicant sought pre-application advice. The County Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms. The applicant has responded positively to the advice and recommendations provided and amendments have been made (where required) to satisfy concerns raised. All land use planning matters have been given full consideration, which resulted in overall support for the development proposal from statutory consultees.

Source Documents

[South Cambridgeshire Local Plan adopted September 2018](#)

[Cambridgeshire and Peterborough Minerals and Waste Core Strategy adopted July 2011](#)

[Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan adopted February 2012](#)

[Local Transport Plan | Cambridgeshire & Peterborough Combined Authority](#)
[\(cambridgeshirepeterborough-ca.gov.uk\)](http://cambridgeshirepeterborough-ca.gov.uk)

The redevelopment and expansion of Milton Household Recycling Centre (HRC) and its permanent retention beyond the life of the adjacent Milton Landfill site

At: Milton Household Waste Recycling Centre, Butt Lane, Milton, CB24 6DQ

Applicant: Cambridgeshire County Council - Waste Management

Application Number: CCC/21/259/FUL

To: Planning Committee

Date: 16 November 2022

From: Assistant Director, Planning, Growth and Environment

Electoral division(s): Waterbeach

Purpose: To consider the above planning application

Recommendation: That permission is granted subject to the conditions set out in paragraph 12.1

Officer contact: Andrew.Sierakowski@cambridgeshire.gov.uk
Name: Andrew Sierakowski
Post: Development Management Officer (Strategic and Specialist)
Email: [Link to email address of Andrew Sierakowski](mailto:Andrew.Sierakowski@cambridgeshire.gov.uk)
Tel: 01746 718799

1. Introduction / Background

- 1.1 This report relates to one of two linked planning applications; one Planning Application reference CCC/21/259/FUL, for the redevelopment and expansion of Milton Household Recycling Centre (HRC) and its permanent retention beyond the life of the adjacent Milton Landfill site; and the other, Planning Application Reference CCC/21/261/VAR, for the consequential amendments to the restoration scheme for the Milton Landfill Site, that would result from the redevelopment and expansion of the HRC. The latter is the subject of a separate report included in this Committee agenda.
- 1.2 The HRC is currently consented under a temporary planning permission, reference S/0109/18/CW, which is also the main extant planning permission for the Milton Landfill Site. Under that permission, both the HRC use and the completion and restoration of landfill are due to finish by 31st December 2026.
- 1.3 The new permission, if approved, would allow the redevelopment and expansion of the HRC and its permanent retention at this location which is intended to meet the need to maintain a network of Household Recycling Centres (HRCs) across the County which will meet the anticipated growth in population and the associated growth in waste arisings.
- 1.4 The type of waste to be handled at the HRC would continue to be as currently approved, i.e. household waste, and limited commercial waste from small and medium enterprises (SMEs), generated primarily from northern Cambridge and surrounding area.
- 1.5 The aim of the development proposed in the application is to upgrade and future proof the Milton HRC and in doing so 'decouple' it from the existing wider Milton Landfill planning consent to allow for its permanent retention in this location.

2. The Site and Surroundings

- 2.1 Milton HRC is an existing, fully operational household waste recycling facility located approximately 5 km to the north of the city of Cambridge and lying just to the north-west of the junction between the A14 and A10. It is operated by Amey on behalf of Cambridgeshire County Council (CCC) as Waste Disposal Authority and serves northern Cambridge and wider area of the city and its hinterland.
- 2.2 The application site is bounded to the east by the Milton Park and Ride facility, to the north by Butt Lane, and to the south and west by the existing, operational Milton landfill Site. The non-hazardous landfill site is operated by FCC Environment UK Ltd, who lease the land from CCC.
- 2.3 A new South Cambridgeshire Police Station is proposed to the immediate south-west of the Milton Park and Ride, approved under South Cambridgeshire District Council (SCDC) Planning Permission reference 20/04010/FUL on 26th March 2021. The application, which was subsequently varied by SCDC Planning Permission reference 21/04597/S73 on 22nd April 2022, has yet to constructed.

3. The Proposed Development

- 3.1 The existing HRC site covers approximately 0.53 hectare (ha). Both the HRC and the landfill site are accessed from a dedicated entrance from the A10 via Butt Lane.
- 3.2 The County Council awarded a 28-year Waste Management PFI Contract to Donarbon Waste Management Ltd (now Amey / Thalia) in March 2008. As part of this contract, Amey operates Milton HRC, which accepts recyclable and reusable materials, as well as items for disposal and it is intended to serve residents in the north Cambridge area.
- 3.3 Whilst the HRC is tied to the adjacent landfill through the current extant planning permission, which covers for the two sites and land uses, there is no operational relationship between the HRC and the landfill. No household waste from Cambridgeshire is accepted by FCC at the landfill and all waste managed at the Milton HRC is transferred off-site for recycling and/or recovery at other facilities. At present, the HRC manages around 12,500 tonnes of mainly household waste per annum and is open to the public as follows:
- Monday-Friday (April to September): 0900-2000;
 - Saturday and Sunday (April to September): 0900-1800;
 - Monday-Sunday (October to March): 0900-1600;
 - Closed from 1300 on Christmas Eve and all-day Christmas Day, Boxing Day and New Year's Day.
- 3.4 The proposed redevelopment of the HRC is intended to improve the existing facility to bring it up to modern day operational and health and safety standards, and to 'future proof' it as an asset that can meet the needs of planned population growth in the County. It is intended that the redesigned HRC will provide a facility with sufficient capacity to cope with projected waste arisings linked to projected housing growth in the Cambridge City and South Cambridgeshire area up to the year 2070. The increase in throughput at the HRC will be gradual and in line with the planned population increase and the associated increase in waste arisings. Specifically, the HRC has been designed to accept an increase in waste from the current capacity of 12,500 tonnes per annum to 18,000 tonnes per annum by 2046, potentially rising to 25,000 tonnes per annum by 2070.
- 3.5 Most of the proposed upgraded HRC facility would remain within the footprint of the existing 0.53 ha site. However, it is proposed that an additional area of 0.39ha, immediately to the south of the existing site, which is currently leased to FCC who use it to store items of plant associated with the landfill, would become part of the enhanced and expanded HRC. This slightly larger footprint is intended to facilitate safer, more efficient management and operation of the HRC and allow increased throughput to meet future demand.
- 3.6 Key components of the redevelopment of the HRC are:
- An increased footprint from 0.53ha to 0.92ha;
 - Increased throughput of waste from 12,500 tonnes per annum to 18,000 tonnes per annum (by 2046);
 - For the site to remain an open-air facility with no canopy or enclosure;
 - The development of an improved layout incorporating a split-level design, using a natural land drop off (from northeast to southwest), to allow for the safe deposit of

materials into containers without the need for residents to climb steps (as is currently the case). The improved layout would also facilitate separation of public and operational vehicles; a key consideration for the effective implementation of health and safety good practice;

- That the site access will remain unchanged (i.e. via a private road, located off Butt Lane), although with increased on-site parking and improvements and widening to the access road to provide for a dedicated lane for operational vehicles in order to reduce queuing and congestion on the highway;
- Provision of a separate dedicated access for pedestrians and cyclists, which allows segregation from public and operational vehicle movements;
- Increased on-site separation of material streams for recycling;
- Improved on-site signage;
- Provision of a 10.24m x 3.4m x 2.5m high Re-Use Shop;
- Provision of a 10.5m x 4.1m x 2.5m high site site/welfare unit; and
- Allowance for small and medium enterprise (SME) waste acceptance (for which there will be a charge).

3.7 In terms of operation, users will continue to access the site using an 'in-only' access point off the existing private road to the east of the site, from Butt Lane, from where they will enter a one-way system through the HRC. The intention is that users of the HRC would be able to park on the left-hand side of the site to gain access to up to 22 separate containers for the deposition of:

- TVs and large electrical items;
- Small electrical items;
- Scrap metal;
- Green waste;
- Wood;
- Bulky waste;
- Cardboard;
- Hard plastic; and
- Black bag (general) waste.

3.8 Alternatively, users will be able to park on the right-hand side of the site to gain access to up to 7 separate containers/banks for the deposition of:

- Plasterboard;
- Plastic bottles;
- Paper;
- Gas bottles; and
- Fridges and freezers.

3.9 For those users wishing to access the re-use shop, they would continue to follow the one-way system through the facility and be directed to a separate parking area within the north-western part of the site, immediately adjacent to the reuse shop. Further containers/banks will be provided on the return out of the site (via the one-way system), where residents can park on the right-hand side of the internal access road to deposit:

- Soil;

- Rubble;
- Oil;
- Paint;
- Textiles;
- Books/ DVDs; and
- Glass.

- 3.10 Users would then turn left out of the HRC via a dedicated 'out only' egress point onto the existing access road, then travel north-eastwards to the junction with Butt Lane.
- 3.11 Operational vehicles (i.e. those removing full containers/ banks) would access and leave the HRC via two separate HGV only access points; one situated in between the users' access and egress points and one located after the users' access point. The former will allow for the operational servicing of the central part of the site and the latter will allow for the servicing of the southern part of the site.
- 3.12 There is no change proposed to the way in which waste material is managed on site. There will continue to be no compaction or baling activities undertaken. Materials will also continue to be taken off-site for onward processing at the nearby Waterbeach Waste Management Park, except for some recyclable materials such as metal, paper and glass, which will carry on being transported directly to specialist partner re-processors.
- 3.13 The site is currently drained via a conventional gully and below ground pipe network to an existing surface water sewer on the access road located on the east of the site. The road itself is drained via a gully and pipe network that discharges into a 450mm diameter land drain on Butt Lane.
- 3.14 An outline drainage strategy for the proposed redevelopment of Milton HRC has been submitted with the application, discharge to the existing surface water network which discharges to the watercourse to the site's northern boundary on Butt Lane, but with attenuation storage sized to accommodate all storm events up to a 1 in 100-year flood event with an allowance of 40% for climate change. Due to the reduction in levels of 1.8m on the site, to achieve the split-level site design, attenuated surface water flows will be pumped to the upper level, prior to being discharged into the existing surface water drainage system.
- 3.15 Foul water from the Milton HRC is discharged via an existing foul pipe network into a cess pit system located at the north-west corner of the site. It is proposed that the redeveloped site would continue with this arrangement, but with a new cess pit to service the on-site welfare facilities.
- 3.16 Due to the proposed continued adherence to the existing opening hours, lighting of the site will only occasionally be required.
- 3.17 Notwithstanding this, the site's security and utility lighting design will be based on the continued appropriate use of lighting to provide safe working conditions in all areas, whilst also being intended to minimise light pollution and the visual impact on the local environment.
- 3.18 The lighting of external hardstanding/storage areas, walkways and roads will be provided

by a combination of building mounted floodlights and 5m column mounted floodlights. All lighting will be low lux and set on timers and sensors. It is intended that the effects of lighting will be minimised as far as possible and that it will be directed at specific on-site activities in order to avoid unnecessary glare, i.e., it would be downward orientated, and inward facing. Lights will be switched on or off by movement sensors when the site is not open. Additionally, security cameras will be mounted on the lighting columns and/or the office/weighbridge/ reuse shop buildings.

- 3.19 The opening hours of the redeveloped Milton HRC would remain unchanged from the existing opening hours set out in paragraph 3.3 above.
- 3.20 Milton HRC currently employs 7 full time equivalent (FTE) members of staff. It is anticipated that following redevelopment, the site would employ approximately 9 FTEs.
- 3.21 The construction works associated with the redevelopment of the Milton HRC will include the following:
- Clearance of the existing site including the removal of all skips, portable buildings and storage containers;
 - Earthworks associated with the proposed design e.g., lowering ground level in part of the site by 1.8 metres to facilitate construction of the split-level design;
 - The installation of new drainage connections into the existing site system;
 - The erection of site lighting and CCTV apparatus; and
 - The installation of new site office and reuse shop.
- 3.22 Construction works will take place Monday to Friday, 7am to 7pm and Saturday 8am to 1pm, with no working on Sundays and Bank Holidays.
- 3.23 Construction vehicles will access the site from the existing site access road off Butt Lane.
- 3.24 During the construction phase, which is expected to take approximately 6 months, users will be diverted to other HRCs across Cambridgeshire, notably the facilities at Bluntisham, Thriplow, and Witchford. Owing to a lack of space at Milton, and the need to maintain high health and safety standards, it would not be feasible to provide a temporary HRC facility at the site during construction.
- 3.25 Whilst in operational terms there is no relationship between the Milton HRC and the adjacent landfill site, the HRC and landfill are currently consented under the same planning permission, reference S/0109/18/CW, which was approved in March 2020. Condition 3 of that permission states that:

“The site shall be reinstated to a condition suitable for the resumption of agricultural use within 12 months of the cessation of landfill operations or by 31 December 2026 whichever is the sooner.”

Condition 25

“The site shall be restored in accordance with submitted plan 90/11045/13 dated 6

December 1990”.

Condition 27

“The detailed restoration of the site shall be carried out in accordance with the Restoration Plan 90/11045/13 referred to in Condition 25.

All trees, shrubs and hedge plants supplied shall comply with the requirements of British Standard 3936, Specification for Nursery Stock. All pre-planting site preparation, planting and post-planting maintenance works shall be carried out in accordance with the requirements of British Standard 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces). All new trees shall be positioned in accordance with the requirements of Table 3 of British Standard BS 5837: 2005, Trees in relation to construction – Recommendations.”

- 3.27 The extant permission requires the closure of the HRC and the restoration of the whole of the combined site in accordance with an approved restoration plan by the end of 2026.
- 3.28 Whilst this planning application seeks permission for the redevelopment and permanent retention of the Milton HRC at its current location, it is acknowledged that consequential amendments are required to the approved restoration plan for S/0109/18/CW (the landfill permission) to ‘remove’ the land covered by the HRC from the site-wide restoration of the landfill. The amendment of the landfill restoration scheme is addressed in the report on planning application reference CCC/21/261/VAR, which is also included with this agenda, as the next item.

4. Planning History

- 4.1 The Milton Landfill and Milton HRC have an extensive planning history dating back to the 1990s with an original consent, Planning Permission reference S/0289/91 for ‘controlled landfilling, including a site extension to include the HRC to replace the pre-existing facility’, which was approved on 14th October 1991.
- 4.2 There were subsequently a number of additional permissions approved relating the landfill and the HRC, largely comprising a series of section 73 (variation) applications, to amend the conditions attached to the permission for the landfill and the HRC. Of these, Planning Permission references S/01570/00/CW and S/00511/08/CW extended the life of the landfill and HRC, as did the most recent and, current planning permission, S/0109/18/CW which was approved on 19 March 2020 for the extension of the operational life of the site until 31 December 2026.

5. Publicity

- 5.1 The application has been advertised in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) and the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) by notices in the Cambridge News on 23rd March 2022 and erection of site notices adjacent

to the site entrance on Butt Lane and at appropriate adjacent locations in on the A10.

5.2 Discretionary notification letters have also been sent to properties near the application site.

6. Consultation responses

- 6.1 A summary of the most recent comments is provided below. Where previous comments are still relevant, they are included:
- 6.2 Cambridgeshire County Council - Highway Authority: The Highway Authority advises that the highways and access details are in principle acceptable, subject to the detailed design requirements being approved through an Agreement under s.278 of the Highways Act 1990. A s.278 Agreement is separately required for any works within the existing adopted public highway.
- 6.3 Cambridgeshire County Council - Transport Assessment Team: Have not commented on the application.
- 6.4 Cambridgeshire County Council - Greater Cambridge Partnership Transport: The Greater Cambridge Partnership (GCP) has advised that it is currently considering options for Public Transport and Active Travel routes between the existing St Ives to Cambridge guided busway and the new town at Waterbeach. One of the currently favoured options utilises Butt Lane, creating a bus link and improving walking and cycling provision. Whilst this option will require a more considered design of the HRWC and Landfill site entrance, GCP has advised that there is no need at this stage to impose any specific requirements related to the design of the access.
- 6.5 Cambridgeshire County Council - Local Lead Flood Authority (LLFA): The LLFA has advised that it has no objection in principle to the proposed development. It confirms that the Drainage Strategy submitted with the application demonstrates that surface water can be satisfactorily managed through the use of permeable paving, SDS Aqua Swirl and Aqua Filters, and geo-cellular storage crates, so as to restrict surface water discharge to 5 l/s and to ensure water quality, prior to discharging into a watercourse. It recommends the inclusion of conditions relating to the submission for approval of further details of the surface water drainage scheme and its subsequent implementation, and details of how any additional surface water run-off from the site will be avoided during the construction.
- 6.6 Cambridgeshire County Council - Ecology: Advise that they support approval of the application, subject to the production and implementation of reasonable avoidance measures for protected species, through the submission of a Biodiversity Method Statement, that can be secured by condition.
- 6.7 Cambridgeshire Fire and Rescue Service: Have not commented on the application.
- 6.8 South Cambridgeshire District Council - Planning: Have not commented on the application.
- 6.9 South Cambridgeshire District Council - Climate, Environment & Waste - Air Quality: Have confirmed that they have no objection to the application.

- 6.10 South Cambridgeshire District Council - Climate, Environment & Waste - Contaminated Land: Have advised that the Phase I Contaminated Land Desk Study submitted with the application identifies that there are a number of potential risks associated with the migration of gas and leachate from the adjacent landfill, as well as potential contamination within the made ground present on site. Recommendations include the assessment of soils and on-site migration risks from the adjacent landfill, and a methodology for encountering unexpected contamination. Further details of these matters are required, but their submission and the details of any remediation required can be secured by condition.
- 6.11 South Cambridgeshire District Council - Climate, Environment & Waste - Environment Planning: Have advised that they are in agreement with the methodology, findings and conclusion of the Noise and Vibration Assessment submitted with the application and that they otherwise have no objection in principle to the application, subject to the imposition of a condition requiring the submission of a lighting scheme. The scheme should include details of any external lighting of the site including street lighting, floodlighting, and security lighting and its subsequent implementation, so as to ensure that it does not cause any nuisance to, or be detrimental to, the amenity of nearby residential properties.
- 6.12 Cambridge City Council - Planning: Have not commented on the application.
- 6.13 Anglian Water: Has not commented on the application.
- 6.14 Environment Agency: Advise that the risk assessment submitted with the application demonstrates that it will be possible to manage the risks posed to controlled waters by the development. Further detailed information will however be required before built development is undertaken, and it therefore advises the inclusion of conditions in the event of the grant of planning permission that require the submission for approval of a remediation strategy to deal with the risks associated with contamination of the site and its subsequent implementation. It also advises the inclusion of a condition requiring the cessation of work in the event that previously unidentified contamination is found to be present on the site, until a remediation strategy detailing how this contamination will be dealt with, has been submitted to, and approved in writing by, the Waste Planning Authority and thereafter implemented. It also advises the inclusion of a condition preventing the use of infiltration surface water drainage systems and also a condition preventing the use of piling or any other foundation designs using penetrative methods.
- 6.15 Natural England: Advises that it has no objection, subject to its generic advice on natural environment issues, including that relating to landscape, best and most versatile agricultural land and soils, protected species, local sites and priority habitats and species, ancient woodland and ancient veteran trees, environmental gains, access and recreation, rights of way, access land and access and national trails, and the biodiversity duty.
- 6.16 National Highways: Advises that it has no objection to the application, as the proposed scale of the expansion of the existing HRC is considered unlikely to have a material impact on the Strategic Road Network (SRN), which includes the A14 to the south of the site.
- 6.17 Milton Parish Council: Objects to any increase in size of the landfill site and to any use of Green Belt land but are also concerned to ensure that the landfill is completed and closed by the time of the existing end date of the existing planning permission.

6.18 Impington Parish Council: Has not commented on the application.

7. Representations

7.1 No third-party representations have been received in response to Planning Application Ref. CCC/259/FUL.

8. Planning Policy

8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The relevant development plan policies are set out in paragraphs 8.34 to 8.37 below.

National Planning Policy Framework (NPPF) (July 2021)

8.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected to be applied. At its heart is a presumption in favour of sustainable development (paragraph 11). It states that for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most relevant for determining the application are out of date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of this Framework taken as a whole.

Other relevant paragraphs include the following:

8.3 Paragraph 2 - Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

8.4 Paragraph 7 - The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8.5 Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

8.6 Paragraph 38 - local planning authorities should approach decisions on proposed development in a positive and creative way.

8.7 Paragraph 43 - The right information is crucial to good decision-making, particularly where formal assessments are required (such as Environmental Impact Assessment, Habitats Regulations assessment and flood risk assessment).

8.8 Paragraph 47 - Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

8.9 Paragraph 56 - Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision-making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.

8.10 Paragraph 84 - Planning policies and decisions should enable:

- a) The sustainable growth and expansion of all types of business in rural areas both through conversion of existing buildings and well-designed new buildings;
- b) The development and diversification of agricultural land and other land-based rural businesses;
- c) Sustainable rural tourism and leisure developments which respect the character of the countryside; and
- d) The retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

8.11 Paragraph 85 - Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these

circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

- 8.12 Paragraph 110 - In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 8.13 Paragraph 111 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.14 Paragraph 113 - All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 8.15 Paragraph 130 - Planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 8.16 Paragraph 137 - The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
- 8.17 Paragraph 138 - Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

8.18 Paragraph 147 - Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

8.19 Paragraph 148 - When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

8.20 Paragraph 149 - A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

...

- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

8.21 Paragraph 150 - Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:

- b) engineering operations;

...

- e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds);

8.22 Paragraph 152 - The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

- 8.23 Paragraph 159 - Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 8.24 Paragraph 167 - When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:
- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
 - b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could quickly be brought back into use without significant refurbishment
 - c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be appropriate
 - d) any residual risk can be safely managed; and
 - e) safe access and escape routes are included where appropriate as part of an agreed emergency plan.
- 8.25 Paragraph 169 - Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:
- a) take account of advice from the lead local flood authority
 - b) have appropriate proposed minimum operational standards
 - c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
 - d) where possible, provide multifunctional benefits
- 8.26 Paragraph 174 - planning decisions should contribute to and enhance the natural and local environment by:
- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
 - b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
 - c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
 - d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
 - e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
 - f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

- 8.27 Paragraph 185 - Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
- 8.28 Paragraph 186 - Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
- 8.29 Paragraph 187 - Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.
- 8.30 Paragraph 188 – The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. 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.

The National Planning Policy for Waste (NPPW) (October 2014)

- 8.31 The National Planning Policy for Waste (NPPW) sets out the national planning policies for waste development and is to be read in conjunction with the NPPF, including the Government's continuing ambition to work towards a more sustainable and efficient approach to resource use and management, by driving waste up the hierarchy and minimising waste. This includes helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment and recognising the need for a mix of types and scale of facilities, and that adequate provision must be made for waste disposal.

8.32 Paragraph 7 of the NPPW sets out specific considerations to be taken into account in determining waste planning applications, which include:

- Only expecting applicants to demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up to date Local Plan;
- Considering the likely impact on the local environment and on amenity against the locational criteria set out in Appendix B; and
- Ensuring that waste management facilities in themselves are well-designed, so that they contribute positively to the character and quality of the area in which they are located.

Our Waste, Our Resources: A Strategy for England (December 2018) & the Waste Management Plan for England (January 2021)

8.33 Our Waste, Our Resources: A Strategy for England sets out the Government's strategy in England for preserving resources by minimising waste, promoting resource efficiency and moving towards a circular economy, in line with the UK Government's 25 Year Environment Plan, whilst the Waste Management Plan for England provides an overview of waste management in order to fulfil the requirements of the Waste (England and Wales) Regulations 2011.

Cambridgeshire and Peterborough Minerals and Waste Local Plan (MWLP) (July 2021)

8.34 On 28 July 2021 Cambridgeshire County Council and Peterborough City Council adopted a Minerals and Waste Local Plan which sets the framework for all mineral and waste developments until 2036. The following policies are considered relevant in relation to this proposal:

- Policy 1: Sustainable Development and Climate Change
- Policy 3: Waste Management Needs
- Policy 4: Providing for Waste Management Needs
- Policy 10: Waste Management Areas (WMAs)
- Policy 17: Design
- Policy 18: Amenity Considerations
- Policy 19: Restoration and Aftercare
- Policy 20: Biodiversity and Geodiversity
- Policy 22: Flood and Water Management
- Policy 23: Traffic, Highways and Rights of Way

The application sites are shown on the MWLP Adopted Amendments to the Policies Map July 2021 as a WMA (Policy 10).

South Cambridgeshire Local Plan (SCLP) (September 2018)

8.35 The South Cambridgeshire Local Plan was adopted on 27th September 2018 South Cambridgeshire Local Plan (SCLP) (September 2018). It sets out the vision and policies to guide future development in which new infrastructure plays an important role in delivering sustainable development. The objectives of the plan include ensuring that all new

development provides or has access to a range of services and facilities that support healthy lifestyles and well-being for everyone. The following local plan policies are of relevance in the determination of this planning application.

- S/2: Objectives of the Local Plan
- S/3: Presumption in Favour of Sustainable Development
- S/4: Cambridge Green Belt
- S/6: The Development Strategy to 2031
- CC/1: Mitigation and Adaptation to Climate Change
- CC/6: Construction Methods
- CC/7: Water Quality
- CC/8: Sustainable Drainage Systems
- CC/9: Managing Flood Risk
- HQ/1: Design Principles
- NH/2: Protecting and Enhancing Landscape Character
- NH/4: Biodiversity
- NH/5: Sites of Biodiversity or Geological Importance
- NH/6: Green Infrastructure
- NH/8: Mitigating the Impact of Development in and adjoining the Green Belt
- NH/9: Redevelopment of Previously Developed Sites and Infilling in the Green Belt
- SC/9: Lighting Proposals
- SC/10: Noise Pollution
- SC/11: Contaminated Land
- SC/12: Air Quality

Other Planning Documents

8.36 As identified on South Cambridgeshire District Council's website, the following documents are material considerations when making planning decisions with the weight in decision making to be determined on a case-by-case basis having regard to consistency with national planning guidance and the adopted South Cambridgeshire Local Plan.

- Cambridgeshire Flood and Water Supplementary Planning Document (SPD) (November 2016)
- Greater Cambridge Sustainable Design and Construction SPD (January 2020)
- Greater Cambridge Biodiversity SPD (February 2022)
- SCDC Trees and Development Sites SPD (January 2009)
- The Cambridgeshire and Peterborough Local Transport Plan (February 2020)

Emerging Greater Cambridge Local Plan

8.37 Cambridge City Council and South Cambridgeshire District Council are currently in the process of bring forward a new joint Local Plan for the two areas, the Greater Cambridge Local Plan, which will be the plan for the period up to 2041. The Councils have agreed an updated timetable for the Local Plan in a revised Local Development Scheme, adopted in August 2022. A First Proposals consultation took place from November and December 2021, and it is anticipated that the Proposed Submission Greater Cambridge Local Plan will be published for consultation in Autumn 2024.

9. Planning Considerations

The Main Issues

- 9.1 The main issues to be considered in the determination of this application concern the principle of the development, whether it is acceptable in terms of Green Belt policy and flood risk and drainage, as well as climate change considerations. Other relevant issues include the impacts on landscape, trees and restoration, ecology, highways and amenity impacts, including noise, air quality and lighting.

Principle of the Development

- 9.2 In relation to the principle of the development, as set out in Section 3 above, the purpose of the redevelopment and expansion of Milton Household Recycling Centre (HRC) and its permanent retention, is to facilitate the continued recycling and recovery of mainly household waste, but also some commercial and industrial waste generated from northern Cambridge and surrounding area. It is also intended to upgrade and future proof the Milton HRC and continue to allow the County to meet the planned growth in population and the associated growth in waste.
- 9.3 MWLP Policy 1: Sustainable Development and Climate Change, requires that waste management proposals are assessed against the overarching principle of whether they would play an active role in guiding development towards sustainable solutions. The policy requires that the location, design, site operation and transportation related to the development help reduce greenhouse gas emissions and take into account any significant impacts on human health and wellbeing including air quality.
- 9.4 This means that for waste management proposals, that the principle of the waste hierarchy has to be considered and addressed; and to broadly quantify the reduction in carbon dioxide and other relevant greenhouse gases e.g. methane, that would be achieved as result of the proposal, and how this will be monitored and addressed in future.
- 9.5 The HRC application submission states that climate change considerations are implicit within the proposal insofar as it will provide part of the necessary network of infrastructure for existing and future local residents to allow them to drive the management of their waste up the waste hierarchy and to ensure that more resources are reused and/or made available for recycling.
- 9.6 The applicant states that climate change considerations are reflected in the chosen location of the proposed development. To minimise the distance travelled by residents using the HRC infrastructure (and minimise the associated car movements), the aim is to ensure that HRC provision for most residents lies within a 20-minute drive time (see below). The retention of a permanent HRC at the Milton site fulfils this requirement thereby minimising the distances that local residents will need to travel to access waste management infrastructure.
- 9.7 The application also highlights the features of the proposed design that are intended to fulfil climate change objectives, most notably, through exploring the possibility of renewable energy provision on-site, though the installation of solar PV panels on the roof of the proposed site office and re-use shop (although this does not actually form part of the current application). On-site lighting would also be energy efficient, low lux and set on timers/sensors to avoid unnecessary use.

- 9.8 In relation to the impacts on human health, wellbeing and air quality, the application is supported by a number of assessments, including a Healthy Urban Development Unit (HUDU) rapid health impact assessment matrix, Air Quality Assessment, Noise & Vibration Assessment, Lighting Assessment and a Phase 1 Contaminated Land Desk Study, which consider whether the proposed Milton HRC upgrade scheme would result in any significant adverse effects. These confirm that the proposed development would not give rise to any significant adverse effects and none of the statutory consultees have raised any significant concerns in relation to the potential impacts on human health, wellbeing and air quality. These impacts are considered in further detail in the section below on amenity impacts.
- 9.9 There is therefore no reason to disagree that the development would provide a sustainable solution to the management of waste in and around Cambridge including reducing greenhouse gas emissions and the impacts on human health, wellbeing and air quality.
- 9.10 MWLP Policy 3 deals with waste management needs and sets out indicative levels of waste management capacity needs over the lifetime of the MWLP, including that for materials recycling capacity for mixed municipal and commercial and industrial waste streams. The MWLP identifies a capacity gap of 0.12 million tonnes for materials recycling for mixed municipal, and commercial and industrial waste streams by 2036. As such, it identifies that there is a requirement for additional capacity for materials recycling capacity for mixed municipal and commercial and industrial waste streams, although it does not make any site-specific allocations for new waste management facilities. Paragraph 3.41 of the supporting text makes clear that the Plan's indicative capacity needs are not intended to form a ceiling. Instead, it states, where justified, and in line with the wider aims and policies of the plan, that the Council will be supportive of opportunities for additional capacity to be approved for a range of waste management methods where this will drive waste up the waste management hierarchy.
- 9.11 The policy concludes by stating that:
- “The net capacity figures in the table above are not ceilings for recycling, treatment or recovery of waste. As such, proposals will, in principle (and provided they are in accordance with Policy 4: Providing for Waste Management), be supported if any of the following scenarios apply:
- a) it would assist in closing a gap identified in the table, provided such a gap has not already been demonstrably closed; or
 - b) it would assist in closing a new gap identified in the future, with such identification to be set out in the annual monitoring of the Plan; or
 - c) it moves waste capacity already identified in the above table up the waste hierarchy.”
- 9.12 The application presents an assessment of need in relation to these scenarios and in particular what that need is in relation to two key considerations; the need for the proposed increased HRC capacity; and the need for the HRC capacity to be supplied from the existing Milton HRC site.
- 9.13 In relation to meeting the needs of projected household growth, the application refers to the provision of a sustainable network of HRCs that are well related to household demands and national guidance published by the Waste and Resource Action Programme (WRAP)

identifies that there should be a maximum drive time of 20 minutes to the nearest facility. The application includes an assessment that identifies that Cambridgeshire's established network of HRCs is well related to the resident population with all households in the Cambridge area that is served by a facility within a 20 minute drive time.

- 9.14 However, the application submission also identifies that the closure of the Milton HRC, without provision of a replacement, would leave 34,000 households without a facility within this 20 minute drive-time and, using the current housing growth projections, this would rise to over 45,000 households without a HRC facility within a 20 minute drive.
- 9.15 Furthermore, if it is assumed that potential users of the site will always travel to the nearest facility, and that if all other factors (ease of use, range of facilities, visitor perceptions) are equal, the use of Milton HRC, which currently serves nearly 75,000 households, is projected to rise steadily to the site being used by nearly 100,000 households over the next twenty years, confirming that there is a clear continued need for a HRC in the Milton area.
- 9.16 It could be argued that the principle of waste uses at the site has already been established through the extant planning permission for the Milton Landfill Site, including the HRC, Planning Permission reference S/0109/18/CW. This is however only a time limited permission, and the use of Greenbelt land was not intended to be permanent, with the site being restored at the end of operational life of the landfill. The HRC nevertheless represents existing waste management capacity which, if not replaced, would result in a loss of existing capacity. There is, therefore, not only a need to replace the lost capacity but also to provide additional capacity to meet the requirements for future growth in waste arising in Cambridge and the surrounding area.
- 9.17 Notwithstanding this conclusion, the application includes a Household Waste Recycling Centre Site Search report which considers the availability and suitability of other sites within the north Cambridgeshire area including sites allocated as part of the Cambridge Northern Fringe East. Key criteria for the assessment of available alternative sites were identified as follows:
- A location that should be within 20 minutes travel time of the northern wards of Cambridge, for example along the A14 corridor or north along the A10 as the facilities need to be close to where the waste is generated to maximise usage in order to combat fly tipping;
 - Minimising the duplication of catchment areas in the County's other eight existing recycling centres wherever possible;
 - That the site should have good access to road network for site users and the Heavy Commercial Vehicles that service the site;
 - That a freehold site is preferred but that a leasehold of 20-30 years + would be considered;
 - That in terms of size, the site should be a minimum of 0.85 hectares;
 - That rectangular level site is preferred which abuts adopted highway; and
 - That the site with a permitted B2/B8 use class would be preferable but that the search should not be limited to only these sites.
- 9.18 Based on the above criteria, ten potentially suitable alternative sites were identified, (including Milton). These sites were assessed by applying a score and weighting base on an agreed prioritisation of these factors. These factors, in order of prioritisation were as follows:

- Catchment – to avoid the duplication with the other eight recycling centres;
- Environmental – minerals;
- Access – close to junctions with main roads and public transport;
- Environmental – flooding/proximity to flood zones;
- Location – existing and neighbouring uses;
- Shape and Layout – to maximise the use of the site;
- Size – meeting the minimum area required;
- Use class;
- Tenure – freehold, or if leasehold, the length of term; and
- Proximity to other waste facilities.

- 9.19 The detailed site appraisal work concluded that the Milton HRC represents the best and most available location to provide a long-term, permanent facility to serve existing and new residents of Cambridge City and South Cambridgeshire. Most notably because:
- The site's location off the A10 and A14 trunk roads maximises the HRCs potential catchment (i.e., resident numbers within 20-minute travel time); and
 - The site's location on major routes into/out of Cambridge and close to major supermarket will allow visits to be combined with other journeys.
- 9.20 The two other sites identified as being potentially suitable were Northstowe (Phase 1) and the former Cowley Road Park and Ride. Northstowe was deemed a less favourable site than Milton as it would not be able to offer the required capacity and areas of the Milton HRC catchment would exceed the recommended 20 minutes travel time. The Cowley Road Park and Ride site was earmarked for other development (an Innovation Park and Anglian wastewater treatment works) and therefore was potentially unavailable as an alternative to Milton.
- 9.21 The overall conclusion was that Milton HRC represents the most suitable location to provide a long-term, permanent facility to serve existing and new residents of Cambridge City and South Cambridgeshire. Milton was therefore identified as the best option for ensuring sustainable waste management practice across the county. The Milton site falls within all three of the scenarios identified in MWLP Policy 4, i.e. that it: would assist in closing a capacity gap identified in the table; would assist in closing a new gap identified in the future; and, would ensure that waste continues to be managed in accordance with the waste hierarchy, even if it does not actually result in its management further up the waste hierarchy than currently.
- 9.22 MWLP Policy 4 states that “the Council’s aim to actively encourage and will in principle support the sustainable management of waste, which includes encouraging waste to move as far up the waste hierarchy as possible, whilst also ensuring net self-sufficiency over the Plan area. In order to ensure this aim can be met, waste management proposals must demonstrably contribute towards sustainable waste management by moving waste up the waste hierarchy”.
- 9.23 Whilst the proposed development provides no significant improvement in relation to this aspect of MWLP Policy 4, the retention and development of the Milton HRC is nevertheless still important in ensuring that the existing recycling capacity for household and commercial and industrial waste streams is not only maintained but upgraded and future proofed. The retention and upgrade will continue to allow the County to meet the demands of population

growth and the any associated growth in waste, thereby contributing towards sustainable waste management.

- 9.24 The other element of MWLP Policy 4 is concerned with the location waste management facilities and sets out a locational strategy that seeks, as far as possible, to ensure that new and extended waste management infrastructure is located within the settlement boundaries of the main centres of population with the county, including Cambridge. However, it also provides the development of new and extended waste management infrastructure, where this is not possible or there are sound reasons for locating outside settlement boundaries. MWLP Policy 4 further states that:

“Where such sites are demonstrated not to be available or suitable, using a proportionate amount of evidence, then support will be given, in principle, to locating facilities on other suitable sites within the urban areas identified above; or on the edge of them where it is demonstrated that the development is compatible with surrounding uses (including the physical size and throughput of the proposed development); and where there is a relationship with the settlement by virtue of landscape, design of the facility, and highway access.”

- 9.25 As set out above, the identification the existing Milton HRC site as the optimum location for a permanent HRC has been subject of a Household Waste Recycling Centre Site Search report, which has concluded that the site represents the best available location to provide a long-term, permanent facility to serve existing and new residents of Cambridge City and South Cambridgeshire. The supporting assessments submitted with the application and responses from statutory consultees also confirm that the permanent development of the site is compatible with surrounding uses and acceptable in terms of the impacts on landscape, the design of the facility, and highway access (as set out in sections below on these matters).
- 9.26 Overall, in terms of the principle of the development can therefore be considered to be acceptable and in accordance with the key policies in the MWLP.

Green Belt

- 9.27 The site's location to the north of Cambridge, in the Cambridge Green Belt raises the substantive issue of whether the proposal is either acceptable in terms of Green Belt policy, or can otherwise be justified as inappropriate development, but because very special circumstances justify approval.
- 9.28 Relevant development plan policy includes the SCLP Policy S/2: Objectives of the Local Plan and Policy S/4: Cambridge Green Belt, NH/8: Mitigating the Impact of Development in and adjoining the Green Belt and NH/9: Redevelopment of Previously Developed Sites and Infilling in the Green Belt, and also the NPPF, paragraphs 147, 148 and 150.
- 9.29 SCLP Policy S/2 makes clear that the vision for the Local Plan will be secured through the achievement of 6 key objectives, one of which, set out in sub-paragraph (b), refers to protecting the character of South Cambridgeshire, including its built and natural heritage, and protecting the Cambridge Green Belt. Policy S/4, in support of Policy S/2, states that new development in the Green Belt will only be approved in accordance with Green Belt policy in the NPPF.

- 9.30 Details of the relevant paragraphs on the Green Belt in the NPPF are set out in Section 8 above. Paragraph 150 makes it clear that certain forms of development (which are not buildings) do not constitute inappropriate development in the Green Belt, so long as they preserve its openness and do not conflict with the purposes of including land within it, these include engineering operations and material changes in the use of land.
- 9.31 NPPF Paragraph 138 identifies the purposes of the Green Belt as being; to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 9.32 In terms of the type of development, the baseline in this case has to be taken as being the approved restored landfill site which is how the site would be left following the removal of the existing temporary HRC, were it not to be retained. From this baseline, the permanent retention of the HRC including its redevelopment and expansion represents both a change of use from the consented restored landfill site, and an engineering operation insofar as the HRC infrastructure on site would be re-developed and extended. Both of these operations fall within the types of development listed in paragraph 150 of the NPPF, as not being inappropriate development in the Green Belt, subject to preserving its openness and not conflicting with the purposes of including land within the Green Belt. In this instance, there cannot be considered to be any conflict with the purposes as the Green Belt insofar as, the retained, enlarged and redeveloped HRC is located within an area that is completely screened from the surrounding area on all four sides by the raised contours of the Milton Landfill to the immediate north-west and south-west, and by a thick belt of trees/woodland that adjoins the immediate north-east side and south-east. The HRC site is not visible from any publicly accessed location, other than a glimpsed view of the signs at the entrance to site, from the junction of the access road where it meets Butt Lane. As such, there cannot be considered to be conflict with the purposes of the Green Belt as defined in paragraph 138 of the NPPF, and the development of the site cannot accordingly be considered to be inappropriate development in accordance with paragraph 150.
- 9.33 The redevelopment of the site will include two buildings, a 10.5m x 4.1m x 2.5m high site/welfare unit, and a 10.24m x 3.40m x 2.5m high Re-Use Shop. The NPPF paragraph 149 does not include explicit reference to waste management buildings in the types of building that are excluded from the definition of inappropriate development, but it does state (in sub-paragraph (g)) that limited infilling, which would not have a greater impact on the openness of the Green Belt than the existing development, can be considered not to be inappropriate development in the Green Belt. In this instance, the location of the proposed redesigned HRC including the two proposed buildings, would, as set out above, be completely screened from the surrounding area on all four sides. Accordingly, the development of the two buildings on the site can be considered not to be inappropriate development in the Green Belt in accordance with NPPF paragraph 149. It should be noted that whilst paragraph 149 also refers to the development on previously developed land, the NPPF is explicit in stating that land that has been developed for waste disposal by landfill, where provision for restoration has already been secured through the grant of planning permission, does not fall within the definition of previously developed land.
- 9.34 For the reasons set out above the retention, redevelopment and expansion of Milton HRC, can also be considered to be compliant with SCLP Policies S/2, S/4, NH/8 and NH/9. The

amendments to the amended landscaping proposals do not arise any additional issues in terms of Green Belt Policy.

Flood Risk and Drainage

- 9.35 The key issue in relation to flood risk and drainage is whether the redevelopment and expansion of Milton Household Recycling Centre (HRC) and its permanent retention gives rise to any surface water management and flood risk issues. Relevant policies include the MWLP Policy 22: Flood and Water Management, the SCLP Policies CC/7: Water Quality; CC/8: Sustainable Drainage Systems; and CC/9: Managing Flood Risk. The NPPF Chapter 14: Meeting the challenge of climate change, flooding and coastal change (paragraphs 152 to 169), the NPPW, paragraph 7 and Appendix B, and the Cambridgeshire Flood and Water SPD are also material considerations. The policy objectives are to ensure that new waste management development does not significantly adversely impact on: the quantity and quality of surface or groundwater resources; the quantity and quality of water abstraction currently enjoyed by abstractors unless acceptable alternative provision is made; and the flow of groundwater at or in the vicinity of the site.
- 9.36 Milton Landfill and HRC are located in Flood Zone1 (land having a less than 1 in 1,000 annual probability of river or sea flooding) which is not area identified as being at high risk of flooding. The application is supported by a Drainage Strategy report which includes a Flood Risk Assessment. This identifies that the redevelopment and expansion of Milton HRC and its permanent retention will necessitate the implementation of new drainage strategy for the site.
- 9.37 As set out above, the representations submitted in response to the two applications have raised some concerns about ensuring that there is effective management of surface water drainage on the HRC and the access into the site, where there has been incidence of localised flooding.
- 9.38 In the course of the determination process there has been considerable dialogue between the applicant and the LLFA, which has resulted in an amended surface water drainage strategy being submitted in relation to surface water management on and around the HRC. The drainage strategy, which has been prepared in accordance with the NPPF, DEFRA, LLFA and Construction Industry Research and Information Association (CIRIA) guidance, aims to ensure that surface water can be managed within the confines of the site. The key points from the drainage strategy are that:
- The infiltration of surface water at this site is not permitted owing to a condition applied on the site by the Environment Agency;
 - The discharge of surface water to an existing watercourse is to continue under the site's existing Environmental Permit;
 - The 1% AEP rainfall intensities are subject to an 40% uplift to account for climate change;
 - 1% AEP or 1 in 100-year (plus 40% for climate change) attenuation volumes for the permeable car park and lower operational storage tanks are approximately 79.7m³ and 297.8m³;
 - Surface water from the expanded lower operational area will be pumped at 5l/s to discharge into the site's existing surface water drainage system;
 - Suitable water quality management measures with appropriate pollution control indices have been incorporated in the proposed SuDS;

- The existing and proposed networks have been modelled with demonstration that, through the introduction of permeable car parking to the existing area and the use of underground storage, the quantity of water discharging from the site will be reduced for all storm events; and
- A flood risk appraisal has demonstrated that the site is at low risk from all sources as well as capable of containing the 1 in 100-year rainfall event within the site's ownership boundary. Measures to manage the risk of flooding (drainage exceedance) within the site are incorporated in the design.

- 9.39 The Drainage Strategy has been agreed with the LLFA, subject to the inclusion of a condition requiring the submission of further details (which is included as Condition 4 in the list of recommended conditions). The Environment Agency has advised that it has no objection.
- 9.40 On this basis there are no unresolved concerns that the proposals contained in the two applications, are not acceptable in terms of flood risk, climate change and impacts on water quality, and they can, therefore, be considered to be acceptable in terms of development plan policy and national planning policy set out in the NPPF and NPPW.

Landscape, Trees and Restoration

- 9.41 The main consideration in relation to the impact on landscape and trees is whether the redevelopment and expansion of the Milton HRC and its permanent retention would have any significant impact on the surrounding landscape or trees, particularly given that the area of the HRC would no longer be restored in line with existing landfill planning permission. Whether development of the site would impact the effective restoration of the Milton Landfill Site has also been considered. Relevant policies include the MWLP Policy 17: Design and Policy 19: Restoration and Aftercare, which seek to ensure an appropriate level of landscape design in new development including the retention and enhancement of important landscape features and assets and to safeguard landscape character. SCLP Policies HQ/1: Design Principles and NH/2: Protecting and Enhancing Landscape Character have similar objectives. Policy SC/9: Lighting Proposals is also relevant. The NPPF Chapter 15: Conserving and enhancing the natural environment (paragraph 174), and the NPPW, paragraph 7 and Appendix B, are also material considerations which similarly seek to ensure the protection and enhancement of valued landscapes.
- 9.42 To assess the impact on landscape, a Landscape and Visual Assessment (LVA) has been submitted which assesses the effects associated with the construction and operation of the upgraded Milton HRC upon landscape elements within the site boundary and landscape character. The assessment considers the visual impact on: local residents; the closest properties to the site; users of recreational routes; and, drivers and their passengers traveling along the main adjacent transport routes.
- 9.43 The assessment identifies a minor effect within the site during the construction phase, with a small proportion of regenerated trees needing to be removed to accommodate the footprint of the upgraded facility. This loss of trees would however be compensated by the introduction of new tree planting as part of a wider landscape plan. As a result, the long-term landscape effects are assessed as being neutral and negligible, as the trees gradually mature during the operational phase.

9.44 In terms of visual effects, the LVA identifies that there would be little or no effects to the south and west of the site as a consequence of the separation distance and screening provided by the tree belts which already surround the Milton Landfill. This screening will be reinforced by the final landform within the restored landfill site. The effects to the north or east of the site, are identified as being minor or negligible, and would be limited to visibility of the upper most sections of lighting columns and associated emitted light, that would be operational for short periods of time. The effects may be visible above or through the top of the 6m high tree belt which separates the site and Butt Lane or through the tree belt which follows the eastern boundary of the Milton Landfill. However, the LVA also notes that any visible presence of lighting columns in daytime views and associated lighting in night-time views would be incremental to the existing high levels of lighting and lighting columns that already exist within the Milton Road Park and Ride site, so that the impact would be minimal. As set out above South Cambridgeshire District Council - Climate, Environment & Waste - Environment Planning have advised that they have no objection in principle to the application subject to the imposition of a condition requiring the submission of a more detailed lighting scheme. This can be secured by condition, which is included as Condition 9 in the list of recommended conditions.

9.45 There are no other identified impacts arising from the area of the landfill to be occupied by the redeveloped and expanded HRC or the site not being restored. There have been no objections from statutory consultees in relation to the impact on the landscape, trees or the acceptability of the proposed changes to the restoration scheme, which are included in an amended restoration plan submitted with Planning Application reference CCC/21/261/VAR for the Milton Landfill Site. On this basis the proposals set out in the application can be considered to be acceptable in terms of relevant development plan and national planning policy.

Ecology

9.46 Planning Application reference CCC/21/261/VAR for proposed alterations to the Milton Landfill restoration, includes an updated restoration plan, with additional tree hedgerow and grassland planting to provide enhanced wildlife habitat and corridors. Whilst the two applications do not raise any significant issues in terms of Ecology and Biodiversity, the information submitted with them, assesses whether the proposed changes to the restoration of the landfill and the redevelopment and expansion of the HRC have any impacts on habitats and protected species.

9.47 The ecology report details the survey work undertaken to support the applications which identified that an initial Extended Phase 1 Habitat Survey was carried out across the landfill and HRC site in January 2020 and that an update to the Extended Phase 1 Habitat Survey was carried out in March 2021. A Great Crested Newt Survey Report was also submitted with the application and a survey of all trees on the site was carried out by a qualified arboriculturist. The ecology report identifies that the site and wider landfill site contain habitats, including, tall-ruderal, ephemeral/short perennial, scrub, amenity grassland, semi-improved neutral grassland and plantation broadleaf woodland and hedgerows. It also identifies that many of these habitats have good connectivity to the wider site area through the hedgerow and ditch network of the surrounding arable fields.

9.48 The report further identifies that of these habitats, only the broadleaf woodland was a local priority habitat which would be impacted by the works. However, it was also identified that this woodland is planted and a poor example of a broadleaved woodland, and as such, is

deemed to have very limited biodiversity value and any loss of this habitat would have a negligible effect on biodiversity in the local area.

- 9.49 Notwithstanding this, the Extended Phase 1 Habitat study and field survey identified the potential for several protected species to utilise habitats on and adjacent to the site, including bats, nesting bird, great crested newts, and reptiles. The report nevertheless concludes that due to the limited scope of the proposed works in terms of land take and short (6 month) construction phase, and the incorporation of a number of mitigation measures, that the proposed redevelopment of Milton HRC and its permanent retention would have negligible ecological effects.
- 9.50 As set out above, the County Council's Ecologist has advised that they support approval of the application, subject to the production and implementation of reasonable avoidance measures for protected species, through the submission of a Biodiversity Method Statement, that can be secured by condition. This is included as Condition 13 in the list of recommended conditions). Natural England have also confirmed that they have no objection.

Highways

- 9.51 in relation to highways, the application raises two main issues; whether there any impacts on the local road network in terms of the traffic generated, both during construction and operation, and whether the proposed access arrangements into the site are acceptable.
- 9.52 The application submissions include a Transport Statement (including a Travel Plan) and a Construction Traffic Management Plan. The Transport Statement identifies that due to the nature of the proposed development, it is likely that trips to/from the HRC will be made predominantly by private car. The site design has nevertheless been developed to Waste and Resources Action Programme (WRAP) best practice design principles to include provision for pedestrian and bicycle access, with bicycle parking to be provided onsite. Measures will also be put in place include a Travel Plan to encourage staff to travel to/from the site by non-car modes of transport.
- 9.53 The assessment considers the cumulative impact of the redevelopment of the HRC together with other new developments along the A10 corridor, including the proposed new housing developments at Waterbeach (for a total of 11,000 new houses and business, retail, leisure, sports and new schools), the expansion of the Cambridge Research Park at Waterbeach, and the new South Cambridgeshire Police Station. It identifies that the junctions along the A10 corridor will operate above capacity taking into account the committed developments, including those at the A10/A14 Grade Separated Signal Junction, the A10/Butt Lane signal junction; and the A10/Milton Park and Ride signal junction. However, it also identifies that the addition of Milton HRC traffic is predicted to have only a minor additional impact on the operation of these junctions, and consequently that there are no highways or transport reasons why the applications should not be approved.
- 9.54 In relation to the adequacy of the access on to Butt Lane, the Highway Authority, initially objected to the HRC application on the basis that the submitted drawings did not provide a sufficient level of detail to enable a reasonable engineering assessment to be made of any alterations to the access, and in particular whether it provided adequate detail of how safe pedestrian and bicycle routes would be provided at the entrance to the site from Butt Lane. This, it commented, is important because the relatively high flows of cyclists along Butt

Lane. As result, further detailed drawings have been provided, and as a consequence the Highway Authority has withdrawn its initial objection and advises that the highways and access details are now in principle acceptable, subject to the detailed design requirements being approved through an Agreement under s.278 of the Highways Act 1990. As set out above National Highways has confirmed that it has now objection to the proposals.

Amenity Impacts, including Noise, Air Quality and Lighting

- 9.55 There are three potential impacts in terms of amenity that need to be considered. These relate to noise, odours and lighting. The potential lighting impacts are discussed in the section above on landscape, trees and restoration.
- 9.56 A Noise and Vibration Assessment has been submitted with the application which confirms that background noise monitoring has been undertaken at three locations that are considered to be representative of the nearest noise sensitive receptors (NSRs) to the Site. The measured sound levels from the survey have been utilised as part of the British Standard (BS) 4142 assessment. A sound propagation model of the proposed HRC was created to enable the rating levels to be predicted at each noise sensitive receptor. These rating levels were compared to the existing representative background noise levels measured at the corresponding receptor locations. A BS 4142 assessment was undertaken in order to determine the impact at each receptor. This identified that impact on noise on the character of the area would be very limited due to the proximity of the A10, the A14, the operational landfill site (until 2026), and the proximity of Milton Park and Ride Site. The assessment confirmed a low to negligible noise impact is predicted during the daytime operational hours at each receptor, during the daytime operational hours.
- 9.57 There have been no third-party representations expressing concern about noise and South Cambridgeshire District Council - Climate, Environment & Waste - Environment Planning have advised that they are in agreement with the methodology, findings and conclusion of the Noise and Vibration Assessment submitted with the application.
- 9.58 There is therefore no reason to consider that the redeveloped and expanded HRC would give rise to any unacceptable noise impacts that would adversely impact on the residential amenity of any neighbouring or nearby properties. Therefore, the proposal is considered to accord with the relevant development plan and national planning policies which include MLWP Policies 17 and 18, the SCLP Policy SC/10, the NPPF, Chapter 15, paragraphs 174 and 185, and the NPPW, paragraph 7 and Appendix B.
- 9.59 Similarly, in relation to air quality, an Air Quality Assessment has been submitted with the application. The assessment considers construction-related dust, emissions from traffic and the potential for operational dust. The assessment of construction-related dust effects was undertaken in accordance with Institute of Air Quality Management (IAQM) guidance on the assessment of dust from demolition and construction. It identifies the HRC site as being of 'low risk' in relation to dust soiling and the impacts on human health from earthworks and trackout activities, and as 'negligible risk' for demolition and construction activities.
- 9.60 The assessment of traffic impacts on air quality has used dispersion modelling (using what is known as the ADMS-Roads dispersion model - ADMS-Roads Version 5.0) to model dispersion from traffic to determine likely NO₂, PM₁₀ and PM_{2.5} concentrations at existing residential receptors situated along roads potentially impacted by the proposed development. The assessment identifies that the impact on pollutant concentrations at

existing receptors is predicted to be negligible. It is predicted that concentrations of NO₂, PM₁₀ and PM_{2.5} are likely to be well below the Air Quality Objective (AQO) levels at all modelled receptor locations in the baseline year in 2021, and in 2028 when the HRC is operating at full capacity. It consequently concludes that the AQO levels will not be exceeded at the HRC site and that the impact of additional traffic will not be significant, and consequently that no specific mitigation is considered to be necessary.

- 9.61 The assessment also includes an assessment of the operational-related dust effects, which was undertaken accordance with the IAQM guidance to predict the potential for dust to impact sensitive receptors in the surrounding area. It determined that the impact will be negligible at all high sensitivity receptors.
- 9.62 Again, there have been no third-party representations expressing concern about air quality impacts and none of the statutory consultees have expressed any objection on the basis of air quality or advising that they disagree with, or have any concerns about, the conclusions of the Air Quality Assessment.
- 9.63 Therefore, in relation to the air quality impacts, there are no reasons to consider that the redeveloped and expanded HRC would give rise to any unacceptable air quality impacts that would adversely impact on the residential amenity of any neighbouring or nearby properties. The redevelopment and expansion of the HRC can therefore also be considered to be acceptable in terms of relevant development plan policy and national planning policy which includes the MLWP Policies 17 and 18, the SCLP Policy SC/12, the NPPF, Chapter 15, paragraphs 174 and 185, and the NPPW, paragraph 7 and Appendix B.

10. Public Sector Equality Duties (PSED).

- 10.1 Section 149 of the Equalities Act 2010 places a statutory duty on all public bodies to consider the needs of all individuals in their day-to-day work, including those with protected characteristics. The protected characteristics under PSED are: disability, gender reassignment, pregnancy, maternity/ paternity, race, religion or belief (including non-belief), sex and sexual orientation. The Council, in the exercise of the planning functions, must have due regard to the need to the following aims in their decision-making: eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Act; foster good relations between people who share a relevant protected characteristic and those who do not share it; and advance equality of opportunity between people who share a relevant protected characteristic and people who do not share it. Furthermore, consideration must be given to removing or minimising disadvantages suffered by people due to their protected characteristics; meeting the needs of people with protected characteristics; and encouraging people with protected characteristics to participate in public life or in other activities where their participation is low.
- 10.2 In relation to the nine protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation under the Equality Act 2010, it is not envisaged the proposals are likely to impact negatively or specifically upon any of these groups. The proposal would retain the service with split level access available to all irrespective of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation. No specific local concerns have been raised that appear to refer to any of the nine protected characteristics.

11. Conclusion

- 11.1 In terms of the principle of the development the in relation to MWLP Policy 1: Sustainable Development and Climate Change, the application demonstrates that the proposal to redevelop and expand the Milton Household Recycling Centre (HRC) and its permanent retention beyond the life of the adjacent Milton Landfill site, would play an active role in guiding development towards the provision of sustainable waste management solutions. The proposal will help reduce greenhouse gas emissions and will do so in a way that would not have any significant impacts on human health and wellbeing and air quality.
- 11.2 In relation to Policy 3: Waste Management Needs and Policy 4: Providing for Waste Management Needs, the application confirms that the redevelopment and expansion of the Milton HRC and its permanent retention beyond the life of the adjacent Milton Landfill Site is required to meet the needs of projected household growth. This will be achieved through the provision of a permanent replacement HRC that is well related to the resident population by ensuring that all households in the Cambridge area continue to be served by a facility within the WRAP recommended 20 minute drive time.
- 11.3 The application identifies that if the redevelopment and expansion of the Milton HRC and its permanent retention, were not to go ahead, the closure of the existing Milton HRC, would leave 34,000 households without a facility within the 20 minute drive time and that in time, this would rise to over 45,000 under current, using current housing growth expectations. Therefore, there is a need to replace the capacity that would be lost in 2026 (should the life of the HRC continue to be linked with the current expiry of the landfill permission) and also to provide additional capacity to meet the requirements for future growth in waste arising in Cambridge and the surrounding area.
- 11.4 The redevelopment and expansion of the Milton HRC and its permanent retention beyond the life of the adjacent Milton Landfill Site, would not conflict with the purposes of the Green Belt as defined in paragraph 138 of the NPPF, and would not be inappropriate development in accordance with either paragraph 149 or 150 of the NPPF paragraph 149 and there acceptable in terms of Green Belt Policy.
- 11.5 The redevelopment and expansion of the Milton HRC and its permanent retention beyond the life of the adjacent Milton Landfill Site, is otherwise acceptable in terms of the terms of flood risk and drainage, including climate change considerations, and the impacts on landscape, ecology, highways and amenity (including the potential impacts from noise, air quality and lighting).

12. Recommendation

- 12.1 It is recommended that planning permission is granted subject to the following conditions:

Advisory Note

The Town & Country Planning (Development Management Procedure) (England) Order 2015 requires the Planning Authority to give reasons for the imposition of pre-commencement conditions. Conditions 5, 6, 9 and 13 below require further information to be submitted prior to the commencement of development and are therefore attached as a

pre-commencement condition. The developer may not legally commence development on site until the information required by these conditions has been submitted and approved, and the conditions discharged.

Conditions

1. Commencement

The development hereby permitted shall be begun before the expiration of 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. Notification of Commencement

Within seven days of the commencement of construction works on the site, including any demolition or site clearance works, notification of the start date of any such works shall be submitted to Waste Planning Authority.

Reason: For the avoidance of doubt as to when the Planning Permission is implemented.

3. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the application form dated 13th December 2021 and the following documents and drawings (received 13th December 2021, unless otherwise stated) except as otherwise required by any of the following conditions set out in this planning permission:

- 40645-WOD-XX-XX-FG-T-0001_S2_P01.1, Figure 2.1, Site Location Plan, dated October 2021;
- 40645-WOD-XX-XX-FG-T-0002_S2_P01.1, Planning Supporting Statement, Figure 3.1, Site Layout Plan, dated October 2021;
- 40645-WOD-XX-XX-FG-T-0003_S2_P01.1, Planning Supporting Statement, Figure 3.2, Elevations and Cross Section, dated October 2021;
- 40645-WOD-XX-XX-DR-OT-0009_S2_P02, Sheet 1 of 2, Access Scheme - Butt Lane, dated October 2022;
- 40645-WOD-XX-XX-DR-OT-0009_S2_P01, Sheet 2 of 2, Access Scheme - HRC Access from Unnamed Access Road, dated September 2022;
- XXXX-00, Milton Recycling Facility, Welfare Facility, undated;
- Portacabin Titan TN 1004, undated;
- Portakabin Solus Buildings Product Sheet 1, dated 9th December 2008;
- OPP1241928, Milton HWRC Proposed Shop Unit, dated 21st May 2021

- P155-290421-Rev, (Lighting Assessment), Milton Recycling Centre Rev. E, dated 29th April 2021;
- Planning Supporting Statement, Document Ref. 40645-WOOD-XX-XX-RP-0001_S3_P01, Wood Group UK Limited, dated November 2021;
- Transport Statement, Document Ref. 40645-WOD-XX-XX-RP-OT-0001_S0_P01, Wood Group UK Limited, dated October 2021;
- Construction Traffic Management Plan, Document Ref. 40645-WOD-XX-XX-RP-OT-0002_S0_P01, Wood Group UK Limited, dated October 2021;
- Extended Phase 1 Habitat Survey Report, Document Ref. DLon036R040320, Wood Environment & Infrastructure Solutions UK Limited, dated March 2020;
- Great Crested Newt Survey Report, Document Ref. DLon038R300620, Wood Environment & Infrastructure Solutions UK Limited, dated June 2020;
- Technical Note: Milton HRC, Extended Phase 1 Habitat Survey Report Addendum 2021, Document Ref. Dlon039R160321, Wood Group UK Limited, dated March 2021;
- Tree Survey and Constraints Report, Site: Milton, Cambridge, Prepared for: Wood PLC, Amenity Tree Care, dated 31st January 2019;
- Drainage Strategy, Document Ref. 40645-WOD-XX-XX-RP-D-0001, Revision PO4, Wood Group UK Limited, dated September 2022;
- Letter from Wood Group UK Limited in response to comments from Local Lead Flood Authority, dated 1st September 2022 ;
- Noise & Vibration Assessment, Document Ref. 40645-WOD-XX-XX-RP-ON-0001_S2_P01, Wood Environment & Infrastructure Solutions UK Limited, dated October 2021;
- Air Quality Assessment, Document Ref. 40645-WOD-XX-XX-RP-OA-0001_S2_P01, Wood Group UK Limited, dated October 2021;
- Phase 1 Contaminated Land Desk Study, Document Ref. 40645RR032i2, Wood Environment & Infrastructure Solutions UK Limited, dated March 2019;

Reason: To define the permission and protect the character and appearance of the locality in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and Policy 17 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021.

4. Surface Water Drainage

No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed surface water drainage scheme for the site, based on the agreed Drainage Strategy prepared by Wood Group UK Limited (ref: 40645-WOD-XX-XX-RP-D-0001 rev. P04) dated September 2022, has been

submitted to and approved in writing by the Waste Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details prior to occupation of the first dwelling.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

5. Surface Water Drainage

There shall be no drainage systems for the infiltration of surface water to the ground, except those agreed in the detailed surface water drainage scheme for the site that is submitted and approved in accordance with Condition 4. Any proposals for such systems must be supported by an assessment of the risks to controlled waters, as part of the information to be submitted in accordance with Condition 4.

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 (NPPF 2021; paragraphs 174, 183, 184).

6. Additional Surface Water Run-Off

No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Waste Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts.

7. Contamination - Remediation and Verification

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the Waste Planning Authority. The strategy will include the following components:

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 are

to 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. The plan shall also detail a long-term monitoring and maintenance plan as necessary; and

4. 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 in (3). The long-term monitoring and maintenance plan in (3) shall be updated and be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy SC/11 of the adopted South Cambridgeshire Local Plan 2018 and the National Planning Policy Framework (NPPF 2021; paragraphs 174, 183, 184).

8. Previously Unidentified Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the waste planning authority. The remediation strategy shall be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy SC/11 of the adopted South Cambridgeshire Local Plan 2018 and the National Planning Policy Framework (NPPF 2021; paragraphs 174, 183, 184).

9. Piling

No piling or any other foundation designs using penetrative methods shall be used in the construction of the site.

Reason: To ensure that there is unacceptable impact on groundwater and 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 (NPPF 2021; paragraphs 174, 183, 184).

10. Lighting

Prior to the commencement of the development, details of the lighting scheme, to include details of any external lighting of the site such as street lighting, floodlighting, security lighting and an assessment of impact on any sensitive residential premises off site, shall be submitted to and approved in writing by, the Waste Planning Authority. The scheme shall include layout plans/elevations with luminaire locations annotated, full isolux contour map/diagrams showing the predicted illuminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties, hours and frequency of use, a schedule of equipment in the lighting design (luminaire type/profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011".

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details/measures.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021.

11. Construction Traffic Management Plan

The construction phase of the development shall be undertaken in accordance with the details set out in the Construction Traffic Management Plan, Document Ref. 40645-WOD-XX-XX-RP-OT-0002_S0_P01, Wood Group UK Limited, dated October 2022.

Reason: In the interests of highway safety in accordance with Policy 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021.

12. Construction and Construction Delivery Hours

No construction or demolition work, or delivery of construction materials shall be carried out and no plant or power operated machinery (for the purposes of the installation of the approved plant) operated other than between the following hours:

- Monday to Friday, 7am to 7pm
- Saturday 8am to 1pm

and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021.

13. Hours of Operation

The hours of operation at the site shall be:

- Monday-Friday (April to September): 0900-2000;
- Saturday and Sunday (April to September): 0900-1800;
- Monday-Sunday (October to March): 0900-1600;
- Closed from 1300 on Christmas Eve and all-day Christmas Day, Boxing Day and New Year's Day.

No receipt or collection of materials deposited at the site shall take place outside these hours.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021.

14. Biodiversity Method Statement

No development shall take place (including any demolition, ground works, site clearance) until a method statement for protected species has been submitted to and approved in writing by the Waste Planning Authority. The content of the method statement shall include the:

- a) purpose and objectives of the proposed works;
- b) detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);
- c) extent and location of proposed works shown on appropriate scale maps and plans;
- d) timetable for implementation, demonstrating that works are aligned with the proposed phasing and construction;
- e) persons responsible for implementing the works;
- f) initial aftercare and long-term maintenance (where relevant);
- g) disposal of any waste arising from works.

The works shall be carried out strictly in accordance with the approved details and shall be retained in that manner thereafter.

Reason: To ensure delivery of reasonable avoidance measures, in accordance with Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policy NH/4 of the South Cambridgeshire Local Plan 2018.

Informatives

Ordinary Watercourse Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:

<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/>

Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution

(particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that

Environmental Permit

If the waste activities are extended outside of the permitted area the Environmental Permit must be varied before activities can take place in the extended area.

Compliance with paragraph 38 of the National Planning Policy Framework

The applicant did seek pre-application advice. The Waste Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms. The applicant has responded positively to the advice and recommendations provided and amendments have been made (where required) to satisfy concerns raised. All land use planning matters have been given full consideration, which resulted in overall support for the development proposal from statutory consultees.

Source Documents

[Link to the National Planning Policy Framework \(NPPF\) \(July 2021\)](#)

[Link to the National Planning Policy for Waste \(NPPW\) \(October 2014\)](#)

[Link to Our Waste, Our Resources: A Strategy for England \(December 2018\)](#)

[Link to the Waste Management Plan for England \(January 2021\)](#)

[Link to the Cambridgeshire and Peterborough Minerals and Waste Local Plan \(MWLP\) \(July 2021\)](#)

[Link to the South Cambridgeshire Local Plan \(SCLP\) \(September 2018\)](#)

[Link to the Cambridgeshire Flood and Water Supplementary Planning Document \(SPD\) \(November 2016\)](#)

[Link to the Greater Cambridge Sustainable Design and Construction SPD \(January 2020\)](#)

[Link to the Greater Cambridge Biodiversity SPD \(February 2022\)](#)

[Link to the South Cambridgeshire District Council Trees and Development Sites SPD \(January 2009\)](#)

[Link to the Cambridgeshire and Peterborough Local Transport Plan \(February 2020\)](#)

Extension to landfill site and relocated householders waste site

Informative: This is a Section 73 planning application to continue the development without compliance with Conditions 17 Site Layout, 25 Site Restoration and 27 Restoration Scheme of planning permission S/0109/18/CW to create a landform suitable for the potential relocation of the Householders Recycling Centre (the latter is subject to a separate planning permission being obtained).

At: Milton Landfill Site, Butt Lane, Milton, CB24 6DQ

Applicant: Cambridgeshire County Council - Waste Management

Application Number: CCC/21/261/VAR

To: Planning Committee

Date: 16th November 2022

From: Assistant Director, Planning, Growth and Environment

Electoral division(s): Waterbeach

Purpose: To consider the above planning application

Recommendation: That permission is granted subject to the conditions set out in paragraph 12.1

Officer contact: Andrew.Sierakowski@cambridgeshire.gov.uk

Name: Andrew Sierakowski

Post: Development Management Officer (Strategic and Specialist)

Email: [Link to email address of Andrew Sierakowski](mailto:Andrew.Sierakowski@cambridgeshire.gov.uk)

Tel: 01746 718799

1. Introduction / Background

- 1.1 This planning application seeks approval for amendments to the approved restoration scheme for the Milton Landfill site that would arise if Planning Application reference CCC/21/259/FUL, for the redevelopment and expansion of Milton Household Recycling Centre (HRC) and its permanent retention beyond the life of the Landfill site, is approved and implemented.
- 1.2 The details full of Planning Application reference CCC/21/259/FUL, including the background to, and details of, the proposed redevelopment and expansion of Milton HRC and its permanent retention are set out in the report pertaining to that application which precedes this agenda item.
- 1.3 The Milton landfill and HRC are currently consented under a single combined temporary planning permission, reference S/0109/18/CW, which is the main extant planning permission for the Milton Landfill Site. Condition 3 of that permission requires that the HRC closes and the landfill is completed and restored by 31st December 2026.
- 1.4 This application is only concerned with submission of an amended restoration scheme for the existing landfill, to accommodate the redevelopment and expansion of Milton HRC and its permanent retention. The application does not propose any increase or extension to the permitted landfill or the period of landfilling, although it would result in a minor change to the proposed restoration contours on the north-eastern side of the site where the HRC is located. The updated restoration plan submitted in respect of this application includes additional tree, hedgerow and grassland planting which will provide enhanced wildlife habitat and corridors.

2. The Site and Surroundings

- 2.1 Milton landfill covers an area of 64.6 hectares (ha), which comprises:
 - The main landfill and ancillary waste management facilities which are operated by FCC Environment;
 - A landfill gas utilisation plant, which uses landfill gas to produce electricity supplied to the National Grid, which is also managed by FCC Environment; and
 - Milton HRC, which is operated by Amey on behalf of CCC.
- 2.2 Milton landfill is located entirely within the Cambridge Green Belt. It is bounded to the north by Butt Lane and to the west by Mere Way, a historic Roman road, with the Cambridge Park and Ride located to the east. There is a public footpath and a designated byway (Ref. 162/3) along Mere Way which runs along the western boundary of the site. There are no other public footpaths either on or in close proximity to the site.
- 2.3 The surrounding area comprises agricultural fields to the north, west and south, beyond which lies the A14 and the A10. Milton Village is located approximately 1km to the east, whilst the village of Impington lies 2km to the west. Cambridge lies 5km to the south. The nearest residential properties to the site are Sun Close Farm and New Close Farm to the north of Butt Lane, approximately 10m north of the site boundary and Mere Way Farm, approximately 20m to the west of the site boundary. There is approximately 50m of mature

landscape planting, including mature trees along the north-western, north-eastern and south-eastern boundaries of the site which screen it from the nearest residential properties and the surrounding area.

- 2.4 As set out above, the landfill and the HRC are currently consented to operate until the end of 2026 under Planning Permission reference S/0109/18/CW. The landfill gas facility is permitted to operate in perpetuity under Planning Permission reference CCC/20/017/FMW until the facility is no longer required in connection with the management of landfill gas from the landfill site.
- 2.5 Landfilling of the site is ongoing. Waste is landfilled in a series of engineered cells before capping and placement of soils. The application states that restoration of the site is currently more than 70% complete.

3. The Proposed Development

- 3.1 This application has been submitted under Section 73 of the Town and Country Planning Act 1990 (as amended) to amend the approved restoration plan referenced in Conditions 25 and 27 of S/0109/18/CW and set out a revised restoration masterplan for the wider site which excludes the footprint of the HRC. As a consequence, the amendment of Condition 17 of S/0109/18/CW which relates to the site layout would also be required.
- 3.2 The application states that the restoration plan has been developed having full cognisance of the need to achieve final contours of the land, which reflect:
- FCC Environment's continued operational needs (as site operator);
 - The need to sympathetically 'dovetail' the completed landfill with the existing HRC area, avoiding steep/sheer faces on the north-western and south-western sides of the HRC;
 - The site's Green Belt location, and the need to develop a restoration scheme which reflects the key objectives of including land within the Green Belt, most notably, the importance of retaining openness; and
 - Biodiversity objectives and the opportunity to agree an amended restoration plan which seeks to improve and enhance the biodiversity aspects of the existing permitted scheme.
- 3.3 In Respect of the Biodiversity objective detailed above, a full Biodiversity Net Gain (BNG) calculation has been carried out using the Defra BNG Metric 3.0 tool. This assessment has concluded that the proposed restoration plan provides a considerable uplift in biodiversity value far exceeding the 10% BNG aim for both area based and linear habitats.
- 3.4 Accordingly, the application seeks to amend Conditions 25 and 27 to state the following:
- Condition 25
"The site shall be restored in accordance with submitted plan 40645-WOD-XX-XX-FG-OP-0001_S2_P01, dated June 2022".
- Condition 27
"The detailed restoration of the site shall be carried out in accordance with the Restoration Plan 40645-WOD-XX-XX-FG-OP-0001_S2_P01, dated June 2022 referred to in condition 25.

All trees, shrubs and hedge plants supplied shall comply with the requirements of British Standard 3936, Specification for Nursery Stock. All pre-planting site preparation, planting and post-planting maintenance works shall be carried out in accordance with the requirements of British Standard 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces). All new trees shall be positioned in accordance with the requirements of Table 3 of British Standard BS 5837: 2005, Trees in relation to construction – Recommendations.”

- 3.5 Other consequential amendments that are required to ensure consistency with the new plans include an amendment to the wording of Condition 17, which currently states:

“The development hereby approved shall be carried out in accordance with the detailed layout plan no 653A351 dated 07.10.19 (received 10 October 2019) showing screen bunds, storage facilities, skip locations, surface lighting and floodlighting, means of enclosure, vehicle circulation areas and surface water drainage of the householders waste facility”.

- 3.6 To reflect the need to remove the land presently occupied by Milton HRC from the approved site layout plan, a new plan has been developed, Reference 40645-WOD-XX-XX-FG-OP-0001_S2_P01 and therefore the application also seeks to amend the wording of Condition 17 to state:

“The development hereby approved shall be carried out in accordance with the detailed layout plan no 40645-WOD-XX-XX-FG-OP-0001_S2_P01, dated June 2022”.

- 3.7 Although not expressly applied for in the full description of the application, other consequential amendments to the conditions of the existing permission are also required, to insert the reference to the updated restoration plan in Condition 9 and delete the reference to the HRC in Condition 16.

4. Planning History

- 4.1 The landfill and HRC have an extensive planning history dating back to the 1990s with an original consent, Planning Permission S/0289/91, for controlled landfilling, including a site extension to include the HRC to replace a then existing facility, approved on 14th October 1991.
- 4.2 A number of additional Section 73 planning applications were subsequently approved, to vary the conditions attached to the permission for the landfill and the HRC, including Planning Permissions S/01570/00/CW and S/00511/08/CW to extend the life of the landfill and HRC. The current extant planning permission, S/0109/18/CW, was approved on 19 March 2020 and it allows the continuation of operations without complying with Condition 1 of S/00511/08/CW in order to extend the operational life of the site and reinstatement of the site to a condition suitable for the resumption of agricultural use by 31 December 2026.

5. Publicity

- 5.1 The applications have been advertised in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) and the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) by notices in the Cambridge News on 7th October 2022 and erection of site notices adjacent

to the site entrance on Butt Lane and at appropriate adjacent locations in on the A10. Discretionary notification letters have also been sent to properties near the application site.

6. Consultation responses

- 6.1 A summary of the most recent comments is provided below. Where previous comments are still relevant, they are included:
- 6.2 Cambridgeshire County Council - Highway Authority: Has not commented on the application.
- 6.3 Cambridgeshire County Council - Local Lead Flood Authority (LLFA): The LLFA has advised that the variation of conditions sought do not appear to have any flood risk or drainage implications, and that it therefore has no objection.
- 6.4 Cambridgeshire County Council - Ecology: Advise that they support the proposed update of the restoration scheme and that it will result in a net gain in biodiversity value, subject to the submission for approval and implementation of a Landscape and Environmental management Plan (LEMP) that sets out details of the management of the restored landfill site. Accordingly, they recommend the grant of consent subject to conditions relating to the submission for approval of a LEMP, including a detailed landscaping scheme, which should include a programme of Biodiversity Net Gain (BNG) assessments to demonstrate that the BNG targets have been met.
- 6.5 Cambridgeshire Fire and Rescue Service: Has not commented on the application.
- 6.6 South Cambridgeshire District Council - Planning: Has no objection to the application.
- 6.7 South Cambridgeshire District Council - Climate, Environment & Waste - Air Quality: Have not commented on the application.
- 6.8 South Cambridgeshire District Council - Climate, Environment & Waste - Contaminated Land: Have not commented on the application.
- 6.9 South Cambridgeshire District Council - Climate, Environment & Waste - Environment Planning: Have not commented on the application.
- 6.10 Cambridge City Council - Planning: Have not commented on the application.
- 6.11 Anglian Water: Has not commented on the application.
- 6.12 Environment Agency: Has no objection to the application.
- 6.13 Natural England: Has advised that it has no comment to make on the variation of Conditions 17, 25 and 27.
- 6.14 National Highways: Advises that it has no objection to the application, as the proposed variations of condition are considered unlikely to have a material impact on the Strategic Road Network (SRN), which includes the A14 to the south of the site.

- 6.15 Milton Parish Council: Objects to any increase in size of the landfill site and to any use of Green Belt land.
- 6.16 Impington Parish Council: Has not commented on the application.

7. Representations

- 7.1 There has been one third-party representation which raises a concern that the redevelopment of the HRC and the amended restoration proposals for the Milton Landfill would result in an increased risk of flooding, and that there is information missing from the submitted drawings with the amended restoration plan for the landfill, initially not showing the retained and expanded HRC.
- 7.2 The same representation also requests additional tree and hedgerow planting, to better integrate the restored landfill into the landscape and raises a concern that the surface water drainage may need to take into account the drainage from the new police station located on the adjacent land to the east of the site and needs to be part of an overall drainage strategy.
- 7.3 A copy of the full representations will be shared with members of Planning Committee one week before the meeting.

8. Planning Policy

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The relevant development plan policies are set out in paragraphs 8.17 to 8.20 below.

National Planning Policy Framework (NPPF) (July 2021)

- 8.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected to be applied. At its heart is a presumption in favour of sustainable development (paragraph 11). It states that for decision-taking this means:
- approving development proposals that accord with an up-to-date development plan without delay; or
 - where there are no relevant development plan policies, or the policies which are most relevant for determining the application are out of date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of this Framework taken as a whole.

Other relevant paragraphs include the following:

- 8.3 Paragraph 2 - Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.4 Paragraph 7 - The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 8.5 Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 8.6 Paragraph 38 - local planning authorities should approach decisions on proposed development in a positive and creative way.
- 8.7 Paragraph 43 - The right information is crucial to good decision-making, particularly where formal assessments are required (such as Environmental Impact Assessment, Habitats Regulations assessment and flood risk assessment).
- 8.8 Paragraph 47 - Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.
- 8.9 Paragraph 56 - Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision-making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.

- 8.10 Paragraph 130 - Planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 8.11 Paragraph 174 - planning decisions should contribute to and enhance the natural and local environment by:
- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
 - b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
 - c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
 - d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
 - e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
 - f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- 8.12 Paragraph 185 - Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
- 8.13 Paragraph 188 – The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or

emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. 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.

The National Planning Policy for Waste (NPPW) (October 2014)

- 8.14 The National Planning Policy for Waste (NPPW) sets out the national planning policies for waste development and is to be read in conjunction with the NPPF, including the Government's continuing ambition to work towards a more sustainable and efficient approach to resource use and management, by driving waste up the hierarchy and minimising waste. This includes helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment and recognising the need for a mix of types and scale of facilities, and that adequate provision must be made for waste disposal.
- 8.15 Paragraph 7 of the NPPW sets out specific considerations to be taken into account in determining waste planning applications, which include:
- Only expecting applicants to demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up to date Local Plan;
 - Considering the likely impact on the local environment and on amenity against the locational criteria set out in Appendix B; and
 - Ensuring that waste management facilities in themselves are well-designed, so that they contribute positively to the character and quality of the area in which they are located.

Our Waste, Our Resources: A Strategy for England (December 2018) & the Waste Management Plan for England (January 2021)

- 8.16 Our Waste, Our Resources: A Strategy for England sets out the Government's strategy in England for preserving resources by minimising waste, promoting resource efficiency and moving towards a circular economy, in line with the UK Government's 25 Year Environment Plan, whilst the Waste Management Plan for England provides an overview of waste management in order to fulfil the requirements of the Waste (England and Wales) Regulations 2011.

Cambridgeshire and Peterborough Minerals and Waste Local Plan (MWLP) (July 2021)

- 8.17 On 28 July 2021 Cambridgeshire County Council and Peterborough City Council adopted a Minerals and Waste Local Plan which sets the framework for all mineral and waste developments until 2036. The following policies are considered relevant in relation to this proposal:
- Policy 1: Sustainable Development and Climate Change
 - Policy 17: Design
 - Policy 18: Amenity Considerations
 - Policy 19: Restoration and Aftercare
 - Policy 20: Biodiversity and Geodiversity

The application sites are shown on the MWLP Adopted Amendments to the Policies Map July 2021 as a WMA (Policy 10).

South Cambridgeshire Local Plan (SCLP) (September 2018)

- 8.18 The South Cambridgeshire Local Plan was adopted on 27th September 2018 South Cambridgeshire Local Plan (SCLP) (September 2018). It sets out the vision and policies to guide future development in which new infrastructure plays an important role in delivering sustainable development. The objectives of the plan include ensuring that all new development provides or has access to a range of services and facilities that support healthy lifestyles and well-being for everyone. The following local plan policies are of relevance in the determination of this planning application.

- S/2: Objectives of the Local Plan
- S/3: Presumption in Favour of Sustainable Development
- HQ/1: Design Principles
- NH/2: Protecting and Enhancing Landscape Character
- NH/4: Biodiversity

Other Planning Documents

- 8.19 As identified on South Cambridgeshire District Council's website, the following documents are material considerations when making planning decisions with the weight in decision making to be determined on a case-by-case basis having regard to consistency with national planning guidance and the adopted South Cambridgeshire Local Plan.

- Greater Cambridge Sustainable Design and Construction SPD (January 2020)
- Greater Cambridge Biodiversity SPD (February 2022)
- SCDC Trees and Development Sites SPD (January 2009)

Emerging Greater Cambridge Local Plan

- 8.20 Cambridge City Council and South Cambridgeshire District Council are currently in the process of bring forward a new joint Local Plan for the two areas, the Greater Cambridge Local Plan, which will run for the period up to 2041. The Councils have agreed an updated timetable for the Local Plan in a revised Local Development Scheme, adopted in August 2022. A First Proposals consultation took place from November and December 2021, and it is anticipated that the Proposed Submission Greater Cambridge Local Plan will be published for consultation in Autumn 2024.

9. Planning Considerations

The Main Issues

- 9.1 There are no substantive issues of principle that are relevant to the determination of this application, as the Milton Landfill Site is an existing consented landfill and this application is only concerned with the submission of an amended restoration scheme for the existing landfill. As set at the beginning of this report, the amended restoration scheme does not propose any increase or extension to the size of the permitted landfill or the period of

landfilling, although it would result in a minor change to the proposed restoration contours on the north-eastern side of the site where the HRC is located. There are no proposed changes that give rise to considerations in terms Green Belt policy, although this is relevant to the proposed, redevelopment and expansion of Milton Household Recycling Centre (HRC) and its permanent retention, which are considered in the accompanying report on Planning Application reference CCC/21/259/FUL. Accordingly, there are only two substantive issues to be considered relating to the impacts on landscape, trees and restoration and the impacts on ecology.

Landscape, Trees and Restoration

- 9.2 The main considerations relating to landscape, trees and restoration is whether the proposed amendments to the approved restoration scheme would have any significant impact on the surrounding landscape or trees or the effective restoration of the Milton Landfill Site. Relevant policies include the MWLP Policy 17: Design and Policy and Policy 19: Restoration and Aftercare, which seek to ensure an appropriate level of landscape design in new development, including the retention and enhancement of important landscape features and assets and to safeguard landscape character. SCLP Policies HQ/1: Design Principles and NH/2: Protecting and Enhancing Landscape Character have similar objectives. The NPPF Chapter 15: Conserving and enhancing the natural environment (paragraph 174), and the NPPW, paragraph 7 and Appendix B, are also material considerations which similarly seek to ensure the protection and enhancement of valued landscapes.
- 9.3 As set out in the report on Planning Application reference CCC/21/259/FUL, a Landscape and Visual Assessment (LVA) has been submitted with that application to assess the impacts of the proposed, redevelopment and expansion of Milton Household Recycling Centre (HRC) and its permanent retention.
- 9.4 The LVA identifies that existing tree belts around the landfill site are important in screening both the landfill and the HRC, and that these would be retained. This screening will be reinforced by the final landform within the restored landfill site and by additional planting.
- 9.5 There have been no objections from statutory consultees in relation to the impact on the landscape, trees or the acceptability of the proposed changes to the restoration scheme, which are included in an amended restoration plan submitted with the application. On this basis the proposals set out in the application can be considered to be acceptable in terms of the relevant development plan and national planning policies.
- 9.6 It should be noted that an updated restoration plan has been submitted in the course of the determination period which includes retained HRC which, as had been noted in the third-party representations, was initially missing.

Ecology

- 9.7 In relation to ecology, the updated restoration plan includes additional tree, hedgerow and grassland planting to provide enhanced wildlife habitat and corridors. Whilst the application does not raise any significant issues in terms of Ecology and Biodiversity, the information submitted assesses whether the proposed changes to the restoration of the landfill and the redevelopment and expansion of the HRC have any impacts on habitats and protected species.

- 9.8 The application is supported by a Biodiversity Net Gain (BNG) calculation, which indicates that the proposed restoration plan provides a considerable uplift in biodiversity value far exceeding the 10% BNG aim for both habitats and hedgerows. The County Council's Ecologist has advised that the proposed update of the restoration scheme will result in a net gain in biodiversity value, although they recommend conditions requiring the submission for approval of a LEMP, including a detailed landscaping scheme, which should include a programme of Biodiversity Net Gain (BNG) assessment to demonstrate that the BNG targets have been met. Natural England have also confirmed that they have no objection.

10. Public Sector Equality Duties (PSED)

- 10.1 Section 149 of the Equalities Act 2010 places a statutory duty on all public bodies to consider the needs of all individuals in their day-to-day work, including those with protected characteristics. The protected characteristics under PSED are: disability, gender reassignment, pregnancy, maternity/ paternity, race, religion or belief (including non-belief), sex and sexual orientation. The Council, in the exercise of the planning functions, must have due regard to the need to the following aims in their decision-making: eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Act; foster good relations between people who share a relevant protected characteristic and those who do not share it; and advance equality of opportunity between people who share a relevant protected characteristic and people who do not share it. Furthermore, consideration must be given to removing or minimising disadvantages suffered by people due to their protected characteristics; meeting the needs of people with protected characteristics; and encouraging people with protected characteristics to participate in public life or in other activities where their participation is low.
- 10.2 In relation to the nine protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation under the Equality Act 2010, it is considered unlikely that this development would have any negative impact on those with protected characteristics and there would be no known implications of the proposal in relation to the Council's PSED duties under the 2010 Act.

11. Conclusion

- 11.1 There are no substantive issues of principle that are relevant in the determination of this application as the Milton Landfill Site is an existing consented landfill site and the application is only concerned with the submission of an amended restoration scheme for the existing landfill. As set at the beginning of the report, the amended restoration scheme does not propose any increase or extension to the size of the permitted landfill or the period of landfilling, although it would result in a minor change to the proposed restoration contours on the north-eastern side of the site where the HRC is located, in order to accommodate its permanent retention. There are no proposed changes that give rise to considerations in relation Green Belt policy, although this is relevant in relation to the proposed, redevelopment and expansion of Milton Household Recycling Centre (HRC) and its permanent retention, which are considered in the report on Planning Application reference CCC/21/259/FUL. The application does not raise any substantial issues in terms of the impacts on landscape, trees and restoration and the impacts on ecology.

- 11.2 The proposed amendments to the restoration scheme will result in a net gain in biodiversity value.

12. Recommendation

- 12.1 It is recommended that planning permission is granted subject to the following conditions:

Conditions

1. Site area and type of wastes

This permission only relates to the deposit of household, commercial and industrial wastes, with the exception of liquid waste, within the area edged red as shown on 60580019.03, Site Layout, dated June 2018.

Reason: To clarify the site area and to ensure that the waste types accepted at Milton Landfill Site are adequately controlled for the protection of the groundwater and residential amenity, in accordance with Policies 17, 18 and 22 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036 (2021).

- 1a. [Condition no longer required to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended)].

1b. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the application form dated 13 December 2021 and the following documents and drawings, unless otherwise stated, except as otherwise required by any of the following conditions set out in this planning permission:

- 90/11045/13 Afteruse Proposals Plan, dated 6th December 1990;
- Proposed Extension to Milton Landfill, Comments on the Environmental Statement (Detailed Planting and After-Care Scheme), Ref. 5/JK/CG/505, Letter from Assistant Director - Rural Management, Cambridgeshire County Council, dated 31st January 1991;
- 40645-WOD-XX-XX-FG-T-0004_S0_P01.1, Figure 1 Site Location Plan, dated October 2021;
- 40645-WOD-XX-XX-FG-T-0005_S0_P01.1, Figure 3 Detailed Site Layout Plan, dated December 2021;
- 40645-WOD-XX-XX-FG-OP-0001_S2_P02, Revised Restoration Plan including the proposed Milton HRC, dated October 2022;
- Letter from Wood Group UK Limited, dated 13th December 2021;
- The Biodiversity Metric – Calculation Tool, (Biodiversity Metric Calculation), undated, received on 13 December 2021;
- Technical Note: Milton Landfill HRC and Landfill Restoration – Biodiversity Net Gain, Ref. 806972-WOOD-XX-XX-TN-OE-0002_S3_P02, Wood Group UK Limited, dated December 2021;

- Supplementary Information: Application under Section 73 of the Town and Country Planning Act 1990 to Amend Planning Permission S/0109/18/CW: Milton Landfill, Ref. 40645-WOD-XX-XX-RP-T-0003_S2_P01.1, Wood Group UK Limited, dated February 2022;
- 40645-WOD-XX-XX-FG-OP-0001_S2_P02, Revised Restoration Plan including the proposed Milton HRC, dated October 2022.

Reason: To define the permission and protect the character and appearance of the locality in the interests of residential amenity; in the interests of highway safety; to ensure that the satisfactory restoration of the land to a beneficial after-use. in accordance with Policies 18, 19, 20 and 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021.

1c. Implementation

This permission shall be taken, and only be taken, as having been implemented on the date of commencement of the construction of the HRC under Planning Permission Ref. CCC/21/259/FUL.

Reason: For the avoidance of doubt and to define the circumstances in which the Planning Permissions is to be taken as having been implemented

2. Protection of residential amenity: odour

No putrescible waste shall be deposited within 250 metres of adjacent residential development known as Mereway Farm, Sun Close Farm and New Close Farm.

Reason: In the interests of residential amenity in accordance with Policies 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policy SC/14 of the South Cambridgeshire Local Plan 2018.

3. Timescale of permission

The site shall be reinstated to a condition suitable for the resumption of agricultural use within 12 months of the cessation of landfill operations or by 31st December 2026 whichever is the sooner.

Reason: To set the timescale of the permission and to ensure that the site is restored to a suitable after use in accordance with Policy 19 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021.

3a. Catchment Area

Not less than 80% of waste imported for disposal in the landfill cells shall originate from a catchment area which shall comprise the whole of Cambridgeshire and Peterborough and all additional areas within a radius of 50km of the site boundary. For the purposes of this condition waste being processed through any waste transfer station within the defined catchment area shall be regarded as arising from within the catchment area. In May and November of each year the operator shall submit a report to the Waste Planning Authority providing summary waste input information for the previous six months demonstrating compliance with this condition.

Reason: To ensure that Milton Landfill Site is managing a large percentage of local waste arisings, in accordance with Policies 3 and 4 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and that the situation is kept under review to help meet the monitoring requirements of the Plan.

4. Retention of stripped soil

No stored soil material shall leave the site and the material shall be stored in continued separation until the soil is re-spread over the site in accordance with the restoration conditions to the satisfaction of the Waste Planning Authority. The storage mounds shall be kept free of weeds and maintained to a good amenity standard to the satisfaction of the Waste Planning Authority.

Reason: In the interests of residential and visual amenity and to ensure that the site is restored appropriately in accordance with Policies 17, 18, 19 and 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policies NH/2 and NH/4 of the South Cambridgeshire Local Plan 2018.

5. Location and height of soil storage mounds

The location and height of soil storage mounds shall be in accordance with the details agreed in the Milton Landfill - Proposed Extension III Details submitted to the Waste Planning Authority on 24 April 1991. The mounds shall be kept free of weeds and maintained to a good amenity standard to the satisfaction of the Waste Planning Authority.

Reason: In the interests of residential and visual amenity and to ensure that the site is restored appropriately in accordance with Policies 17, 18, 19 and 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036 (2021) and Policies NH/2 and NH/4 of the South Cambridgeshire Local Plan (2018).

6. Archaeological Written Scheme of Investigation

Within 6 months of the date of this consent, the applicant shall submit to the Waste Planning Authority for written approval a timetable for the completion of a scheme of archaeological works, comprising the preparation and submission of an archive report, the deposit of the archive materials in a publicly accessible facility and publication of the results in an appropriate academic journal", which shall thereafter be implemented in accordance with the approved timetable.

Reason: To secure satisfactory mitigation measures in respect of archaeology and the historic environment, to ensure that the underlying archaeology is protected, in accordance with Policy 21 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021.

7. [Condition no longer required as soil stripping measures have been agreed and carried out]

8. [Condition no longer required as soil stripping measures have been agreed and carried out]
9. Landscaping
Following the completion of landfilling, the site shall be landscaped in accordance with:
- the landscaping scheme details shown on 40645-WOD-XX-XX-FG-OP-0001_S2_P02;
 - Revised Restoration Plan Including the Proposed Milton HRC, dated October 2022;
 - Proposed Extension to Milton Landfill, Comments on the Environmental Statement (Detailed Planting and After-Care Scheme), Ref. 5/JK/CG/505, Letter from Assistant Director - Rural Management, Cambridgeshire County Council, dated 31st January 1991, received on 18 February 1992 and approved in writing by the Waste Planning Authority on 5 March 1992, subject to the amended details shown on 40645-WOD-XX-XX-FG-OP-0001_S2_P02.

Reason: In the interests of residential and visual amenity and to ensure that the site is restored appropriately in accordance with Policies 17, 18, 19 and 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policies NH/2 and NH/4 of the South Cambridgeshire Local Plan 2018.

10. [Condition no longer required as highway works completed prior to landfill use]
11. [Condition no longer required as access arrangements completed]

12. Means of Enclosure
The means of enclosure to the site shown on ASC/93/125 – Milton Landsite Site Sheet 1 Environmental Monitoring submitted to and approved in writing by the Waste Planning Authority on 7 January 1994 shall be retained on site for the duration of the development.

Reason: In the interests of residential amenity and highway safety in accordance with Policies 17, 18 and 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policy T1/2 of the South Cambridgeshire Local Plan 2018.

13. [Condition no longer required as engineering details and leachate already approved and controlled by the Environment Agency]
14. [Condition no longer required as landfill gas requirements already approved and controlled by the Environment Agency]

15. Hours of operation and receipt of waste

The receipt of waste at the site is only permitted between the hours of 06.00 and 18.00 Mondays to Fridays, 06.00 to 13.00 on Saturdays, 08.00 to 13.00 Sundays and 07.30 to 17.00 on bank holidays.

Reason: In the interests of residential amenity in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021.

15a. Hours for deposit of waste

Except in cases of emergency, deposit of waste shall only take place between the hours of 07.00 and 18.00 Mondays to Fridays, 07.00 to 13.00 on Saturdays, 08.00 to 13.00 Sundays and 07.30 to 17.00 on bank holidays.

Reason: In the interests of residential amenity in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036 (2021).

15b. Hours for infilling and restoration

Except in cases of emergency, infilling and restoration of the landfill site shall only be permitted between the hours of 07.00 and 18.00 Mondays to Fridays, 07.00 to 13.00 on Saturdays, 08.00 to 13.00 Sundays and 07.30 to 17.00 on bank holidays.

Reason: In the interests of residential amenity in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021.

16. Household Recycling Centre (HRC)

[Condition no longer required as the HRC is no longer part of the development]

17. Site Layout

The development hereby approved shall be carried out in accordance with 40645-WOD-XX-XX-FG-T-0005_S0_P01.1, Figure 3, Detailed Layout Plan, dated December 2021, showing the site entrance, access road, site offices and lighting, weighbridge with canteen and lighting, and wheelwash.

Reason: In the interests of residential amenity in accordance with Policies 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021.

18. Wheel Washing Facilities

The development hereby approved shall be carried out in accordance with the details of the installed vehicle wheel cleaning facility submitted to the Waste Planning Authority on 653M282 Plan 04A, Environmental Monitoring Plan, dated 2nd April 2019. The facility shall be maintained in operational condition at all times and internal arrangements for traffic routeing shall ensure that vehicles leaving the landfill site pass through the facility.

Reason: In the interests of residential amenity and highway safety in accordance with Policies 17, 18 and 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policy T1/2 of the South Cambridgeshire Local Plan 2018.

19. Phasing

The Development hereby approved shall be carried out in accordance with the details shown on 653B336 Plan 12, As-built Cell Base & Outline Phasing Plan, dated 23rd November 2018.

Reason: In the interests of residential amenity and visual amenity in accordance with Policies 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policy NH/2 of the South Cambridgeshire Local Plan 2018.

20. Condition of Access Road

The surface of the site access road from Butt Lane shall be kept clean by regular mechanical sweeping to the satisfaction of the Waste Planning Authority.

Reason: In the interests of residential amenity and highway safety in accordance with Policies 18 and 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036 (2021) and Policy T1/2 of the South Cambridgeshire Local Plan (2018).

21. Control of Dust Emissions

Dust emissions shall be controlled in accordance with the submitted Dust Management Plan Ref. EMS-3-13-09, Version 2-2019, to the satisfaction of the Waste Planning Authority with facilities being made available and brought into use to ensure that the surface of internal haul roads can be kept damp during periods of dry weather.

Reason: In the interests of residential amenity and visual amenity in accordance with Policies 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policy NH/2 of the South Cambridgeshire Local Plan 2018.

22. Control of Noise Emissions

The level of noise from the Site between the hours of 06:00 to 18:00 Mondays to Fridays and 06:00 to 13:00 on Saturdays shall not exceed 42dB _{L_{aeq}, 1h} during “night time” hour (i.e. 06:00 to 07:00) or 55dB _{L_{aeq}, 1h} during “day time” hours (i.e. 07:00 to 18:00) free field as measured at the following points shown on the accompanying plan CCC1:

- Location 1 – Sun Close Farm
- Location 2 – Mere Way Farm

All measurements and assessments shall be made in accordance with the methodology submitted and agreed in writing by the Waste Planning Authority in the Waste Recycling Group Noise Monitoring Scheme dated 25 May 2004.

Reason: In the interests of residential amenity and to ensure that the site is appropriately controlled in accordance with Policies 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policy SC/10 of the South Cambridgeshire Local Plan 2018.

22a. Noise Levels

Noise levels shall be periodically monitored by the operating company in accordance with the Waste Recycling Group Noise Monitoring scheme dated 25 May 2004. Monitoring survey results shall be kept by the operating company during the life of the permitted operations and a monitoring report supplied to the Waste Planning Authority within 14 days of the receipt of a written request. The frequency of the monitoring may be modified by written agreement with the Waste Planning Authority.

Reason: In the interests of residential amenity and to ensure that the site is appropriately controlled in accordance with Policies 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policy SC/10 of the South Cambridgeshire Local Plan 2018.

23. Reversing Bleepers

No reversing bleeper or reverse warning devices shall be fixed to, or used on, any mobile plant except in accordance with the Waste Recycling Group Noise Monitoring Scheme dated 25 May 2004.

Reason: In the interests of residential amenity and to ensure that the site is appropriately controlled in accordance with Policies 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 (2021) and Policy SC/10 of the South Cambridgeshire Local Plan 2018.

23a. Noise Monitoring

The development hereby permitted shall only be carried out in accordance with the Waste Recycling Group Noise Monitoring Scheme dated 25 May 2004 detailing the steps designed to minimise potential disturbance from reversing movements caused by visiting vehicles importing waste between the hours of 06.00 to 07.30 Mondays to Friday and 06.00 to 08.00 on Saturdays. The mitigation measures approved in the Waste Recycling group Noise Monitoring Scheme dated 25 May 2004 shall be implemented prior to the commencement of the importation of waste fill material prior to 07.30 hours and maintained for the duration of waste disposal operations to ensure that the development does not proceed except with the approved mitigation steps in place.

Reason: In the interests of residential amenity and to ensure that the site is appropriately controlled in accordance with Policies 17 and 18 of the

Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policy SC/10 of the South Cambridgeshire Local Plan 2018.

24. Control of Litter

Litter shall be controlled to the satisfaction of the Waste Planning Authority by keeping the tip face to a minimum and by all reasonable precautions to prevent the spread of litter from the working area including the provision of catch fencing. Any litter from the site which is deposited on nearby land shall be removed and returned to the infill site to the satisfaction of the Waste Planning Authority.

Reason: In the interests of residential amenity and visual amenity in accordance with Policies 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policy NH/2 of the South Cambridgeshire Local Plan 2018.

25. Site Restoration

The site shall be restored in accordance with 40645-WOD-XX-XX-FG-OP-0001_S2_P01, Revised restoration plan including the proposed Milton HRC, dated June 2022.

Reason: In the interests of visual amenity and to ensure that the site is appropriately restored in accordance with Policies 17 and 19 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 Policy NH/2 of the South Cambridgeshire Local Plan 2018.

25a Landscape and Ecological Management Plan

Within six months of the date of this consent a Landscape and Ecological Management Plan, which shall include:

- Planting specifications and planting lists (including density and size of species) which demonstrates how it delivers biodiversity net gain;
- Sets out how the management will deliver the proposed biodiversity net gain set out in the Technical note: Milton Landfill HRC and Landfill Restoration – Biodiversity Net Gain, Document Ref: 806972-WOOD-XX-XX-TN-OE-00002_S3_P02, Wood Group UK Limited, dated December 2021;
- A programme of BNG assessment to demonstrate that these targets have been met, which should be submitted to the Waste Planning Authority at regular intervals (e.g. years 1, 2, 5, 10 and every 5 years afterwards, for a period of 30 years, for approval); and
- Details of the mechanism to implement remedial actions.

shall be submitted to the Waste Planning Authority for approval, and thereafter implemented.

Reason: To ensure delivery of a measurable net gain in biodiversity, in accordance with Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policy NH/4 of the South Cambridgeshire Local Plan 2018.

26. Pre-Settlement Contour Levels

The development hereby approved shall be carried out in accordance with the pre-settlement contour levels for tipping shown on 653P038 Plan 10, Pre-Settlement waste Contours Plan, dated 17th August 2005, approved by the Waste Planning Authority on 15 March 2012.

Reason: In the interests of visual amenity and to ensure that the site is appropriately restored in accordance with Policies 17 and 19 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policy NH/2 of the South Cambridgeshire Local Plan 2018.

27. Restoration scheme

The detailed restoration of the site shall be carried out in accordance with 40645-WOD-XX-XX-FG-OP-0001_S2_P01, Revised Restoration Plan including the proposed Milton HRC, dated June 2022, referred to in Condition 25.

All trees, shrubs and hedge plants supplied shall comply with the requirements of British Standard 3936, Specification for Nursery Stock. All pre-planting site preparation, planting and post-planting maintenance works shall be carried out in accordance with the requirements of British Standard 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces). All new trees shall be positioned in accordance with the requirements of Table 3 of British Standard BS 5837: 2005, Trees in relation to construction – Recommendations.

Reason: In the interests of visual amenity and to ensure that the site is appropriately restored in accordance with Policies 17 and 19 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policy NH/2 of the South Cambridgeshire Local Plan 2018.

28. Capping of Worked Areas

On completion of the deposit of waste materials on any phase the surface shall be suitably graded to receive a cap of low permeability material to a minimum depth of 1 metre. The capping material shall be spread to the satisfaction of the Waste Planning Authority.

Reason: To protect the existing soil resource and protecting the surrounding uses in the interests of visual amenity in accordance with Policies 17, 19 and 24 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policies NH/2 and NH/3 of the South Cambridgeshire Local Plan 2018.

29. Sub-Soils

Following the completion of the capping in accordance with Condition 28 subsoil shall be respread over the surface to replicate the pre-existing soil horizons to a minimum depth of 800mm.

Reason: To protect the existing soil resource and protecting the surrounding uses in the interests of visual amenity in accordance with Policies 17, 19 and 24 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policies NH/2 and NH/3 of the South Cambridgeshire Local Plan 2018.

30. Spreading of Sub Soils

Following the spreading of subsoils in accordance with Condition 29, topsoils shall be respread over the subsoil to a minimum depth of 300mm. The land shall then be subsoiled using a winged tine subsoiler at spacings and depths as detailed in the Aftercare Management Plan dated February 2012 and submitted to the Waste Planning Authority on 15 March 2012. Any stones or other deleterious materials in excess of 75mm in size which arise during subsoiling and initial cultivation operations shall be removed.

Reason: To protect the existing soil resource and protecting the surrounding uses in the interests of visual amenity in accordance with Policies 17, 19 and 24 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policies NH/2 and NH/3 of the South Cambridgeshire Local Plan 2018.

31. Soil Condition

All operations involving soil replacement and cultivation treatments shall only be carried out when the full volume of soil involved is in a suitably dry moisture condition to minimise soil damage and to maximise the effect of the subsoiling operations.

Reason: To protect the existing soil resource and protecting the surrounding uses in the interests of visual amenity in accordance with Policies 17, 18, 19 and 24 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policies NH/2 and NH/3 of the South Cambridgeshire Local Plan 2018.

32. Gas extraction Pipework Placement

The pipework for the gas extraction system shall be placed so that it does not interfere with agricultural cultivation and drainage works to the land.

Reason: To protect the surrounding uses in the interests of visual amenity in accordance with Policies 17 and 18 of the Cambridgeshire and Peterborough

Minerals and Waste Local Plan 2021 and Policies NH/2 and NH/3 of the South Cambridgeshire Local Plan 2021.

33. Aftercare Scheme

The Development hereby approved shall be carried out in accordance with the 5 year aftercare scheme as referred to in the Waste Recycling Group Ltd, Aftercare Monitoring report dated February 2012 and submitted to the Waste Planning Authority on 15 March 2012.

Reason: To ensure that the site is appropriately restored in accordance with Policies 17 and 19 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 and Policy NH/2 of the South Cambridgeshire Local Plan 2018.

34. [Condition no longer required as landfill gas emissions are agreed and controlled by the Environment Agency]

35. [Condition no longer required as leachate boreholes are agreed and controlled]

Informatives

This decision relates to a Section 73 planning application to develop land without complying with Conditions 17, 25 and 28 of Planning Permission Ref. (previously Planning Permission Ref. S/00511/08/CW and originally Planning Permission Ref. S/0289/91) to allow for the consequential amendments to the restoration scheme for the Milton Landfill Site, that would result from the, the redevelopment and expansion of the HRC approved under Planning Permission Ref. CCC/21/2059/FUL.

Compliance with paragraph 38 of the National Planning Policy Framework

The applicant did seek pre-application advice. The Waste Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms. The applicant has responded positively to the advice and recommendations provided and amendments have been made (where required) to satisfy concerns raised. All land use planning matters have been given full consideration, which resulted in overall support for the development proposal from statutory consultees.

Officers have worked with the applicant to update and frame the planning conditions to ensure that the land is restored in accordance with previously approved schemes within a reasonable period of time. It is considered that the proposed development would ensure that the landfill is capable of receiving the waste required to be able to restore the landfill profile to the levels previously agreed.

Source Documents

[Link to the National Planning Policy Framework \(NPPF\) \(July 2021\)](#)

[Link to the National Planning Policy for Waste \(NPPW\) \(October 2014\)](#)

[Link to Our Waste, Our Resources: A Strategy for England \(December 2018\)](#)

[Link to the Waste Management Plan for England \(January 2021\)](#)

[Link to the Cambridgeshire and Peterborough Minerals and Waste Local Plan \(MWLP\) \(July 2021\)](#)

[Link to the South Cambridgeshire Local Plan \(SCLP\) \(September 2018\)](#)

[Link to the Cambridgeshire Flood and Water Supplementary Planning Document \(SPD\) \(November 2016\)](#)

[Link to the Greater Cambridge Sustainable Design and Construction SPD \(January 2020\)](#)

[Link to the Greater Cambridge Biodiversity SPD \(February 2022\)](#)

[Link to the South Cambridgeshire District Council Trees and Development Sites SPD \(January 2009\)](#)

[Link to the Cambridgeshire and Peterborough Local Transport Plan \(February 2020\)](#)

Enforcement and Monitoring Update Report 2022

To: Planning Committee

Date: 16 November 2022

From: Assistant Director, Planning, Growth and Environment

Electoral division(s): N/A

Purpose: To consider the following report

Recommendation: The Planning Committee is requested to note the content of this report.

Officer contact:

Name: Deborah Jeakins

Post: Business Manager, County Planning, Minerals and Waste

[Link to the email address for Deborah Jeakins](#)

Tel: 01223 715544

1 Introduction

- 1.1 The purpose of this report is to brief the Planning Committee members on the planning enforcement and monitoring work undertaken by the County Planning, Minerals and Waste team within the Planning, Growth and Environment service.
- 1.2 The Enforcement update report is usually prepared and presented to Planning Committee on a quarterly basis, unless there are no items on the Committee agenda in which case the Chair can approve postponing the update report until the Committee next convenes. The last full report was presented to Committee in June 2022 and it covered the period 1 December 2021 to 31 May 2022.
- 1.3 The Enforcement and Monitoring team consists of the Principal Enforcement and Monitoring Officer, Monitoring and Control Officer and Planning and Compliance Officer, who also undertakes planning work for the Development Management team. The Principal Enforcement and Monitoring Officer post is currently vacant and the workstream is being undertaken by the Business Manager.
- 1.4 The report is divided into a number of sections. Sections 2 to 5 summarise: the current complaints under investigation; the number of formal Notices served; Enforcement Appeals; and Ombudsman complaints received. Section 6 of the report details the site monitoring visits undertaken to chargeable sites between 1 June 2022 and 31 October 2022. Sections 7 to 15 of the report provide updates on a number of key ongoing Enforcement Investigations.

2 Complaints received

- 2.1 At the time of writing this report, the Enforcement and Monitoring team have 24 active complaints under investigation.
- 2.2 Between 1 June and 31 October 2022 the team received 7 new complaints, 1 of which was not a County matter and the remaining 6 are still under investigation.
- 2.3 During the reporting period, 8 pre-existing complaints were resolved and closed.
- 2.5 Of the 24 complaints that are open and under investigation:
 - 5 are awaiting the determination of planning applications which have been submitted;
 - 3 are waiting the submission of a new planning application to regularise the breach;
 - 5 are waiting for action to be undertaken by the operator within previously agreed timescales;
 - 5 require a site visit to be undertaken to check the site status; and
 - 6 require further investigation by the team.

3 Notices Served

- 3.1 No new Enforcement Notices (EN) or Breach of Condition Notices (BCNs) have been served in this period. Two Planning Contravention Notices (PCN) was served in this period and details can be found in sections 12 and 14 of this report.

4 Appeals

- 4.1 No enforcement appeals have been lodged or dealt with by the County Planning Minerals and Waste Enforcement and Monitoring team between 1 June 2022 and 31 October 2022.

5 Ombudsman Complaints

- 5.1 No Local Government Ombudsman complaints were received during the period 1 June 2022 and 31 October 2022.

6 Site monitoring visits 1 June 2022 – 31 October 2022

- 6.1 The Authority carries out proactive monitoring visits to check compliance with the conditions set out in the grant of planning permissions for quarries and landfill sites. The Authority levies fees for these visits, which are set out in the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012 (as amended). The national fees for conducting the visits are currently:

- Active sites £397
- Inactive or dormant sites £132

- 6.2 The amount of chargeable monitoring visits scheduled to be conducted within each financial year is agreed in advance and all operators are notified of the proposed number of visits.
- 6.3 Other sites that are the subject of waste planning approvals, such as waste transfer stations, waste recycling sites and scrap yards are also visited by officers in order to assess compliance with the conditions set out in the grant of planning permission. However, the cost of these visits is borne by the Authority.
- 6.4 A summary of the number and type of chargeable monitoring visits and visits to complaint sites carried out during the monitoring period is set out in the table below.

Site visits by type 1 June 2022 to 31 October 2022

Site type	Number of visits
Landfill	9
Quarries	17
Non chargeable sites	7
Complaint site visits	8
Total	41

- 6.5 The total income that it is estimated will be generated by chargeable monitoring visits in the financial year 2022 to 2023 is £27,000.00. However, achieving this figure will depend on whether the status of any of the sites changes within the financial year.

7 Enforcement Cases

- 7.1 There is currently only one enforcement case where formal enforcement action has been taken and monitoring is on-going. A brief summary of that case is set out in Appendix 1.
- 7.2 For the purposes of the Town and Country Planning Act 1990 the issue of an Enforcement Notice (EN) or the service of a Breach of Condition Notice (BCN) constitutes taking formal enforcement action.

8 Mill Road, Fen Drayton

- 8.1 On 21 November 2018, a Planning Contravention Notice was served on the site owner in respect of unauthorised waste storage and processing uses at the site. The Council had previously refused to grant two previous applications for a Certificate of Lawful Development for use of the land for the processing of inert waste. Although an appeal was lodged with the Planning Inspectorate (PINS) in relation to the refusal of the second Certificate application, it was withdrawn by the Appellant before the planned Public Inquiry could go ahead.
- 8.2 On 11 December 2018, a new Certificate of Lawful Development application was submitted for storage of inert building site waste and occasional processing incidental thereto. Noting that the agent for the applicant had already been advised that the Council was not aware of any material change(s) in circumstances that might be likely to lead to the grant of a Certificate of Lawful Development (CLD), the application was refused on 18 April 2019. An Appeal against the refusal was lodged with the PINS and then subsequently withdrawn by the appellant.
- 8.3 A Delegated Enforcement Report seeking authorisation to serve an Enforcement Notice (EN) for an unauthorised material change of use of the land was drafted but before it was completed and authorised, a further (fourth) Certificate of Lawful Development application was submitted for an existing use for storage of inert building site waste and occasional processing incidental thereto. The evidence submitted with the application is complex and a report has been drafted for legal review. If the application fails to prove, on the balance of probability, that the use has been an ongoing and continuous for the preceding ten years then the CLD will not be granted. If the CLD is not granted and the EN is served, the landowner may wish to lodge an Appeal to PINS against the service of the EN and the refusal to grant the CLD.

9 Saxon Pit, Peterborough Road, Whittlesey

- 9.1 In January 2018, the Environment Agency (EA) received odour complaints associated with inadequate waste acceptance procedures taking place at Saxon Pit as part of the ongoing stabilisation and buttressing of a former quarry face which is authorised by a County Council waste planning permission. The EA investigation revealed that a large amount of non-conforming waste material had been accepted on the site over a long time period and that it was covering a wide area, down to an

approximate depth of 2 metres. The EA investigation confirmed that the deposit of non-conforming waste had taken place across five phases of the development.

- 9.2 The EA requested that works on site cease to allow investigation which resulted in the stabilisation project, approved under a time limited planning permission, not being completed by the expiry date of that planning permission. A new planning application, reference F/2015/18/CW, was subsequently submitted to extend the timescale for the importation of waste to stabilise and buttress the southern face of the former quarry for a further period to November 2022. The EA recommended the completion of the stabilisation works to prevent further saturation in the active tipping face and advised that this should be undertaken prior to any restoration activities. The planning permission issued restricted the operations to the use of the existing approved inert waste types.
- 9.3 In June 2020, the EA advised the operator that the removal of the non-conforming waste would not be required, provided that containment measures were put in place to control the leachate and landfill gas arising from the imported waste. As the statutory regulatory authority for leachate and landfill gas matters, the EA recommended that an environmental assessment was undertaken to determine: the chemical nature of leachate arising from the non inert waste; the likelihood of its migration; its potential impact to sensitive receptors in the long term and representative gas monitoring. The full details of the EA's correspondence in relation to planning application reference F/2015/18/CW can be found on the Council's public access webpage (<https://planning.cambridgeshire.gov.uk/online-applications/>).
- 9.4 Legal advice confirmed that the principle of development at the site had previously been found to be acceptable. It had also been accepted that the stabilisation works needed to be completed and, as there was no objection to the development from any of the statutory consultees, planning permission reference F/2015/18/CW was issued on 17 September 2020 and approved the infilling of the pit face with inert waste for its stabilisation and buttressing for two years and 2 months from the date of the decision notice (therefore until November 2022).
- 9.5 The Council continued to receive occasional queries about the waste uses at the Saxon Pit site and the EA's decision to allow the non inert waste to reman in situ, provided that suitable monitoring and mitigation measures are incorporated into the site restoration. The EA investigation is ongoing and is likely to continue for some time. Officers from County Planning continue to work closely with the EA to ensure that enforcement officers are kept updated on the current situation and regular monitoring is undertaken to determine the type and source of waste material brought onto the site for use in the stabilisation and the completion of the restoration.
- 9.6 On 22 April 2022 , a new planning application, reference CCC/21/024/FUL, was approved for the importation, storage, processing and recycling of incinerator bottom ash and construction and demolition waste at the Saxon Pit site. Although this development is unrelated to the existing County planning and EA investigations into the waste brought into stabilise the pit face, it received a significant amount of public attention. Between May and June 2022, officers received reports that sub-contracted vehicles were not complying with the traffic routing agreement, a condition within planning permission CCC/21/024/FUL. These complaints were investigated and the operator provided evidence that action had been taken to address the issue.

- 9.7 The County Council, the Environment Agency and Fenland District Council's Environmental Health and Planning Enforcement teams, have continued to receive regular complaints about a number of issues at the Saxon Pit site, including noise, dust, discharge of water from the site and unauthorised development. Each agency is recording and investigating the allegations and the agencies continue to liaise closely. Officers have also met with Whittlesey Town Council and members of the Saxongate Group of local residents to discuss their concerns and explain each agency's remit and responsibilities.
- 9.8 Owing to the importation of material to buttress the pit face being put on hold during the EA's investigation, as set out in 9.2 above, the time period allowed in planning reference F/2015/18/CW for the completion of the stabilisation of the pit face with inert waste (until November 2022) will not be met. On 9 August 2022, a new Section 73 planning application was submitted, reference CCC/22/066/VAR which seeks permission for a further 2 years and 2 months in order to complete the infilling and buttressing work at the site.

10 Kingsland Farm, Coates

- 10.1 In January 2020, officers received a complaint regarding the breaking of vehicles for parts that was taking place in an industrial unit at Kingsland Farm, Coates. This processing of End-of-Life vehicles (ELV) is development that needs planning permission from the County Council as the Waste Planning Authority (WPA).
- 10.2 The landowner and operator sought Pre application advice from County Planning, Minerals and Waste on whether the ELV use was consistent with the Mineral and Waste policies in the Local Plan. The pre application advice response letter was issued on 3 April 2020 and the advice from County Planning was that that the ELV use could be supported by officers because it broadly complied with the sustainability aims of national and local development plan policies and the vehicle dismantling activities could be undertaken without unacceptable adverse impacts on human health or amenity.
- 10.3 On 23 July 2020, planning application, reference CCC/20/056/FUL was submitted for 'Change of use of land and buildings from storage and distribution to vehicle dismantling and parts storage (Retrospective)'. The determination of this application was complex and prior to the decision being issued on 31 January 2022, officers received a number of reports alleging that operations were taking place at the site outside of the working hours proposed in the planning statement submitted with the application. Officers undertook their own monitoring and confirmed that out of hours working was taking place. However, the development was not yet controlled by a County planning permission and no planning conditions were in place and therefore, officers were not able to take any formal action to address the matter.
- 10.4 One further report of out of hours working was received following the grant of permission, however, an investigation confirmed that the one-off incident did not constitute a breach of condition and so no further action was taken.
- 10.5 Since July 2022, officers have received several complaints alleging that work is taking place at the ELV site out of hours including receiving deliveries of vehicles and use of a forklift, which generate noise and disturb neighbouring properties. To date, three rounds of early morning monitoring have been undertaken by officers and on all three occasions although a large amount of noise was being generated by

businesses on the wider Kingsland Farm industrial estate (including the use of forklifts to move metal around site, the use of radios and the operation of machinery), the ELV site was not working and not generating any noise. If the further out of hours monitoring that is planned continues to indicate that there is not a breach of planning control then the investigation will be closed.

11 Westons Yard, Pondersbridge

- 11.1 On 5 August 2020, retrospective planning permission was approved for the change of use of Units B & 1B of Westons Yard, Pondersbridge to allow the processing of depolluting and dismantling of ELVs. The permission was for a temporary period expiring 5 years from the date of the decision and was subject to a number of planning conditions.
- 11.2 On 16 November 2020, Enforcement Officers wrote to the operator and agent to remind them that a number of planning conditions required action to be undertaken within three months of the date of the decision notice, the relevant conditions were:
- Condition 3 - Acoustic barrier fence erected;
Condition 5 - On Site parking laid out and implemented;
Condition 8 - White noise alarms fitted; and
Condition 11 - Drainage and pollution control measures implemented.
- Condition 9 of the planning permission required the submission of a noise management plan for approval within a further 2 months (i.e. by early January 2021).
- 11.3 Officers corresponded with the Planning agent and operator regarding the ongoing breaches of planning control at the site, stressing that each of the breaches of planning condition were detrimental to local residential amenity or were causing planning harm and needed addressing. Owing to the amount of time that it was taking to secure compliance with the conditions, officers served a Planning Contravention Notice (PCN) on the site operator and the land owner on 31 August 2021. The PCN responses, and subsequent correspondence with the operator, confirmed that the majority of the breaches of planning control on site had been remedied.
- 11.4 Officers visited the site on 17 March 2022 and progress had been made towards remedying the breaches of conditions. The acoustic barrier fence had been completed, the on-site parking had been laid out and the storage of cars had been reduced. The wash down sump, agreed as part of the drainage and pollution control measures, had not been installed and a noise monitoring scheme still needed to be submitted.
- 11.5 Officers continued to correspond with the operator regarding operations at the site and compliance with the conditions which led to the installation of the wash down sump and the submission of a Noise Management Scheme to discharge condition 9 of the planning permission. At the time of writing this report, further information about the proposed noise was required.

12 Mitchell Hill mineral extraction site

- 12.1 On 21 December 2018, planning reference S/0088/18/CM was approved for 'Extraction of sand and gravel, restoration using inert material and inert waste recycling', subject to a number of planning conditions. Condition 19 relates to Dust Suppression and requires that the haul road to the site is given a bound and sealed surface. The details agreed to discharge the condition were that the road would be surfaced within twelve months of the completion of earthmoving works at the adjacent Gravel Diggers mineral extraction site.
- 12.2 On 15 July 2020, officers advised the operator, Mick George Ltd (MGL) that the earthworks at Gravel Diggers had been completed at the end of August 2019 and therefore the deadline for completing the road surface was imminent. Although MGL advised that the bound surface road had been established, the County Highways engineer considered that the haul road had not been bound and sealed in line with the terms of the condition.
- 12.3 In November 2020, MGL advised officers that it was proposed to progressively surface the road in sections, beginning Spring 2021 and that they would provide the exact distances and phasing of works. The works did not take place and MGL failed to provide a timescale for them, instead stating that as the haul road was a requirement to minimise dust emissions, following a review of any complaints about dust, an alternative maybe considered.
- 12.4 In September 2021, MGL advised officers that they were awaiting a report on the suitability of the ground and that once the results were available, they were hoping that haul road surfacing should be completed by the end of the year. On 7 March 2022, officers confirmed that the works to create a bound and sealed surface on the haul road had still not commenced. MGL were advised that officers intended to draft a PCN in respect of the ongoing failure to comply with condition 19 of S/0088/18/CM.
- 12.5 On 27 April 2022, the PCN was served on MGL and their response, received on 16 May 2022, stated that the bound and sealed surface of the haul road will be completed in September 2022. The PCN is a legal questionnaire and it is an offence to provide inaccurate information in the response.
- 12.6 Although MGL did not resurface the haul road by the September date that they had given, they have since confirmed that the works to comply with condition 19 of S/0088/18/CW are complete. Officers will inspect the works to check compliance at the next monitoring visit which is due to take place on 14 November and members can be provided with an update at Committee.

13 Beats Lodge, Murrow

- 13.1 On 8 March 2021, the County Council received information from Fenland District Council (FDC) that the land at Beats Lodge was being used as a demolition yard, providing waste removal services, site clearance and aggregate/crushed concrete supply. There were no relevant planning permissions in force for the waste activities at the site. Officers advised the operator that the waste importation, storage and processing operations required planning permission from the Council as the Waste Planning Authority.

- 13.2 On 8 June 2021, an unannounced visit to the site confirmed that part of the land was operating as a waste transfer station and the operator was subsequently advised to cease all waste operations until planning permission had been approved. Later that month, an application, reference CCC/21/070/FUL, was submitted for the 'Continued use of land for recycling inert waste including use of a screener; construction of an earth bund and material storage bays; and the erection of a demountable building'. After a short delay, in which further supporting information was collated and submitted, the application was validated and put forward for determination.
- 13.3 In February 2022, the Council received complaints of noise from 'mechanical activity' taking place at the site, complaints were also submitted to FDC's Environmental Health team. On 14 February 2022, officers visited the site and noted that the screener remained on site and also that a significant amount of new material had been brought on site, some of which was being used to create a raised roadway extending to the rear of the land. Officers held discussions with the operator about activities at the site and established that the waste operations had ceased.
- 13.4 On 14 April 2022, the planning application, reference CCC/21/070/FUL was refused planning permission by the Waste Planning Authority.
- 13.5 A Planning Contravention Notice (PCN) was served on the operator on 11 May 2022 in order to get confirmation in writing of the current land use and the activities taking place at the site. Following the receipt of the PCN response, a number of visits to the site and further discussion with the operator, the Waste Planning Authority is satisfied that unauthorised waste uses are no longer occurring on site.

14 Use of land at Harthay Farm, Ellington for waste activities

- 14.1 In August 2021, the Environment Agency (EA) advised County planning that they were investigating the use of agricultural land at Ellington by FDS (Cambridge) Limited. FDS advised the EA that they had been contracted to remove some soils and old hardstanding at the site and then reinstate the land and create a new concrete pad / hardstanding for an agricultural building. Complaints been sent to the EA alleged that FDS were importing and depositing inert waste materials on the land, as well as crushing concrete and demolition and building waste.
- 14.2 County Planning officers advised the EA that the storage and processing of waste are County matters and that in addition to the waste deposit, processing and storage, the engineering operations and land raising were also likely to require planning permission.
- 14.3 On 5 May 2022, Huntingdon District Council confirmed that pre-application advice had been requested by the developers for a change of use of the site from agriculture to provide 4 barns.
- 14.4 On 7 June 2022, the operator advised officers from County Planning that inert waste materials had been imported on to the land to shore-up farm tracks which he considered was allowed under three waste exemptions FDS has from the EA.
- 14.5 The EA visited the site on Monday 13 June 2022 and, following the visit they requested that the operator provide all the Waste Transfer Notes (WTN) for HCVs going in and going out of the site. The evidence from this visit, and an earlier visit which took place on 14 March 2022, was that the land had been raised significantly

by about 2 metres over a large area. On 13 June 2022, the EA visited the site again and saw further significant waste importation on to the site.

- 14.6 On 10 August 2022, officers undertook a joint site visit with the EA and an officer from HMRC which confirmed that the waste had been stored on site and that there were piles of processed waste and that waste material had been imported to raise the level of the land.
- 14.7 On 17 August 2022, officers wrote to the developer and landowner to suggest a meeting and explained that evidence indicated that the imported waste, the crushing and processing of waste and land raising were unrelated to the proposed agricultural storage buildings. The correspondence suggested that the land owner should undertake voluntary remediation works instead of waiting for formal enforcement action to be initiated by the County.
- 14.8 On 18 August 2022, the EA presented the operator with a compliance report relating to the site which required them to cease bringing waste and cease using the waste exemptions that had applied to the site. The EA have confirmed there are no longer any waste permits or exemptions for the site and that following evidence gathered from at least three site visits that they had undertaken, they consider that significant land raising has taken place by the importation and deposition of inert waste materials at this site after the operator exceeded their permit allowances. Unauthorised crushing of construction, excavation and demolition waste and processing operations were also taking place on site. However, the EA are not intending on taking any further action in respect of the site as the risk of pollution from the inert waste is low.
- 14.9 The operator and landowner consider that they are using their permitted development rights to prepare the land for the agricultural buildings and that they will be working on site, with HGVs bringing in material for at least another year.
- 14.10 On 23 August 2022, Council officers wrote to the developer confirming their intention to serve a Planning Contravention Notice (PCN) to gather further evidence about the breaches of planning control. The PCN was served on 19 October 2022 and is due to be returned no later than 9 November 2022. On receipt of the completed PCN, officers will review the evidence and consider whether it is necessary and expedient to initiate formal enforcement action.

Appendix 1 – Enforcement cases where notices have been served and monitoring is ongoing

Key: Red = High Priority

Amber = Medium Priority

Green = Low Priority

Description of Alleged Breach	Location	Notice Issued	Comments
<p>2. Green</p> <p>Without planning permission, the change of use of the land from agricultural land to a mixed use comprising of agricultural and the importation and disposal of waste material and raising the level of part of the land by the depositing of waste materials.</p>	<p>First Drove Little Downham Ely</p>	<p>EN 17/01/12</p>	<p>An EN for unauthorised change of use was served in 2012 and upheld but varied at appeal. The amended notice required the removal of all the waste from land to the level of the adjoining field. Topographical surveys of the land confirmed that the EN had not been fully complied with. Counsel advice received in 2017 in respect of the larger agricultural unit led to the High Court action detailed in section 9 above.</p>

Summary of Decisions Made Under Delegated Powers

To: Planning Committee

Date: 16 November 2022

From: Assistant Director, Planning, Growth & Environment

Electoral division(s): All

Purpose: To consider the above

Recommendation: The committee is invited to note the report

Officer contact:

Name: Deborah Jeakins

Post: Business Manager, County Planning, Minerals and Waste

Email: [Link to the email address for Deborah Jeakins](#)

1 Introduction

- 1.1 The committee meeting that was held on 31 January 2005 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 Scheme of Delegation set out in Part 3D of the Council's Constitution describes the extent and nature of the authority delegated to the Executive Director: Place and Economy to undertake functions on behalf of Cambridgeshire County Council. The delegations are made either by the Full Council or one of its committees. The Executive Director considered it necessary and expedient, to authorise the Head of Strategic Planning (now the Assistant Director Planning, Growth & Environment) to undertake functions on his behalf. These authorisations are included within a written schedule of authorisation published on the Council's website which is available at the following link for Place and Economy (now Place and Sustainability):
<https://www.cambridgeshire.gov.uk/council/council-structure/council-s-constitution/>.

2. Summary of decisions

- 2.1 10 applications have been determined under delegated powers during the period between 07/06/2022 and 03/11/2022 (date of drafting this report), details of each are set out below:

1. App ref: CCC/21/262/FUL for Full permission for part of a new secondary school comprising 4 forms of entry (600 pupils) with 8 form of entry core facilities; indoor sports facility building, a 150 pupil Special Educational Needs and Disability School (SEND) with post 16 accommodation provision; electricity sub-station; car and cycle parking, hard landscaped playing courts, playing fields, access, landscaping and ancillary development Outline permission: for the remaining part of the secondary school comprising 4 forms of entry (600 pupils) to create an 8 form of entry school (1,200 pupils), and expansion of the SEND school buildings to provide specialist autism and Post 19 accommodation (50 pupils), car and cycle parking, playing fields, landscaping and ancillary development.

Location: Alconbury Weald Education Campus Land at Alconbury Weald Cambridgeshire.

Decision: permission granted 16/06/22

For further information: contact Deborah Jeakins on 01223 715544

2. App ref: CCC/20/052/FUL for Construction of irrigation reservoirs by the extraction and export of sand and gravel; silt lagoons; mineral processing plant; weighbridge; temporary buildings and use of existing access onto the A142 Chatteris Road between the Mepal Outdoor Centre and Hiams Bridge

Location: Mepal Reservoir, Land Off Blaby's Drove, Sutton Gault, Ely, Cambs

CB6 2BE

Decision: permission granted 28/07/22

For further information: contact Helen Wass on 01223 715522

3. App ref: CCC/21/129/FUL for Use of existing mineral processing area and plant for proposed new eastern reservoir development (planning application ref. CCC/20/052/FUL).

Location: Mepal Reservoir, Land Off Blaby's Drove, Sutton Gault, Ely, Cambs
CB6 2BE

Decision: permission granted 28/07/22

For further information: contact Helen Wass on 01223 715522

4. App ref: CCC/20/040/FUL for Proposed Travel Hub, to include car parking, cycle, coach, and horse parking, travel hub building, photovoltaic panels, substation, lighting; significant infrastructure improvements to include road widening of the A10 along Cambridge Road, Hauxton Road and M11 Junction 11 north bound slip road, and a new dedicated busway to include strengthening of existing agricultural bridge; provision for a new Shared Use Path, including new bridge across the M11; with associated drainage, landscaping (including reconfiguration of bunds), biodiversity enhancement areas and infrastructure.

Location: Land To The North/north-west Of Hauxton Road (A10), To The North-west And North Of Junction 11 Of The M11 And To The West Of Cambridge Road (A10) CB22 5HT, (within The Parish Of Hauxton And Partly Within The Parish Of South Trumpington).

Decision: permission granted 28/07/2022

For further information: contact Dallas Owen on 01223 714722

5. App ref: CCC/21/051/FUL for Proposed expansion of car parking at Babraham Road Park & Ride to provide an additional 159 car parking spaces together with associated infrastructure and landscaping, including the provision of a scheme of solar canopies.

Location: Babraham Road Park And Ride Babraham Road Babraham
Cambridge CB22 3AY

Decision: permission granted 25/08/2022

For further information: contact Dallas Owen on 01223 714722

6. App ref: CCC/22/066/VAR for Erection of two temporary mobile classrooms for a temporary period until 31 August 2022 and associated works including relocation of existing shed.

Location: Spring Common Academy, American Lane, Huntingdon, PE29 1TQ

Decision: permission granted 25/08/2022

For further information: contact Jane Stanley on 01223 743812

7. App ref: CCC/22/065/VAR for erection of 5-Bay mobile classroom building with play deck, canopy and access ramp for a temporary period until 31 August 2022, and new formalised and resurfaced fire service access and barrier from Ely Road.

Location: Stretham Primary School, Wood Lane, Stretham, CB6 3JN

Decision: permission granted 06/09/2022

For further information: contact Alex Rankine on 07765 586420

8. App ref: CCC/22/039/FUL Development of Sir Harry Smith Community College from 6 forms of entry to 8 forms of entry with expansion of sixth form, including a two storey teaching block with link, pedestrian/cycle access to Drybread Road, construction access to Bassenhally/Drybread Road, alterations to sports pitches, alterations to parking arrangements, additional cycle parking and external landscaping works, fencing and floodlighting.

Location: Sir Harry Smith Community College, Eastrea Road, Whittlesey, Peterborough, Cambridgeshire, PE7 1XB

Decision: permission granted 26/10/2022

For further information: contact Jane Stanley on 01223 743812

9. App ref: CCC/21/265/VAR Excavation of sand and gravel; reinstatement by importation of inert waste to agriculture and nature conservation after use; use of crusher and screen to process inert waste; and composting green waste to form restoration material.

Informative: Section 73 planning application to develop land without complying with condition 5 of planning permission E/3011/05/CM (as amended by planning permission E/3007/08/CM) to allow the date for completing the development and restoring the land to be extended from 31 December 2021 to 30 September 2023.

Location: Kennett Hall Farm Quarry, Turnpike Road, Kennett, CB8 7QX

Decision: permission granted 31/10/2022

For further information: contact Helen Wass on 01223 715522

10. App ref: CCC/21/264/VAR Importation of inert waste to restore southern part of quarry to above existing ground level.

Location: Kennett Hall Farm Quarry, Turnpike Road, Kennett, CB8 7QX

Decision: permission granted 31/10/2022

For further information: contact Helen Wass on 01223 715522

