



21st January 2014

Agenda Item: 6

**REPORT OF CORPORATE DIRECTOR POLICY, PLANNING AND
CORPORATE SERVICES**

BASSETLAW DISTRICT REF. NO.: 1/13/01144/CDM

**PROPOSAL: USE OF LAND AND PREMISES AS WASTE TRANSFER STATION,
INERT MATERIALS RECYCLING FACILITY AND DISMANTLING OF END OF LIFE
VEHICLES, AND RETENTION OF OPEN-FRONTED ROOFED AND SHEETED STORAGE
AND SORTING BAY.**

LOCATION: RETFORD WASTE LTD, ACCESS ROAD, RANSKILL, RETFORD

APPLICANT: RETFORD WASTE LTD

Purpose of Report

1. To consider a planning application for the use of land and premises as a Waste Transfer Station (WTS), inert materials recycling facility and for the dismantling of end of life vehicles (ELV) at Retford Waste Ltd, Access Road, Ranskill. The application is part-retrospective and includes the retention of an open-fronted storage and sorting building. The key issues relate to the associated traffic accessing the site; the impacts of vehicles on public rights of way; impacts on nearby wildlife sites; and the adequacy of site drainage arrangements. The application falls to committee for determination due to the quantity of the proposed throughput. The recommendation is to approve the application, subject to the attached conditions.
2. The application relates to an established waste processing and skip hire business at a site on part of the wider industrial estate at Ranskill. The applicant seeks to regularise certain waste activities associated with the existing skip hire business and the processing of inert waste. In addition the application seeks to add to the site the operation of a waste transfer station, associated with the skip hire business and add the dismantling of end of life vehicles. The site and applicant has been subject to previous planning enforcement action by this authority and this application represents a resubmission of a previously withdrawn application.

The Site and Surroundings

3. The village of Ranskill is situated on the Great North Road, five miles north of Retford in the district of Bassetlaw. The functional centre of the village lies at the crossroads of the Great North Road, with the B6045 Blyth Road, to the west and Station Road to the east. A post office/general store, fish and chip shop and a former public house are located at this junction. Station Road is a residential street leading to the railway crossing over the East Coast Main Line, this railway running north-south forms the eastern boundary to the village. The Access Road industrial estate is situated east of the railway line, as accessed by Station Road, Common Lane and Access Road. The general location can be seen on Plan 1.
4. Upon crossing the level crossing, Station Road continues as Common Lane running eastwards and from that point onwards is no longer adopted highway and instead is classed as a public right of way (Ranskill Footpath No. 4). 200 metres east from the railway, Common Lane intersects with Access Road running south towards the industrial estate. An industrial manufacturer is located at this turning. Running north from this junction is an unnamed track leading eventually to the Mattersey Road (B6045). Access Road as with Common Lane is not an adopted highway and is designated as a public right of way (Ranskill Footpath No. 8). The local rights of way are shown on Plan 2.
5. The industrial estate covers approximately 11 hectares within a defined rectangular area, which is then subdivided into a complex mesh of businesses comprising automotive dismantlers and spares, tyre recycling, building materials, haulage etc. Historically the surrounding area formed part of a Royal Ordnance Factory. The application site is located in the north-east corner of the industrial area on a site area of 0.8 hectares and is accessed along an un-metalled perimeter track, leading off Access Road. The site is shown on Plan 3.
6. The nearest residential property, Lakeside View is 400 metres to the west of the application site on Access Road. Properties adjacent to the level crossing and at the end of Willow Avenue are approximately 550 metres distant.
7. To the east of the site alongside an access track runs the Main Drain tributary of the River Idle, which flows from south to north. A narrow corridor along the drain is identified as being at risk of flooding and is classed as being in Flood Zone 3.
8. A series of designated wildlife sites and reserves are within proximity and influence of the application site. This patchwork of sites has formed as a legacy of historical gravel workings, landfill and wartime industrial activities in the area. Directly north and north-west of the site is a local wildlife site (Ranskill Wetlands Site of Importance for Nature Conservation (SINC)), comprising a mix of woodland and wetland. The hedgerow and trees bounding the access track form part of this site, which also extends across land on the east side of the Main Drain. Mattersey Hill Marsh Site of Special Scientific Interest (SSSI) lies 300 metres to the east of the application site beyond a field of pasture. South of the industrial area is the Daneshill Lakes and Woodland SINC and Local Nature Reserve. Ranskill Sandpit Spoil SINC

is also adjacent to the south-east corner of the wider industrial area. A further SINC site, Ranskill Birch Woodland, lies between Common Lane and Mattersey Road. These sites are shown on Plan 4.

9. The perimeter of the application site is defined by steel palisade fencing and steel sheeting at around 2 metres high, with a main vehicular gate on the northern boundary. Within, is an open yard, largely of unmade ground with some areas of concrete surfacing around the site entrance and various on-site buildings. The yard is used for the open storage of skips and vehicles associated with the existing skip hire operation and for the processing of inert waste resulting in various piles of such material and processing machinery. At the entrance to the site is a weighbridge. Several storage containers can also be found on site, along with stacks of skips. A series of buildings are positioned along the western side of the yard. The layout is shown on plan 5.

Site office

10. A raised site office, which comprises a portable building stacked on a container lies next to the site entrance in the north-west corner.

Open-fronted sorting bay

11. The first building next to the site office is an open-fronted steel-framed and sheeted sorting bay. This building measures some 14 metres by 20 metres with walls formed by grey steel sheeting above concrete blockwork. It has an open front on its eastern elevation looking out across the yard. The floor is formed by concrete and has a drainage sump. The structure has been present for a number of years, however a mono-pitch roof was added in 2012, taking its maximum height to 6 metres. The building does not benefit from planning permission and therefore the application also includes the retention of this building.

End of life vehicle de-pollution building and workshops

12. Abutting the storage bay to the south are two interlinked workshops, the first of which would be used for the proposed vehicle dismantling. These workshops are 5 metres high formed with concrete blockwork and with roller shutter doors.

Proposed Development

13. The application seeks to operate or regularise three types of waste and recycling operations, all of which would take place in distinct areas of the site.

Waste Transfer Station (WTS)

14. The applicant currently runs a local skip hire business from the site and has done so to varying degrees since 1998. Whilst the storage of empty skips would be permitted under a historical planning permission benefiting the site, the importation and processing of skip waste, which has been taking place on a limited basis so far, results in a change of use to a waste transfer operation, requiring planning permission. The applicant therefore wishes to undertake the

importation and sorting of skip wastes on the site, recovering materials for recycling and bulking up the resultant sorted waste for onward recycling and disposal.

15. The firm currently has up to 150 skips in use and three skip lorries for their transportation, two of which (18 tonne type) are used on the general skip collection rounds. This situation is not due to change. Currently the two skip lorries leave the site each day, both carrying 4 or 5 empty (stacked) skips and then undertake the rounds making up to 5 outbound and 5 inbound trips per day (each). Full skips are routinely taken straight to a licensed tip or facility except when it is closed, resulting in full skips being brought to the site overnight. Inert material is also currently brought in for processing.
16. Under the proposed WTS operation the skip lorries would depart the site each day, each carrying 4 or 5 empty (stacked) skips and then undertake the rounds making up to 6 outbound and 6 inbound trips per day (each), bringing in full skips for sorting.
17. On entering the site, lorries would first pass over the weighbridge and then skips would be unloaded and tipped within the open-fronted sorting bay, where waste would be sorted by means of hand, loaded shovel/grab and deposited into various other skips for onward recycling and disposal to licensed facilities. The application seeks permission for a maximum annual throughput of 15,000 tonnes through the WTS.

Inert waste processing

18. The application seeks to regularise the crushing, screening and sorting of construction and demolition waste, within an open area along the eastern portion of the site. The application proposes a maximum throughput of 20,000 tonnes per annum of this waste stream. The material is stockpiled before being processed through a mobile crusher and a screener, resulting in various grades of stockpiled material. The height of stockpiles of inert materials would be limited to 4 metres. Various pieces of mobile plant are used to move this material including a 360 excavator.
19. The larger (32 tonne) of the three skip lorries is used to take a single daily load of processed inert waste for disposal. This single round trip is not proposed to change.

Dismantling end of life vehicles

20. The applicant also wishes to undertake some limited dismantling of end of life vehicles, which would be undertaken within one of the two workshop buildings beyond the sorting bay. This would become a dedicated de-pollution building where vehicles can be drained with oils and fluids captured in drums for off-site disposal. Oily parts would be stored externally on an expanded area of concrete apron with a new sealed drainage system (as detailed below), whilst non-oily parts such as car bodies would be stored on an unsurfaced area in the south-east corner of the site. Serviceable parts which can be sold on would be stored within two existing portable cabin containers located along the

western boundary. There would be no sale of parts to visiting members of the public, these instead being sold via postal/internet means.

21. The proposed ELV operations would require the addition to the fleet of an 18 tonne vehicle, possibly of the flat bed type, and which would typically undertake a single round trip from and to the site per working day.

Total vehicle movements

22. Taking all three aspects of the proposed development together and compared with the current operations, the proposed operations would generate up to 14 in-bound lorries and 14 out-bound per working day, with fewer movements on Saturdays. This is compared against the present levels of up to 11 in-bound and 11 out-bound movements. Peak periods tend to occur between the hours of 08.30 to 16.30. There would also be around four or five staff cars at the site each day.
23. All vehicles access the site via Access Road, Common Lane and Station Road to its junction at the Great North Road.

Hours of operation

24. The proposed hours of operation are 07.00-18.00 Monday-Friday and 07.00-13.00 Saturdays. No working is proposed on Sundays or Bank Holidays, except for emergencies.

Associated drainage and surfacing works

25. In order for the proposed operations to meet the environmental standards required as part of a permitting application from the Environment Agency, a series of drainage and hard surfacing works are proposed.
26. The open-fronted sorting bay already benefits from a concrete floor, however additional mitigation to prevent the escape of fluids is proposed in the form of a 150mm high raised hump at the opening and the reinstatement of a drainage sump, which would collect any fluids for subsequent off-site disposal. The internal blockwork would also be rendered up to 450 mm high.
27. The workshop to be used for ELV dismantling also benefits from a concrete floor and a 150mm high raised hump will again be added at the entrance, the walls rendered and an internal door bricked up.
28. Areas of external concrete apron would be extended around the existing buildings, which would also provide an extended area for circulation and space for the storage of car parts. The surface would be graded to direct water and any possible oil contamination towards a new gully system which would be installed along the edge of the concrete area. East of this concrete area, the site would remain unsurfaced for the processing of inert materials.
29. Highway type gullies attached to a new buried drain would direct surface water flows from the vehicle parts storage area into a full-retention separator, where oil contaminants can be captured. Surface water from outside the sorting bay and entrance area would be drained into the system beyond the separator,

where it would meet the clean water from the end of the separator. Finally, the clean rain water from the roofs of the storage bay and workshops would be directed via new rainwater downpipes into a new surface water drainage pipe which would run around the perimeter of the site, before meeting the combined flows of surface water and then into a new buried storage/attenuation tank. This 10m³ storage tank and its orifice plate is designed to produce a steady outflow of water which would finally be piped to a new outfall into the Main Drain to the east. This outfall would have a brick headwall with a non-return flap valve.

Retention of open-fronted sorting building

30. In addition to the proposed operations/uses, the application also seeks to retain the open-fronted storage/sorting bay which has been completed without the benefit of planning permission. This is described in paragraph 11. Some adjustments to the drainage are required and these are detailed above.

Planning history

31. The site and applicant has a planning history of relevance to the current application.
32. The wider area has the benefit of a long-standing planning permission for 'storage of commercial vehicles, steel etc' dating back to 1991 as granted by Bassetlaw District Council (ref. 39/91/00004).
33. In 2000 the County Council, as the Waste Planning Authority (WPA), granted planning permission to Retford Waste for the use of the site as a Waste Transfer Station (ref. 1/39/98/5) subject to conditions including a cap on vehicle movements. Operations commenced and continued without the pre-commencement conditions being discharged, mainly due to the non-implementation of impermeable surfacing and other measures. The continued operations were subject to subsequent enforcement action with enforcement notices being served in 2003, which were appealed and subsequently withdrawn when agreement was reached with the applicant to provide the necessary measures. However, these details were not forthcoming and the permission subsequently lapsed.
34. A new planning application was invited which was submitted to the WPA in 2011 (ref. 1/39/12/00001), however this application received objections from the Environment Agency and NCC Countryside Access Team, whose concerns were unresolved and the application was subsequently withdrawn.
35. The current application provides a drainage assessment and drainage plans (as detailed above) to overcome the Environment Agency objection. The site area has also been extended, within the estate area.

Consultations

36. **Bassetlaw District Council** - *Does not wish to make any observations.*

37. **Ranskill Parish Council** - *No objection. The increased number of daily HGV movements to/from Retford Waste on Station Road should not exceed the number stated on the applicant's revised traffic submission and should be capped at a maximum tonnage per day/month.*

The Council wishes to raise its concern about the likely future increase in HGVs along the Great North Road and at its junction with Station Road/Bylth Road/Mattersey Road, in the village, as a result of possible new quarries in the Barnby Moor area as well as with Retford Waste. Significant numbers of heavy vehicles through an already busy and constricted residential zone raises concerns for the safety of pedestrians, the control of traffic and the potential for damage to the structure of adjacent buildings.

38. **Environment Agency** - *No objection. The infrastructure currently in place would allow the potential for waste operations to place on site provided some modifications were made. The site would need to ensure that drainage works are complete prior to waste operations taking place, these are currently not in place. The sorting, storage and treatment of mixed waste can only take place on impermeable surfaces with sealed drainage running to enclosed tanks, interceptor or with consent to drain to foul sewer. Inert waste processing does not need to be on such impermeable surfaces, but should though take place on hardstanding. Due to the proximity to a SSSI, the operator will need to secure a bespoke permit from the EA.*

39. **Natural England** - *No objection. The site is in close proximity to Mattersey Hill Marsh SSSI, however Natural England are satisfied that the proposed development being carried out in strict accordance with the submitted details, would not damage or destroy the features for which the site has been notified. Natural England understand that the flow direction of the adjacent Main Drain is northwards. Therefore even if a contamination event was to occur, it would not flow in the direction of the SSSI. Any such event though, should be notified to Natural England. They further advise that an assessment of possible impacts on local wildlife sites, habitats and biodiversity should be made. The application may provide opportunities to incorporate biodiversity enhancements into the development.*

40. **NCC (Nature Conservation)** – *The site lies adjacent to the Ranskill Wetlands SINC (within 15 metres to the north and east). Mattersey Hill Marsh SSSI and SINC is circa 300 metres to the east and Ranskill Sandpit Spoil SINC is circa 200 metres to the south. All are designated for their botanical interest, but are likely to be of value to other groups, including breeding birds.*

An Extended Phase 1 Habitat Survey of the site has been undertaken, which has confirmed, as expected, that the site has negligible ecological value, being dominated by hardstanding and containing no semi-natural habitat. In addition, the adjacent Main Drain was surveyed and although no notable species were identified, the feature was considered to be of district value due to its linking role between the Ranskill Wetlands SINC and the Ranskill Sandpit Spoil SINC. Impacts may potentially occur on the adjacent designated sites as a result of noise, dust, artificial lighting, and changes to hydrology/water quality. A basic assessment of these potential impacts has been carried out, and no impact on the adjacent designated sites has been predicted, on the basis that

the proposals will not result in any significant change from the current situation.

Concern was raised over the lack of information on noise from the on-site machinery. Further details of noise arising from the crusher was subsequently provided and subsequent comments were made:

The supplied technical specification for the crusher, has a sound power level of 75dB(A) at 20m when running, but without material passing through being crushed (it is therefore assumed that the noise level would be higher when actually crushing). This equates to a sound level of approximately 60dB(A) at 100m and 55dB(A) at 200m, although this doesn't factor in any attenuation which the corrugated sheet fencing may provide. This suggests that there will be a zone around the site, within which disturbance effects of noise might occur as a result of masking effects (e.g. of bird song).

In the absence of any surveys, whether or not this would result in a significant impact is a matter of opinion; however, it appears unlikely that any particularly noise-sensitive species would be present in the vicinity of the site, and given that the plant is already used at the site, it appears that no additional impact would occur.

41. **NCC (Countryside Access)** – *The site plan includes two public footpaths - a section of Ranskill FP4 along Common Lane and Ranskill FP8 along Access Road. Both of these are on metalled roads, which are unadopted, with ownership unknown. No formal right of vehicular access appears to have been recorded along these routes, but it is acknowledged that Retford Waste and a number of other businesses use this route for access purposes.*

Note that the hours of operation for Retford Waste are limited to weekdays and Saturday mornings, so they are largely operating outside of most people's leisure time. However to ensure the continued safe use of these footpaths by legitimate right of way users, (pedestrians with the usual accompaniments such as buggies, dogs and mobility scooters), the following recommendations are made.

Suggest that a cap is put on the number of HGV movements entering and leaving site each day.

It is envisaged that more laden HGV movements will take place, resulting in extra wear to the path surface. A baseline survey of the current condition of the lane is suggested, with Retford Waste undertaking a schedule of maintenance and repairs as appropriate to ensure a surface to the current standard remains available for legitimate footpath users.

Recommend that mitigation measures, including the 10mph speed limit, damping of dust or sweeping to remove mud and debris and litter picking is applied to sections of Common Lane and Access Road.

Recommend signage advising vehicles entering Common Lane and leaving the Retford Waste site, that they are driving along a public right of way, and should give way to pedestrian users.

42. **NCC (Highways) Bassetlaw** - *No objection, subject to the development being operated in accordance with the details submitted.*

The revised traffic information submitted is not particularly clear but suggests that there is a potential for up to 50 empty skips to be delivered each day (these can be stacked for delivery). If each skip was to be brought back to the site individually when full for waste processing then there would be a significant increase in traffic movements which would be likely to be resisted by the Highway Authority.

However, the applicant has suggested that the proposal will, in fact, result in up to 14 lorry movements into the site and 14 lorry movements out of the site per day.

It is understood that a previous consent restricted the number of waste carrying vehicles into the site to a maximum of 12 per day. In the opinion of the Highway Authority, should planning permission be granted for this current proposal then this form of condition should be attached. An increase in the total number of waste carrying vehicles entering the site per day from 12 (as previously authorised) to 14 (as proposed) could not be resisted by the Highway Authority on highway safety grounds as the additional vehicle movements would have a minimal impact on the highway network.

43. **Isle of Axeholme & North Notts Water Level Management Board** – *No objection. Main Drain, an open watercourse is located along the eastern boundary and is maintained by the Board. The Board's formal Bylaw consent will be required prior to the proposed outfall being constructed. In addition any works in, over, under or within 9 metres of the watercourse will require the prior Bylaw consent. Consent will only be granted where proposals are not detrimental to the flow or stability of the watercourse.*
44. **National Grid** – *Advises that they have no record of apparatus in the vicinity.*
45. **NCC (Reclamation), Network Rail, Severn Trent Water, Western Power Distribution, and Anglian Water** have not responded. Any response received will be orally reported.

Publicity

46. The application has been publicised by means of two site notices, a press notice in the Retford Times and 15 neighbour notification letters sent to neighbouring businesses and the nearest residential occupiers in accordance with the County Council's adopted Statement of Community Involvement. No letters of representation have been received.
47. Councillor Liz Yates has been notified of the application.
48. The issues raised are considered in the Observations Section of this report.

Observations

Principle of the development

49. A starting point is the previous grant of planning permission in 2000 which established the principle use of a waste transfer station operation on this existing employment site. This planning permission specifically permitted the importation, stockpiling and recycling of construction waste, concrete, rubble, wood, paper, cardboard, plastic, metals and batteries. Planning conditions were imposed to require the installation of impermeable surfaces and drainage systems to separate foul and contaminated water so to protect local surface and ground waters. However, these works were not completed and enforcement action was subsequently taken. A condition was attached limiting daily HGV arrivals and operating hours. Conditions were also attached to mitigate a wide range of environmental impacts. Whilst this is a somewhat dated permission which subsequently lapsed (although operations continued), the principle of the WTS operations has been established. It is worth noting that the planning policy context at the time of this decision was arguably more restrictive and in particular the Access Road industrial estate was subject to Bassetlaw District Local Plan Policy 2/9 restricting the enlargement of the site and resisting significant additional lorry traffic. This Local Plan has now been superseded by the Bassetlaw District Core Strategy and Development Management Policies Document. The other aspects of the current development plan comprise the newly adopted Nottinghamshire and Nottingham Replacement Waste Local Plan-Part 1-The Waste Core Strategy (WCS) and the saved elements of the Nottinghamshire and Nottingham Waste Local Plan (WLP).
50. Policy WCS4 of the WCS directs the broad locations for varying sized waste facilities in order to meet the needs of population centres. As the WTS element of the development is proposed to process up to 15,000 tonnes per annum (tpa), appendix 2 of the WCS indicates that this would be a medium sized facility. The 20,000 tpa relating to the inert waste processing operations would fall as a small scale operation. Taken together with the third ELV element, the development could be regarded as a medium sized, recycling facility. Policy WCS4 directs medium sized facilities to the built up areas of Mansfield/Ashfield, Nottingham, Newark, Worksop and Retford.
51. Clearly the site is some five miles distant of Retford and therefore the next element of the policy is relevant. This states that the development of facilities in the open countryside will be supported where there is a clear local need, particularly where it would result in enhanced employment and/or the re-use of existing buildings. The wider Access Road industrial estate lies outside of the built up area of Ranskill as defined in the Bassetlaw Core Strategy and is therefore technically within open countryside.
52. Bassetlaw Policies DM1 and DM3 dealing with economic and general development in the countryside respectively, are also relevant to this site. Policy DM1 generally applies to stand-alone economic development in the countryside, but guides that such development should ideally re-use existing buildings, with buildings and operations being of an acceptable scale and compatible with surrounding land uses. Policy DM3 specifically supports the

re-use of previously developed land in rural areas for the existing permitted use. Proposals should not create or exacerbate existing environmental or highway safety problems.

53. Policy WCS7 of the WCS sets out the general site criteria for waste facilities. Transfer stations and aggregate facilities are classed as suitable on employment land. Policy WCS8 also supports the principle of expanding existing waste management facilities, recognising that improved methods or capacity at such sites can help improve the sustainability of waste management. In terms of the waste hierarchy, PPS 10 (Planning for Sustainable Waste Management) supports the movement of waste up the waste hierarchy and backs investment in facilities to enable greater reuse and recycling of waste. Policy WCS3 of the WCS prioritises the development and extension of waste recycling facilities.
54. Against the relevant locational and strategic policies it can be concluded that whilst the location is technically within the open countryside, it is sited on an established industrial area containing a long-standing collection of compatible industrial/storage and waste sites which is well contained and screened from the wider countryside by surrounding woodland. The site is also remote from residential receptors. The application proposes the reuse of existing buildings within the site and would support the small growth of a local employer with their core business in local skip hire.
55. Subject to the development according with the environmental and amenity impacts, it can therefore be concluded that there is a strong policy presumption in favour of the proposed development, albeit that ideally medium sized facilities should be nearer to the main population areas. The addition of the WTS element would, however, improve the recycling operations of this existing skip hire business, which in general is suitably located on existing employment land and which has an established (albeit not entirely authorised) waste and recycling business. Policy WCS1 also reiterates the national policy presumption in favour of sustainable development.
56. In looking further at the environmental and amenity impacts of the proposed development, particular consideration is required against matters of heavy goods traffic through Ranskill village; access arrangements over definitive rights of way; impacts on local wildlife sites and habitats in the vicinity; and the need to protect local water resources from pollution or contamination. These are addressed as follows.

Traffic and access

57. A key consideration is the impact of vehicle movements both existing and proposed to and from the site and the impacts on local residential amenity, and on definitive public footpaths.
58. Access to the site and the other businesses on the industrial estate is via Station Road and its junction with the Great North Road. Station Road is a residential area leading to the railway crossing and the industrial area beyond. The Parish Council in their representations and discussions with officers of the County Council have raised concerns over the current situation with traffic and

heavy goods vehicles turning at the junction of the Great North Road with Station Road/Blyth Road and Mattersey Road. This junction is at the heart of the village and is sometimes subject to inconsiderate parking by people frequenting the local shop or takeaway. The Parish Council is continuing to seek highway improvements or parking restrictions at this junction and wish to reiterate this issue to the County Council. They do not, however, object to the planning application, but seek control on the number of lorries associated with the development and suggest a cap based on imported tonnage.

59. The issue of highway measures at the main junction in the village is a wider issue for the Highways Authority to consider. The very small increase in vehicular movements proposed as part of this application (as detailed below) would not in itself require mitigation at this point. Highways officers are continuing to liaise with the Parish Council on this matter.
60. Reference has been made by the Parish Council about the feasibility of using the back lane leading north from Common Lane towards Mattersey Road as an alternative route for some trips, avoiding the village centre, however the applicant has no intention of using this lane and it has been assessed that it is not a suitable route for vehicles. It is not an adopted road and is in part a public footpath. Furthermore there is notably very poor visibility at the junction with Mattersey Road.
61. The application proposes a very small increase in vehicular trips to and from the development. In-bound lorry movements, relating to skip lorries and the ELV carrier, would rise from 11 to 14 per working day, whilst out-bound trips would similarly rise from 11 to 14 per working day. There would also be around 4 or 5 staff cars. Activity would reduce on Saturdays. As part of the grant of the 2000 planning permission, a condition was placed restricting the number of waste carrying vehicles entering the site each day to no more than 12.
62. During the course of the application, the supplied traffic figures have been questioned and clarification sought on the operations. Revised traffic figures were provided which showed a small increase to in-bound and out-bound trips as a result of the anticipated operations. It was also clarified that the existing skip lorry fleet would not increase, the only addition being a new vehicle to transport end of life vehicles. The County Highways Officer notes that if the two main skip lorries left the site each day with five stacked empty skips and each returned five times before leaving again with five more empty skips, then this could result in 50 empty skips leaving and therefore the stated figure of 12 full skip lorries entering the site looked conservative. However, whilst the firm does have a large inventory of skips, the current operations are dictated by demand and this theoretical scenario is not borne out in reality and it remains the proposal that only up to 12 general skip lorries would enter the site per day. A larger 32 tonne skip lorry taking inert waste, and the ELV vehicle would each undertake one round trip per day, bringing the combined total to 14 trips. Based on these figures, the Highways Officer raises no objection but wishes to cap the traffic levels, as per the previous planning approval.

63. Whilst in the past Bassetlaw District Council had a fairly restrictive policy applying to the area, this is no longer the case and there is no objection to the proposed development from the District Council.
64. In terms of residential amenity, this small increase in traffic, comprising of mainly standard 18 tonne skip lorries, along Station Road is considered to have a negligible impact on local amenity. Impacts on local users of the rights of way is separately considered below. Therefore the proposed development, by means of its traffic generation, is assessed and considered to be acceptable and can be accommodated safely on the local roads. There would be no unacceptable level of disturbance to local residents. The development therefore accords with Saved Policy W3.14 (vehicular movements) of the WLP and Policies DM4 (amenity criteria), DM1 and DM3 of the Bassetlaw Core Strategy. The vehicle movements would not create significant environmental or highway safety problems. A condition to cap the numbers of waste carrying vehicles entering the site is recommended by Highways and Rights of Way officers and a cap of 14 per day is considered reasonable. The condition would also serve to satisfy the concerns of the Parish Council and provides certainty all round.

Impacts on public rights of way

65. Both Common Lane and Access Road are definitive public rights of way for users on foot and are not adopted roads. Vehicular passage over these 'footpaths' is only lawful if such users or occupiers/owners of the various businesses at the industrial area, possess a legal right of private vehicular access. It is however understood, that due to the historic way the estate has developed, such legal requisites have not been secured by the applicant or other neighbouring businesses and the title ownership of some land is also unclear. Indeed the emergence of the industrial uses out of the former legacy of the former Royal Ordnance Factory and historical mineral extraction has in part created this land use and access anomaly.
66. Although Common Lane and Access Road are technically 'footpaths' it is unclear how well used some parts of these roads are used by lawful walkers, however Footpath No.8 leading down Access Road does offer a route to the popular Daneshill Lakes and nature reserve and the proximity of these routes on the edge of the village boundary could be expected to be popular with evening dog walkers.
67. Notwithstanding the legal situation under rights of way legislation, in terms of planning policy the relevant policy is W3.26 (Public Access) of the WLP. This states that:
- Planning permission for a waste management facility which would temporarily or permanently disrupt public rights of way will not be granted unless alternative routes of at least equivalent interest or quality are available.*
68. Consultation with the County Area Rights of Way Officer has resulted in no objection being raised, despite the legal non-compliance. Instead the officer recognises the unique situation which has arisen from the historical development of the estate and which has resulted in the long term use of

these routes by vehicles. Indeed Access Road and Common Lane are both of a road character being 6.5 metres and 5.5 metres wide respectively, with Common Lane featuring a one metre wide footway on the northern side. Both routes are metalled surfaces and although exact ownership is unknown, they appear to be privately maintained by the businesses themselves.

69. The wording of Policy W3.26 and its supporting text is directed more to a scenario whereby a right of way would have to be diverted. However the proposed development would generate only a small increase in vehicular activity and this would be in the context of other commercial traffic. It can be seen that this traffic is generally compatible with local walkers on these 'footpaths' and it has been assessed that the working hours of the proposed development would likely avoid the more popular times for local walkers in the area, such as in the evenings and at weekends. Mitigation measures have been identified in terms of signage to make drivers aware and be mindful of the possible presence of walkers on a right of way, an advisory speed limit, measures to control dust, mud and litter and possible arrangements for the upkeep of the road surface. Accordingly it is considered that the proposed development, involving an expansion of operations on this existing site, and which would generate a small increase in associated traffic, would not disrupt the operation of the public rights of way and would accord with Policy W3.26.
70. Notwithstanding if the application is granted, any such grant of planning permission would not confer a legal vehicular right of access and it is for the NCC Countryside Access Team and Rights of Way Committee to enforce the relevant rights of way access. However as discussed a realistic approach is favoured and therefore the status quo is expected to remain for the foreseeable future.

Ground and surface water drainage

71. Part of the reason for the withdrawal of the previous planning application was due to the inadequacy of the site drainage arrangements and other measures required by the Environment Agency to protect the local environment from possible pollution arising from the waste transfer station and in particular from the dismantling of end of life vehicles. Measures such as impermeable surfaces and the separation of polluted water from the drainage system are a requirement for the applicant in applying for an operating permit from the Agency.
72. This present application provides the necessary details within a drainage assessment which has been drawn up with the advice of the Agency. In their consultation response the Agency raise no objection, subject to the measures being fully implemented. The proposed works are set out at paras 25-29 above and include an outfall for clean surface water into the adjacent Main Drain. Separate consent from the local drainage board will be necessary in order to construct this and an advisory note is suggested.
73. Any liquid residue from the skips tipped within the sorting building would be captured in a buried sump for collection and offsite disposal. The depollution of vehicles would take place in a dedicated workshop building, where again oils, fuels and other liquids would be captured and placed in drums for offsite

treatment. The drainage plans include a full retention separator in the drains to capture any residual oily liquids from washing off the external vehicle part storage area. The final discharge into the Main Drain would be clean, surface water run-off.

74. The plans, subject to conditions securing the necessary measures, are therefore in accordance with Policy WCS13 (Protecting and enhancing our environment) of the WCS and Policies W3.5 (Water Resources-Pollution Issues) and W3.6 (Water Resources-Planning Conditions) of the WLP.

Impact on ecology, habitats and designated wildlife sites

75. The application site and the wider industrial area are set in a context of various wildlife sites and reserves, forming a cluster of woodland and wetland habitat, many of which have been formed from the legacy of gravel extraction or war time industrial activity.
76. In terms of statutory importance, the Mattersey Hill Marsh SSSI is nationally protected and is approximately 300 metres east of the application site, beyond the Main Drain and a field. Natural England confirms in their response that the development should not impact on this site and in particular that should there be an unintended pollution incident that the Main Drain does not connect or flow towards the Marsh.
77. The remaining sites in the locality are locally designated wildlife sites, with Ranskill Wetland SINC immediately north of the application site and including the hedgerow along the access drive. Ranskill Sandpit Spoil SINC and Daneshill Lakes and Woodland SINC are due south-east and south respectively.
78. A habitat survey has been submitted with the application which confirms that there is no habitat on site, it comprising hardstanding and bare earth. A survey of the Main Drain was also undertaken, in particular checking for the presence of any protected species, which returned no such occurrences.
79. Consultation with the County Nature Conservation Officer has led to broad agreement with the findings of the survey. It is apparent that the Main Drain has a role in linking the various SINC sites and wetlands (with the exception of the SSSI) in the locality as it flows northwards, eventually to the River Idle. However, the proposed drainage arrangements make satisfactory provision for the prevention of pollution to the watercourse.
80. Further information was sought on the noise output of the two pieces of machinery used in the processing of inert construction waste and some partial data was submitted based on the manufacturer's specification of the crusher and a brief assessment was made by officers of noise dispersion, which has led to the view that some disturbance to wildlife from operational noise may occur. However, this would be limited to common bird species and it is not thought that there are particularly noise sensitive species in the vicinity. Furthermore, due to this element of the development already being operational, it is assumed that there would be no additional noise or

disturbance impact and the site fencing should also attenuate the impact to a degree.

81. The development is therefore assessed to accord with Policy WCS13 (Protecting and enhancing our environment) of the WCS, Policies W3.22 (Biodiversity) and W3.23 (Nature Conservation Sites) of the WLP and Policy DM9 of the Bassetlaw Core Strategy. There would be no unacceptable impact on elements of environmental quality, conditions on drainage will protect the local water environment, but there is no realistic opportunity to provide enhancements for wildlife on this occasion.

Dust, mud and litter

82. The applicant has proposed standard mitigation measures to remedy any on or off site environmental impacts.
83. The inert waste processing operation has potential to give rise to airborne dust issues during periods of excessively dry and windy weather and also from vehicular movements along the access roads. It is proposed to limit the height of stockpiles to 4 metres and to damp them down during unfavourable conditions, such as during high winds. The internal surfaces and roads can similarly be dampened as necessary. This would accord with WLP Policy W3.10 (dust). A 10 mph speed limit is proposed within the site and this can be extended in an advisory nature to include Access Road and Common Lane.
84. Circulation areas within the site would be kept clean, however a mechanical sweeper can be deployed when required to deal with any mud or other material deposited along Access Road or Common Lane in accordance with WLP Policy W3.11 (Mud).
85. The applicant intends to control any litter and to collect any which escapes out into the yard or beyond. Regular checks would also be made to curb vermin, including use of traps/poisons as necessary. This would accord with WLP Policy W3.8 (litter).
86. Reasonable conditions can be made to cover these issues and which can extend to include Access Road and Common Lane to keep these routes clean and suitable in their role as public footpaths.

Operating hours

87. The proposed operating hours of 07.00-18.00 Monday-Friday and 07.00-13.00 Saturdays are considered acceptable. There would be no working on Sunday or Bank Holidays, except for emergencies and a suitable condition can be made to define these times.

Other issues

88. A noise assessment has not been requested on this occasion due to the remoteness of the site from sensitive residential areas. The main noise creation is from the current screening and crushing of inert waste and associated plant movements. The impacts of such noise has though been assessed on wildlife.

89. The design of the site buildings and perimeter fencing is of a varying quality, serving a functional need. No element is, however, out of character with the surrounding industrial uses, which together are well grouped and defined within a discrete location.
90. The applicant is a local employer, providing a local waste service. The additional activities would help sustain the sustainment of employment numbers with the possibility of one additional full time driver/operative being employed.
91. The applicant/operator would require a bespoke permit from the Environment Agency to lawfully undertake the proposed waste operations and a suitable informative is made to provide the relevant point of contact to initiate this process, should planning permission be approved.

Conclusions

92. This application seeks to regularise the current waste operations whilst providing some additional and closely related waste activities. It has been assessed that whilst new recycling facilities of this scale would ideally be located in larger population centres, such as in Retford itself, that this particular site is an established operation which, whilst technically within the open countryside, is in fact a discrete location, screened from the open countryside and distant from residential receptors. The plans make use of existing buildings and brownfield employment land. Principle policy support exists to favour the plans and support what is a local economic generator, providing an important recycling service.
93. Key impacts relating to the vehicular movements along Access Road and Common Lane, which are rights of way, have been considered. Whilst a small uplift in trips is proposed, a refusal on the basis of incompatibility with lawful users would be difficult to justify in the context of the current situation and history of land use and without an objection from the Rights of Way Officer. Similarly, the small adjustment to current vehicle movements does not justify a refusal on grounds of highway safety or amenity impacts within the village.
94. The development has been assessed for impacts on the local wildlife and habitats and a suitably designed drainage system is planned to protect the local environment.
95. Accordingly any adverse impacts which may result from the proposed development would not significantly or demonstrably outweigh the principle support in favour of the sustainment of this waste business and a favourable recommendation is made.

Other Options Considered

96. The report relates to the determination of a planning application. The County Council is under a duty to consider the planning application as submitted. Accordingly no other options have been considered.

Statutory and Policy Implications

97. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment, and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

98. The site is a secure compound with CCTV linked to off-site monitors, perimeter fencing and outer and inner gates securing the access drive and site perimeter and it is considered there are no crime and disorder implications.

Human Rights Implications

The relevant issues arising out of consideration of the Human Rights Act have been assessed in accordance with the Council's adopted protocol. Rights under Article 8 and Article 1 of the First Protocol may be affected. The proposals may generate a minor uplift in heavy vehicle movements over and along public rights of way requiring due care and attention from all users. However, this needs to be seen in the context of an established local business and an established industrial estate serviced via this road and impacts balanced against the wider benefits the proposals would provide in terms of sustainable waste management, sustaining local employment by allowing some additional recycling activities at this site and regularising current operations. Members will need to consider whether these benefits would outweigh the potential impacts.

Implications for Sustainability and the Environment

99. The addition of a waste transfer station to the existing skip hire business will aid in the sorting, separation and recycling of skip waste, helping to reduce materials to landfill in accordance with national waste policy. The processing of inert materials results in a product which can then be reused in construction schemes or for cover material at landfill. The dismantling of end of life vehicles in a controlled manner will allow for serviceable parts to be sold for reuse and for the onward recycling of materials. Suitable arrangements are planned to install a drainage system which will protect local water resources and the environment from pollution.
100. There are no financial, equalities, human resources or safeguarding of children implications. There are no implications for service users.

Statement of Positive and Proactive Engagement

101. In determining this application the Waste Planning Authority has worked positively and proactively with the applicant by entering into pre-application

discussion; assessing the proposals against relevant Development Plan policies; all material considerations; consultation responses and any valid representations that may have been received. This approach has been in accordance with the requirement set out in the National Planning Policy Framework.

RECOMMENDATIONS

102. It is RECOMMENDED that planning permission be granted subject to the conditions set out in Appendix 1. Members need to consider the issues, including the Human Rights Act issues, set out in the report and resolve accordingly.

JAYNE FRANCIS-WARD

Corporate Director Policy, Planning and Corporate Services

Constitutional Comments

Committee have power to decide the Recommendation. (SHB.03.01.14)

Comments of the Service Director - Finance (SEM 14/01/14)

There are no specific financial implications arising directly from this report.

Background Papers Available for Inspection

The application file available for public inspection by virtue of the Local Government (Access to Information) Act 1985.

Electoral Division and Member Affected

Misterton - Councillor Liz Yates

Report Author/Case Officer

Joel Marshall

0115 9696512

For any enquiries about this report, please contact the report author.

W001197.doc – DLGS REFERENCE

[PSP.JS/PAB/EP5936.DOCX](#)

10/1/2014

RECOMMENDED PLANNING CONDITIONS

Time limit for commencement

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

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

Scope of permission

2. The development hereby permitted is for: a) the importation, stockpiling, and processing of inert construction and demolition waste and soils, b) retention of open fronted and roofed sorting bay, c) the importation, sorting, storage and transfer of general skip waste, d) the controlled dismantling and recycling of end of life vehicles. This permission relates to the site outlined red on the submitted site plan (Ref. RW/ACC/13/2, dated July 2013).

Reason: For the avoidance of doubt and to define the permission.

Notification of commencement

3. The Waste Planning Authority (WPA) shall be notified in writing of the date of commencement of the operation of the waste transfer station and/or the end of life vehicle dismantling at least 7 days, but not more than 14 days, prior to the commencement of the development hereby permitted.

Reason: To assist with the monitoring of the conditions attached to the planning permission and for the avoidance of doubt.

Copy of permission

4. The applicant shall be responsible for ensuring that, from the commencement of the development, a copy of this permission, including all plans and documents hereby approved and any plans or documents subsequently approved in accordance with the permission, shall always be available at the site for inspection by the WPA during normal working hours.

Reason: To ensure the development hereby permitted is carried out in accordance with the approved details.

Approved details

5. Unless otherwise agreed in writing by the WPA, or where amendments are made pursuant to the other conditions attached to the permission, the development hereby permitted shall be carried out in accordance with the following plans and documents:

- (a) Completed planning application forms and certificates received by the WPA on 13/09/13.
- (b) Drawing titled 'Location Plan', no. RW/ACC/13/1, dated June 2013 and received by the WPA on 13/09/13.
- (c) Drawing titled 'Site Plan', no. RW/ACC/13/2, dated July 2013 and received by the WPA on 13/09/13.
- (d) Drawing titled 'Operational Site Layouts', no. RW/ACC/13/3, dated July 2013 and received by the WPA on 13/09/13.
- (e) Drawing titled 'Open Fronted Storage Bay', no. RW/ACC/13/4, dated September 2013 and received by the WPA on 13/09/13.
- (f) Drawing titled 'Site Plan', no. BF/326/SP, dated 15/04/10, and received by the WPA on 13/09/13.
- (g) Drawing titled 'Drainage Layout', ref RT3/D/1a- Rev 1a, dated 01/08/13 and received by the WPA on 13/09/13.
- (h) Drainage Assessment by Stevenson Associates, received by the WPA on 13/09/13.
- (i) Design and Access Statement and Supporting Statement, received by the WPA on 13/09/13.
- (j) Ecological Assessment by Rob Frith & Associates, dated December 2011, and received by the WPA on 13/09/13.
- (k) Revised traffic forecasts received by the WPA via email on 06/01/14.
- (l) Drawing titled 'Site layout- Existing Lighting Locations', ref RW/ACC/14/1, dated January 2014 and received by the WPA on 09/01/14.

Reason: For the avoidance of doubt and to define the permission.

Site layout

- 6. The site layout arrangements shall be maintained in accordance with the 'proposed site layout' on the submitted operational site layouts plan (Ref. RW/ACC/13/3, dated July 2013) and for the lifetime of the operations.

Reason: For the avoidance of doubt and to define the permission.

Annual throughput

- 7. The inert waste processing operation hereby permitted shall have a throughput of no more than 20,000 tonnes per annum.

Reason: To ensure impacts on local amenity and on local biodiversity are minimised and to ensure compliance with Policy WCS13 of the Nottinghamshire and Nottingham Replacement Waste Local Plan Part 1: Waste Core Strategy.

Drainage

8. Prior to the commencement of the end of life vehicle dismantling, the drainage measures including provision of impervious concrete surfaces and drainage gullies connected to a full retention separator shall be fully implemented in accordance the details of the drainage layout plan (Ref. RT3/D/1a- Rev 1a, dated 01/08/13). The outside storage of oily car parts shall thereafter be restricted to areas 4 and 5 as marked on the drainage layout plan.

Reason: To provide satisfactory drainage in order to minimise the risk of pollution to ground or surface water and in the interests of the protection of a nearby Site of Importance for Nature Conservation, in accordance with Policy WCS13 of the Nottinghamshire and Nottingham Replacement Waste Local Plan Part 1: Waste Core Strategy and Policy W3.5 of the Nottinghamshire and Nottingham Waste Local Plan.

9. The development hereby permitted shall be operated in strict accordance with the drainage details set out in the approved drainage assessment by Stevenson Associates and drainage layout plan (Ref. RT3/D/1a- Rev 1a, dated 01/08/13). Specifically only unpolluted surface water shall be discharged to ground or watercourse. Drainage from within the sorting bay and vehicle de-pollution buildings shall be captured within a sealed unit and transported off-site for disposal.

Reason: To provided satisfactory drainage in order to minimise the risk of pollution to ground or surface water and in the interests of the protection of a nearby Site of Importance for Nature Conservation, in accordance with Policy WCS13 of the Nottinghamshire and Nottingham Replacement Waste Local Plan Part 1: Waste Core Strategy and Policy W3.5 of the Nottinghamshire and Nottingham Waste Local Plan.

Hours of operation

10. Except in case of emergency where life, limb and property are in danger, which shall be notified to the WPA in writing within 48 hours of its occurrence and unless otherwise agreed in writing by the WPA, the site shall not be operated except between the following permitted hours:

07.00 hours to 18.00 hours on Mondays to Fridays; and between
07.00 hours to 13.00 hours on Saturdays.

No activities shall be carried out on Sundays, Public or Bank Holidays.

No operations involving the importation, movement, processing or exportation of waste materials (including end of life vehicles) by means of vehicle, plant or machinery shall be carried out and there shall be no servicing of plant and machinery except between these permitted hours.

Reason: In the interests of the amenity of nearby occupiers and to accord with Policy WCS13 of the Nottinghamshire and Nottingham Replacement Waste Local Plan Part 1: Waste Core Strategy and Policy W3.14 and Policy W3.9 of the Nottinghamshire and Nottingham Waste Local Plan.

Access arrangements

11. No more than 14 waste carrying vehicles shall enter the site per working day, including the importation of end of life vehicles. Records of daily waste carrying vehicle movements shall be kept by the operator and made available to the WPA within 7 days of a written request.

Reason: In the interests of the amenity of nearby occupiers and users of the local access roads and to accord with Policy WCS13 of the Nottinghamshire and Nottingham Replacement Waste Local Plan Part 1: Waste Core Strategy and Policy W3.14 and Policy W3.9 of the Nottinghamshire and Nottingham Waste Local Plan.

12. Within one month of the date of the permission hereby permitted, a sign shall be positioned at the exit of the site or alternatively at the point where the access drive meets Access Road, advising vehicles to proceed with caution at a speed no greater than 10 mph along Access Road and Common Lane and to give way to pedestrians on these routes which are public footpaths. In addition, written instructions shall be given to drivers and employees making them aware of the status of these footpaths.

Reason: In the interests of maintaining a safe right of way for lawful pedestrian users, in accordance with Policy W3.26 of the Nottinghamshire and Nottingham Waste Local Plan.

13. No vehicles shall access/egress the site using the unnamed track between Common Lane and Mattersey Road.

Reason: In the interests of highway safety and in accordance with Policy W3.15 of the Nottinghamshire and Nottingham Waste Local Plan.

Deleterious material

14. Measures shall be employed to ensure that mud and any other deleterious material from the site and from any associated vehicle movements is controlled and prevented from being deposited on public rights of way, including Access Road and Common Lane, or the public highway. Such measures shall include the sweeping and cleaning of internal circulation areas; the inspection and if necessary, sweeping of Access Road and Common Lane.

All waste carrying vehicles entering the site (with the exception of those carrying end of life vehicles) shall be sheeted and/or enclosed to prevent dust and debris.

In the event that these measures prove inadequate, then within one month of a written request of the WPA additional steps or measures, previously agreed in writing by the WPA, shall be taken in order to prevent the deposit of materials upon the public highway/public rights of way.

Reason: To reduce the possibility of deleterious material being deposited on public footpaths or the public highway in accordance with Policy W3.11 of the Nottinghamshire and Nottingham Waste Local Plan.

Dust

15. Measures shall be employed to ensure that dust emissions from the site are controlled and fugitive dust prevented from leaving the site. This shall involve taking all or any of the following steps as appropriate:
- a. The use of water bowsers to dampen stockpiles, the site and access track
 - b. The regular sweeping and cleaning of internal hard surfaces
 - c. The sheeting of waste carrying vehicles (with the exception of those carrying end of life vehicles)
 - d. Upon the request of the WPA the temporary cessation of waste importation, screening and processing during periods of excessively dry and windy weather.

In the event that these measures prove inadequate, then within one month of a written request of the WPA additional steps or measures, previously agreed in writing by the WPA, shall be taken in order to prevent dust leaving the site.

Reason: To minimise dust contaminating nearby designated wildlife sites and to ensure compliance with Policy W3.10 of the Nottinghamshire and Nottingham Waste Local Plan.

Controls on litter

16. Any materials escaping from the sorting bay building (referenced as '2' in the operational site layout, ref. RW/ACC/13/3, dated July 2013) shall be promptly captured and returned, and the site otherwise kept litter free. In addition regular checks shall be made in the vicinity of the site and along access routes for fugitive litter which shall then be promptly removed and recovered to the site.

Reason: To prevent the airborne spread of litter leaving the site and in accordance with Policy W3.8 of the Nottinghamshire and Nottingham Waste Local Plan.

Controls on storage

17. The tipping and sorting of general waste shall only be undertaken within the dedicated sorting bay building (referenced as '2' in the operational site layout, ref. RW/ACC/13/3, dated July 2013) and all skips containing waste (other than skips containing inert waste) shall be kept within this building.

Reason: To minimise the risk of pollution to ground or surface water in the interests of the protection of a nearby Site of Importance for Nature Conservation, in accordance with Policy WCS13 of the Nottinghamshire and Nottingham Replacement Waste Local Plan Part 1: Waste Core Strategy and Policy W3.5 of the Nottinghamshire and Nottingham Waste Local Plan.

18. External stockpiles of inert waste shall not exceed 4 metres in height above adjacent ground level and any stacks of skips shall not exceed 3 metres in height above ground level.

Reason: In the interests of visual amenity and to minimise dust contaminating nearby designated wildlife sites and to ensure

compliance with Policy W3.10 of the Nottinghamshire and Nottingham Waste Local Plan.

19. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank, of the combined capacity of the interconnected tanks, plus 10%. All filling points, vents, gauges, and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land, or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

Reason: To prevent pollution of the water environment in accordance with Policy W3.6 of the Nottinghamshire and Nottingham Waste Local Plan.

Other matters

20. No waste or other materials on site shall be burnt or otherwise incinerated.

Reason: To prevent contamination of a nearby Site of Special Scientific Interest, in accordance with Policy WCS13 of the Nottinghamshire and Nottingham Replacement Waste Local Plan Part 1: Waste Core Strategy.

21. Prior to its installation, details and specific locations of any external lighting proposed shall have been submitted to and approved in writing by the WPA. The external lighting shall thereafter be installed and maintained in accordance with the approved details unless any variation is subsequently agreed in writing by the WPA.

Reason: To assess the impact of light spill on adjacent wildlife sites and species and to accord with Policy WCS13 of the Nottinghamshire and Nottingham Replacement Waste Local Plan Part 1: Waste Core Strategy

Informatives/notes to applicant

1. Your attention is drawn to the letter attached from the Environment Agency, dated 4th November 2013, advising you on the necessary regulatory and permit requirements. For further advise please contact Graham Aspinal on 01427 729161.
2. Your attention is drawn to the letter attached from the Isle of Axholme and North Notts Water Level Management Board, dated 30th September 2013. This advises that prior written Bylaw consent will be required from the Board in order to construct the proposed outfall into the Board maintained Main Drain.
3. Common Lane and Access Road are both definitive public rights of way (Ranskill Footpaths 8 and 4). It is understood that these are privately maintained

by the applicant and other local businesses and it is advised that these upkeep arrangements and regular inspections should continue, so to provide a safe surface for users of these public footpaths and to ensure that the development does not lead to a deterioration of the surface. The grant of planning permission does not afford you the legal right of vehicular access over definitive public rights of way,

4. The grant of this planning permission does not permit waste sorting, processing or recycling operations within the land edged blue on the approved site plan.
5. You are advised that the safe height clearance for vehicles over the Station Road level crossing is 16 feet, 6 inches (5.03 metres), due to the presence of overhead wires.