

**PLANNING AND REGULATORY COMMITTEE**  
**23 MARCH 2021****PLANNING APPLICATION MADE UNDER SECTION 73 OF  
THE TOWN AND COUNTRY PLANNING ACT 1990 (AS  
AMENDED) TO VARY CONDITION 5 (OPERATIONAL  
HOURS) OF PLANNING PERMISSION REF: 18/000016/CM,  
AT CROOME FARM, CROOME D'ABITOT, SEVERN STOKE,  
WORCESTERSHIRE**

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**Applicant**

Croome Composting Ltd.

**Local Members**

Mr P Middlebrough

Mr A I Hardman

**Purpose of Report**

1. To consider a County Matter planning application made under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary condition 5 (operational hours) of planning permission ref: 18/000016/CM at Croome Farm, Croome D'Abitot, Severn Stoke, Worcestershire.

**Background**Planning History

2. Croome Composting Ltd. currently operate a windrow composting site at the former Defford Airfield base, which takes waste plant material (green waste) and then processes it into compost, which is spread onto the owner's 840 acres (340 hectares) of agricultural land.
3. Worcestershire County Council's Planning and Regulatory Committee originally granted planning permission for an open windrow green waste composting facility on a disused area of hardstanding that was formerly part of Defford Airfield on 31 March 2009 (County Planning Authority (CPA) Ref: 08/000059/CM, Minute no. 632 refers).
4. On 28 February 2013, the Planning and Regulatory Committee granted planning permission for a part retrospective application to extend the area, increase the throughput from 6,000 to 10,000 tonnes per annum, and extend the delivery hours (CPA Ref: 12/000051/CM, Minute no. 823 refers).
5. On 7 August 2018, the County Council granted planning permission for a retrospective proposal to extend the existing composting operations on site, in quantity processed and area (CPA Ref: 18/000016/CM). Conditions imposed included limiting the annual throughput to a maximum of 17,000 tonnes (condition 2) and to

stipulate that the main vehicle access must be via Church Lane / Quay Lane to the south with access via Rebecca Road to the north restricted to emergency use only (condition 4).

6. Subsequent planning application CPA Ref: 19/000041/CM, for proposed waste wood, soil and stone recycling facility and expansion of existing composting facility, was withdrawn in July 2020.

7. Planning application CPA Ref: 20/000038/CM for proposed waste wood recycling and the expansion of the existing composting facility, was submitted to the County Planning Authority on 28 September 2020. The amended planning application omits the soil and stone recycling facility and has a reduced red line site boundary to exclude woodland and the World War II buildings approximately 55 metres broadly to the east of the site. The application is pending determination by Members of the Planning and Regulatory Committee (see Agenda Item 7).

## The Proposal

8. The applicant is seeking to vary condition 5 of planning permission 18/000016/CM relating to operational hours. Condition 5 states:

*“The development hereby approved shall only operate between the hours of 09.00 to 17.00 Mondays to Fridays with no operations including shredding and chipping on Saturdays, Sundays, Bank Holidays or Public Holidays with the exception of deliveries which can be made to and dispatched from the site between the hours of 09.00 to 17.00 on Mondays to Fridays and between the hours of 09.00 to 13.00 on Saturdays only, with no deliveries on Sundays, Bank Holidays or Public Holidays”*

9. The applicant is seeking to amend this condition to read as follows:

*“The development hereby approved shall only operate between the hours of 08.00 to 16:00 Mondays to Fridays with no operations including shredding and chipping on Saturdays and Sundays, Bank Holidays or Public Holidays with the exception of deliveries which can be made to and dispatched from the site between the hours of 08:00 to 16:00 on Mondays to Fridays and between the hours of 10:00 to 16:00 on Saturdays only, with no deliveries on Sundays, Bank Holidays or Public Holidays”*

10. In summary the current and proposed operational hours are included below: -

**Current Operation (Shredding and Chipping):**

Mondays to Fridays – 09.00 to 17.00 hours

Saturdays, Sundays, Bank and Public Holidays – Site closed

**Proposed Operation (Shredding and Chipping):**

Mondays to Fridays – 08.00 to 16.00 hours

Saturdays Sundays, Bank and Public Holidays – Site closed

**Current Delivery to and Dispatches from the site (including loading):**

Mondays to Fridays – 09.00 to 17.00 hours

Saturdays – 09.00 to 13.00 hours

Sundays, Bank and Public Holidays – Site closed

**Proposed Delivery to and Dispatches from the site (including loading):**

Mondays to Fridays – 08.00 to 16.00 hours

Saturdays – 10.00 to 16.00

Sundays, Bank and Public Holidays – Site closed

11. The applicant states that the proposal is to bring the operating hours (shredding and chipping) forward by one hour. The 8 hours of operation would remain the same but start an hour earlier and finish an hour earlier. The reason for this is that 08.00 hours is the normal starting time for the contractors. At the moment they arrive at site at 08.00 hours but then cannot start until 09.00 hours. Bringing the hours forward, therefore, aligns the compost site with the contractors working hours. The applicant also states that the shredder and chipper would arrive at the site at approximately 08.00 hours and then the contractors would set up and grease the machinery and start processing at approximately 08.30 hours.

12. The applicant also states that they require their current operational hours to synchronise with that of their principle supplier, Severn Waste Services / Mercia Waste Management who operate Worcestershire's Household Recycling Centres and the transport system that supports them. The applicant states by amending the operating hours of the composting site to 08.00 hours would mean that loads could be collected from Household Recycling Centres and delivered to the application site for 08.00 hours. The applicant states that Severn Waste Services / Mercia Waste Management make up approximately 98% of their current workload. The applicant states that the change and extension of Saturday hours is important to cope with increased activity from Household Recycling Centres and to help mitigate their risk of capacity issues. The change in Saturday hours would also enable further processed material (compost) to be removed from the site, which is important to ensure the flow of product from the site is maintained.

**The Site**

13. The site is located approximately 8 kilometres broadly to the south of Worcester and 3.5 kilometres broadly to the west of Pershore.

14. The application site measures approximately 0.403 hectares and is located to the west of the former Defford Airfield on an area of hardstanding, historically used for cleaning aeroplanes. A range of former World War II buildings in a poor state of repair are located outside of the application site (red line boundary) broadly to the east of the site, the nearest being approximately 82 metres away. Further workshops and stores are located approximately 144 metres broadly to the south of the site.

15. The site is generally open and set within a backdrop of trees and shrub, with open farmland to the west of the site. A pond is located broadly to the west of the existing site and set within plantation woodland.

16. The main access comprises of a gravel track via Church Lane / Quay Lane, approximately 1.8 kilometres broadly to the south. Church Lane / Quay Lane is an advisory cycle routing linking to National Route 45 of the National Cycle Network (NCN). The site can be accessed by Rebecca Road to the north of the site only in emergencies (CPA Ref:18/000016/CM, condition 4), such as during severe flooding.

Rebecca Road is also an advisory cycle route linking to National Routes 45 and 442 of the NCN.

17. The site is predominantly located within Croome Park which is a designated Grade I Historic Park on the Historic England List of Historic Parks and Gardens. Part of Croome Park which includes Croome Court, a Grade I Listed Building, is a National Trust property and is open to members of the public. The park is of international importance as Capability Brown's first complete masterpiece. The application site is located within the registered park although this part of the park has suffered from wartime and post-war changes.

18. There are a number of Listed Building within the registered park, including the Grade I Listed 'Rotunda', located approximately 590 metres broadly west of the site, the Grade II Listed 'Urn' located approximately 700 metres broadly west of the site, the Grade II Listed 'Garden wall to Walled Garden to East of Croome Court and Gardener's Cottage in North-West Corner' located approximately 725 metres broadly west of the site, the Grade II Listed 'Priest House' located approximately 835 metres broadly west of the site, Grade II Listed Dunstall Court located approximately 890 metres broadly west of the site, the Grade II\* Listed 'Owl House at South End of Lake', located approximately 1 kilometre broadly south-west of the site, the Grade I Listed 'Persnore (or London) Lodge and Gates' located approximately 670 metres broadly north-west of the site, and Grade I Listed Croome Court located approximately 975 metres broadly west of the site.

19. Access and parking for visitors to Croome Court is located to the north of the composting site via Rebecca Road.

20. Public Rights of Way (Footpaths CA-522 and SS-555) are located approximately 535 metres broadly west of the application site within Croome Park.

21. The site is located within approximately 2 kilometres of several Local Wildlife Sites (LWSs) including Croome River LWS, located approximately 1 kilometre broadly south-west of the site, Croome Perry Wood LWS is located approximately 1 kilometre broadly to the north of the site and Porter's Ashbed LWS (broadleaved woodland) is located approximately 1.5 kilometres broadly south-east of the site. Dunstall Common LWS and Marsh Common LWS are located approximately 1.8 kilometres broadly to the south of the application site. Croome Court LWS is located approximately 1 kilometre broadly to the west of the application site.

22. The termination of the northern access road (within the applications red line site boundary) at the junction with Rebecca Road is approximately 0.5 kilometres broadly south of Croome Perry Wood. The termination of the southern access road (within the applications red line site boundary) is at the junction with Quay Lane is located just within Dunstall Common LWS and Marsh Common LWS is located approximately 0.5 kilometres broadly to the south of that point.

23. The closest residential properties include Lincolns Farm Bungalow which is located approximately 550 metres broadly to the north-east of the site on the corner of the access road to the site and Rebecca Road. Croome Court is located approximately 850 broadly to the west of the application site. Keepers Cottage is located approximately 890 metres broadly to the north-west of the site.

24. A small section of the site's northern and southern access routes are located in Flood Zone 2 (a medium flood risk) and Flood Zone 3 (a high flood risk zone). The vast majority of the site is located in Flood Zone 1 (a low flood risk zone).

## Summary of Issues

25. The main issues in the determination of this application are:

- Traffic and highway safety
- Historic environment
- Ecology and biodiversity
- Landscape and visual impact
- Residential amenity

## Planning Policy

### **National Planning Policy Framework (NPPF)**

26. The revised National Planning Policy Framework (NPPF) was published on 19 February 2019 and replaces the previous NPPF published in March 2012 and July 2018. On 19 June 2019 the NPPF (2019) was updated to include a correction slip to remove paragraph 209a relating to on-shore oil and gas development, following the Secretary of State for Housing, Communities and Local Government issuing a Ministerial Statement on 23 May 2019 due to the outcome of a legal judgment.

27. On 30 January 2021 the government published a consultation on draft revisions to the NPPF and a new National Design Code. The NPPF has been revised to implement policy changes in response to the Building Better Beautiful Commission "Living with Beauty" report. The draft National Model Design Code provides detailed guidance on the production of design codes, guides and policies to promote successful design. The government expect the National Design Code to be used to inform the local design guides, codes and policies. The consultation on these documents closes on 27 March 2021. In light of the fact that the consultation has not yet closed or a revised NPPF or new National Model Design Code published, the Head of Planning and Transport Planning consider that very little weight should be afforded to these consultation versions of the documents in the determination of this planning application.

28. The NPPF (2019) sets out the government's planning policies for England and how these are expected to be applied. The NPPF (2019) is a material consideration in planning decisions and should be read as a whole (including its footnotes and annexes)

29. The NPPF (2019) should be read in conjunction with the Government's planning policy for waste (National Planning Policy for Waste). Annex 1 of the NPPF (2019) states that *"the policies in this Framework are material considerations which should be taken into account in dealing with applications from the day of its publication"*.

30. The NPPF (2019) states that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives (economic, social

and environmental), 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).

- **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;
- **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
- **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.

31. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in the NPPF (2019); they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

32. So that sustainable development is pursued in a positive way, at the heart of the NPPF (2019) is a presumption in favour of sustainable development. 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 important for determining the application are out-of-date, granting permission unless:
  - the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

33. The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should

not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

34. The following guidance contained in the NPPF (2019), is considered to be of specific relevance to the determination of this planning application:

- Section 2: Achieving sustainable development
- Section 4: Decision-making
- Section 6: Building a strong, competitive economy
- Section 8: Promoting healthy and safe communities
- Section 9: Promoting sustainable transport
- Section 11: Making effective use of land
- Section 12: Achieving well-designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Section 15: Conserving and enhancing the natural environment
- Section 16: Conserving and enhancing the historic environment

### **National Planning Policy for Waste**

35. The National Planning Policy for Waste was published on 16 October 2014 and replaces "Planning Policy Statement 10 (PPS 10): Planning for Sustainable Waste Management" as the national planning policy for waste in England. The document sets out detailed waste planning policies and should be read in conjunction with the NPPF (2019), the Waste Management Plan for England and National Policy Statements for Waste Water and Hazardous Waste, or any successor documents. All local planning authorities should have regard to its policies when discharging their responsibilities to the extent that they are appropriate to waste management.

### **The Development Plan**

36. The Development Plan is the strategic framework that guides land use planning for the area. In this respect the current Development Plan that is relevant to this proposal consists of the Adopted Worcestershire Waste Core Strategy Development Plan Document and the Adopted South Worcestershire Development Plan.

37. Planning applications should be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

38. With regard to the weight to be given to existing policies adopted prior to the publication of the revised NPPF (2019), Annex 1 states "*existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)*".

### **Worcestershire Waste Core Strategy**

39. The Worcestershire Waste Core Strategy (WCS) policies that are of relevance to the proposal are set out below:

- Policy WCS 1: Presumption in favour of sustainable development
- Policy WCS 2: Enabling Waste Management Capacity

Policy WCS 3: Re-use and Recycling  
Policy WCS 6: Compatible land uses  
Policy WCS 8: Site infrastructure and access  
Policy WCS 9: Environmental assets  
Policy WCS 10: Flood risk and water resources  
Policy WCS 11: Sustainable design and operation of facilities  
Policy WCS 12: Local characteristics  
Policy WCS 14: Amenity  
Policy WCS 15: Social and economic benefits

### **South Worcestershire Development Plan**

40. The SWDP (2016) covers the administrative areas of Worcester City Council, Wychavon District Council and Malvern Hills District Council. The SWDP policies that are of relevance to the proposal are set out below:

Policy SWDP 1: Overarching Sustainable Development Principles  
Policy SWDP 2: Development Strategy  
Policy SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery  
Policy SWDP 4: Moving Around South Worcestershire  
Policy SWDP 5: Green Infrastructure broadly  
Policy SWDP 6: Historic Environment  
Policy SWDP 8: Providing the Right Land and Buildings for Jobs  
Policy SWDP 12: Employment in Rural Areas  
Policy SWDP 21: Design  
Policy SWDP 22: Biodiversity and Geodiversity  
Policy SWDP 24: Management of the Historic Environment  
Policy SWDP 25: Landscape Character  
Policy SWDP 28: Management of Flood Risk  
Policy SWDP 29: Sustainable Drainage Systems  
Policy SWDP 30: Water Resources, Efficiency and Treatment  
Policy SWDP 31: Pollution and Land Instability

## **Draft Planning Policies**

### **Emerging South Worcestershire Development Plan Review (SWDPR)**

41. Worcester City Council, Wychavon District Council and Malvern Hills District Council are reviewing the SWDP. The SWDPR will cover the period to 2041. The 'Preferred Options' consultation version of the SWDPR was consulted on from 4 November to 16 December 2019.

42. The next step is to produce an Additional Preferred Options (Focused on Sustainability Appraisal) Consultation (Regulation 18), which is programmed for March-April 2021 prior to producing a Publication Consultation (Regulation 19), which is programmed for October – November 2021. The SWDPR would then be submitted to the Secretary of State for Housing, Community and Local Government for independent examination. The Secretary of State would then appoint an independent Planning Inspector to assess the 'soundness' and legal compliance of the plan. Once the plan is adopted it would replace the existing policies in the SWDP. Having regard



to the advice in the NPPF (2019), Section 4, as the SWDPR is still at an early stage of preparation, only limited weight should be applied to the policies.

43. The SWDPR policies that, for the avoidance of doubt, are of relevance to the proposal are set out below:

Policy SWDPR 1: Employment, Housing and Retail Requirements

Policy SWDPR 2: The Spatial Development Strategy and Associated Settlement Hierarchy

Policy SWDPR 3: Strategic Transport Links

Policy SWDPR 4: Green Infrastructure

Policy SWDPR 5: Historic Environment

Policy SWDPR 7: Health and Wellbeing

Policy SWDPR 9: Non-Allocated Employment Development

Policy SWDPR 11: Employment in Rural Areas

Policy SWDPR 25: Design

Policy SWDPR 26: Biodiversity and Geodiversity

Policy SWDPR 28: Management of the Historic Environment

Policy SWDPR 29: Landscape Character

Policy SWDPR 32: Management of Flood Risk

Policy SWDPR 33: Sustainable Drainage Systems

Policy SWDPR 34: Water Resources, Efficiency and Treatment

Policy SWDPR 35: Amenity

Policy SWDPR 36: Air Quality

Policy SWDPR 37: Land Stability and Contaminated Land

## **Other Documents**

### **Our Waste, Our Resources: A Strategy for England (2018)**

44. This Strategy is the first significant government statement in relation to waste management since the 2011 Waste Review and the subsequent Waste Prevention Programme 2013 for England. It builds on this earlier work, but also sets out new approaches to long-standing issues like waste crime, and to challenging problems such as packaging waste and plastic pollution. The Strategy is guided by two overarching objectives:

- To maximise the value of resource use; and
- To minimise waste and its impact on the environment.

45. The Strategy sets five strategic ambitions:

- To work towards all plastic packaging placed on the market being recyclable, reusable or compostable by 2025;
- To work towards eliminating food waste to landfill by 2030;
- To eliminate avoidable plastic waste over the lifetime of the 25 Year Environment Plan;
- To double resource productivity by 2050; and
- To eliminate avoidable waste of all kinds by 2050.

46. It contains eight chapters which address: sustainable production; helping consumers take more considered action; recovering resources and managing waste; tackling waste crime; cutting down on food waste; global Britain: international leadership; research and innovation; and measuring progress: data, monitoring and evaluation. Chapter 3 – 'Resource Recovery and Waste Management' is the most relevant chapter to this proposal.

47. This states that whilst recycling rates in construction have improved since 2000, from 2013 onwards recycling rates have plateaued. The government wishes to drive better quantity and quality in recycling and more investment in domestic recycled materials markets. The government wants to promote UK-based recycling and export less waste to be processed abroad. The government wish to:

- Improve recycling rates by ensuring a consistent set of dry recyclable materials is collected from all households and businesses;
- Reduce greenhouse gas emissions from landfill by ensuring that every householder and appropriate businesses have a weekly separate food waste collection, subject to consultation;
- Improve urban recycling rates, working with business and local authorities;
- Improve working arrangements and performance between local authorities;
- Drive greater efficiency of Energy from Waste (EfW) plants;
- Address information barriers to the use of secondary materials; and
- Encourage waste producers and managers to implement the waste hierarchy in respect to hazardous waste.

### **Waste Management Plan for England (2013)**

48. The Government through Defra published the Waste Management Plan for England in December 2013. This Plan superseded the previous waste management plan for England, which was set out in the Waste Strategy for England 2007.

49. There are comprehensive waste management policies in England, which taken together deliver the objectives of the revised Waste Framework Directive, therefore, it is not the intention of the Plan to introduce new policies or to change the landscape of how waste is managed in England. Its core aim is to bring current waste management policies under the umbrella of one national plan.

50. This Plan is a high-level document which is non-site specific, and is a waste management, rather than a waste planning document. It provides an analysis of the current waste management situation in England and evaluates how it will support implementation of the objectives and provisions of the revised Waste Framework Directive.

51. The key aim of this Plan is to work towards a zero-waste economy as part of the transition to a sustainable economy. In particular, this means using the “waste hierarchy” (waste prevention, re-use, recycling, recovery and finally disposal as a last option) as a guide to sustainable waste management.

### **The Government Review of Waste Policy England 2011**

52. The Government Review of Waste Policy in England 2011 seeks to move towards a green, zero waste economy, where waste is driven up the waste hierarchy. The waste hierarchy gives top priority to waste prevention, followed by preparing for

re-use, recycling, other types of recovery (including energy recovery) and last of all disposal.

## Consultations

53. **Local County Councillor Paul Middlebrough** does not support the amended change in operational hours and is concerned that bringing forward the proposed deliveries to and dispatches from the site to 08.00 hours with closure at 16.00 hours during weekdays would coincide with the main school transport movements from Astons Coaches and an increase in traffic movements during the morning rush hour.

54. Changes to proposed deliveries to and dispatched from the site on Saturdays from 13.00 hours to 16.00 hours would coincide with significant visitor movements to the National Trust Property and result in increased traffic on narrow congested roads on Saturday afternoons.

55. **Local County Councillor Adrian Hardman** has made a joint comment on both planning application CPA Ref: 20/000037/CM and planning application CPA Ref: 20/000038/CM and stated that he is fine with both planning applications and has requested that the CPA determine them.

56. **District Councillor David Harrison** has no comments to make relating to the variation of operational hours.

57. **Severn Stoke & Croome D`Abitot Parish Council** state that due to ongoing issues of excess speed and the use of Quay Lane within Earls Croome as a short cut for heavy goods vehicles and employees accessing this industrial site, they reiterate existing concerns relating to the site.

58. They note that the proposed commencement time of 08:00 hours is early, but they accept that the business must remain viable and accept the principle of the application. They specify that amended operational hours should not include Bank Holidays.

59. They welcome that vehicles would predominantly gain access from the south unless in the case of emergency. They have raised a concern that this issue is not emphasised sufficiently throughout the submitted documents.

60. They understand that access to and from the site has been previously conditioned for vehicles to leave the site via the southern route, shown as Route A. They raise concerns that the submitted Traffic Management Plan makes no mention of the existing requirement pertaining to access/exit from the south and how this issue would be monitored for compliance. They comment that the emergency access maps submitted as part of the application unduly highlight the northern route (Route B) as a viable option.

61. They raise concerns that it is not made clear what would constitute an 'emergency' during which use of Route B would be permitted, nor who would monitor this 'event'.

62. They politely request that a condition is attached to ensure that access and exit to the site is made solely to/from the south (via the A4104) (Route A on the plans).

63. **Defford and Besford Parish Council** object to this application and would like to make the following comments:

64. No Odour Assessment.

65. Should the application be approved they would like to see an enforceable condition put in place, to ensure that all HGV traffic uses the southern entrance (via the A4014) rather than Rebecca Road (northern entrance) which is commonly used. Rebecca Road is a popular cycle route.

66. With regard to operating hours, concern raised that they could be further extended. The site is close to residential homes who have their weekends spoilt by noise pollution from the industrial machinery operating on the site, particularly during the summer months. Operational hours should remain unchanged.

67. **Earls Croome Parish Council (Neighbouring Parish Council)** no comments received.

68. **Drakes Broughton, Wadbrough Pirton Parish Council (Neighbouring Parish Council)** no comments received.

69. **Malvern Hills District Council** states that the supporting statement refers to operations commencing one hour earlier at 08.00 hours and finishing one hour earlier at 16.00 hours Mondays to Fridays and operating between 10.00 to 16.00 hours on Saturdays. On this basis the changes are considered acceptable. Controls should be reattached to avoid operations on Sundays and Bank Holidays / Public Holidays. It is also noted that the supporting statement states that there would be no shredding or chipping on Saturdays, Sundays or Bank Holidays.

70. **Malvern Hills Conservation** - no comments received for this application.

71. **The County Ecologist** has no objections on ecological grounds to this application.

72. **The County Highways Officer** have no objections and comment that the proposals seek to bring the sites 'operating hours' (shredding and chipping) forward by one hour. The 8 hours of operation would remain the same but start an hour earlier and finish an hour earlier.

73. The reason given by the applicant is that 08.00 hours is the normal starting time for the contractors. At the moment they arrive at 08.00 hours but then cannot start until 09.00 hours. Bringing the hours forward, therefore, aligns the compost site with the contractors working hours. It is not envisaged that this would impact on vehicle movements during the AM peak, although during the evening, vehicles would now depart the site an hour earlier, and occur outside the sensitive PM peak hour.

74. **The County Landscape Officer** has no objections on landscape grounds to the proposed variation in operational hours and concludes that the variation would not impose harm to the landscape and wider setting of the scheme.

75. **The County Archaeologist** notes that there are no archaeological concerns or issues with the proposed changes to operating hours.

76. **The District Archaeologist** wishes to make no comments.

77. **The Environment Agency** have no objections to the proposal.

78. **Worcestershire Regulatory Services (Noise)** have no adverse comments to make in relation to the variation of operational hours, subject to the southern access being used as opposed to Rebecca Road. They state that the Noise Impact Assessment indicates that there is unlikely to be a significant impact caused by the change of operational hours on Saturdays. HGV's shall be routed via the southern access which should not affect nearby residents. The existing operation has been granted planning permission and has been operational without significant complaint for some time, moving operational hours forward by one hour and finishing earlier does not present a significant concern, 08:00 hours falls within the 'daytime' and is not considered sensitive in order to protect sleep disturbance.

79. **Historic England** comment that they do not wish to offer any comments and that the views of the County Planning Authority's specialist conservation and archaeological advisors are sought as relevant.

80. **Hereford and Worcester Gardens Trust** - no comments received.

81. **Worcestershire Wildlife Trust** comment that they do not consider that the change in hours of operation would have a significant impact on local ecology. With this in mind they do not consider that the proposal, if carefully implemented, would cause harm to the nearby ecological receptors and they do not wish to object to the application. They are content to defer to the County Ecologist for all on-site ecological considerations including the imposition of conditions covering the proposed biodiversity enhancements should they be required.

82. **The National Trust** have no objection to the variation in operational hours. They have considered the application having regard to the Grade I historic park and garden of Croome Park, most of which is in the National Trust protective ownership. They have considered the proposal both with respect to potential heritage impacts, including impacts on the part of the park outside our boundary, and impacts on the enjoyment of the park by visitors.

83. They note that Croome is an internationally significant 18<sup>th</sup> century landscape designed by Capability Brown. Part of its significance rests in the opportunities it provides for enjoying the landscape both within and beyond the park. The route along the east ridge forms a section of the circular park walk described by William Dean in his 1824 guide to Croome and it remains popular with visitors. The attention of visitors, both now and in the 18<sup>th</sup> century, is drawn outwards by Bredon Hill. In the last few years, they have reopened more of these outward views by felling a block of 20<sup>th</sup> century plantation woodland from within our part of the park near the application site.

84. **The Gardens Trust** state that they have considered the information provided support of the application and on the basis of this confirm that they do not wish to

comment on the proposals at this stage. They emphasise that this does not in any way signify either their approval or disapproval of the proposals.

85. **Hereford and Worcester Gardens Trust** - no comments received.

86. **The Campaign to Protect Rural England (CPRE)** - no comments received.

87. **The Lead Local Flood Authority (LLFA)** have no comments regarding operational hours.

88. **Severn Trent Water Limited** no comments received.

89. **The County Public Health Practitioner** have no objections noting that the Health Impact Assessment does not highlight any significant risk to health and wellbeing.

90. **The County Waste Management Officer** no comments received.

91. **West Mercia Police** have no comments regarding operational hours.

92. **Hereford & Worcester Fire and Rescue Service** no comments received.

93. **The Health and Safety Executive (HSE)** does not advise against the granting of planning permission in this case.

94. **County Sustainability Officer** - no comments received.

95. **Western Power Distribution Western Power Distribution** confirm that their apparatus is located in the vicinity to the application site (11 kV Overhead Electric Line and underground services). The applicant must comply with the requirements of the Health & Safety Executive guidance HS(G) 47, Avoiding Danger from underground services / Health & Safety Executive's guidance: GS6 'Avoidance of Danger from Overhead Electric Lines'. They state that the use of mechanical excavators in the vicinity of their apparatus should be kept to a minimum. The applicant should contact Western Power Distribution should any diversions be required.

96. **Wales and West Utilities** has no objections stating that they have no apparatus in the vicinity of the development site.

## **Other Representations**

97. The application has been advertised in the press, on site, and by neighbour notification. To date 4 letters of representation have been received objecting to the proposal. These letters of representation were made available to Members of the Planning and Regulatory Committee upon request. Their main comments are summarised below: -

- With regard to the submitted Supporting Statement, clarity is sought that the nearest residential properties are at The Granary, off Rebecca Road, Croome D`Abitot. The residential properties in Croome Court and in Croome D`Abitot

are as close as those in Besford. The change to an 08:00 hours start time for chipping would bring excessive early morning noise to the area including the National Trust parkland and they wish to object. They object to the extension to the Saturday hours which would see an increased movement of HGV's and tractor/trailers through rural areas at the weekend.

- Concern that the extension and variation of operating hours Mondays to Fridays 09.00 to 17.00 hours to be varied to 08.00 to 16.00 hours would result in scope creep. The concern is that in further applications there would be scope for extending the working day.
- Saturdays 09.00 to 13.00 hours to be varied to 10.00 to 16.00 hours notes major concern that residents would not be able to enjoy a peaceful Saturday without the noise of HGV's depositing waste at the site. Also, gives scope to increase the length of the working day in the future.
- Concern that if HGV's continue to use Rebecca Road rather than the southern entrance as per the extant planning permission this perpetuates the noise and disturbance from this industrial operation.
- Notes that Rebecca Road is also a designated cycle route.
- Concern regarding deliveries all day on Saturdays and states not acceptable.
- Concern regarding a significant increase in traffic on Rebecca Road at a time when the road is much busier anyway due to traffic visiting Croome Court.
- Concern regarding noise levels and danger to residents, including young children playing in the vicinity, which is not acceptable. The proposed activity must be restricted to weekdays only.

### **The Head of Planning and Transport Planning's Comments**

98. As with any planning application, this application should be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The relevant policies and key issues have been set out earlier.

#### **Traffic and Highway Safety**

99. Traffic and highway safety was considered in the previous report relating to planning permission CPA Ref: 18/000016/CM, where it was concluded that material concerns raised regarding traffic and highway safety had been adequately addressed. The Head of Strategic Infrastructure and Economy considered that subject to the imposition of a condition requiring vehicles to enter and exit the site from the southern access point, and only to enter and exit the site from the northern access point in an emergency, that the proposal would be acceptable in terms of traffic and highways safety.

100. The County Highways Officer has been consulted and has raised no objections to this application, stating that it is not envisaged that amending the hours of

operation would impact on vehicle movements during the AM peak, vehicles would depart the site an hour earlier outside the sensitive PM peak hour.

101. With limitations on access arrangements via the northern route conditioned and visitor and parking arrangements to Croome Court located broadly to the north of the site, it is not envisaged that the additional Saturday operational hours and associated vehicle movements would adversely impact on visitors to the National Trust property.

102. In view of the above, the Head of Planning and Transport Planning is satisfied that this application would not have an unacceptable impact upon traffic or highway safety, subject to the imposition of the appropriate extant conditions.

### **Historic Environment**

103. As set out in the previous report relating to planning permission CPA Ref: 18/000016/CM, it was considered that the applicant had described the significance of heritage assets affected, including any contribution made by their setting, sufficiently to understand the potential impact of the proposal on their significance in accordance with Paragraph 189 of the NPPF (2019).

104. In that same report, the Head of Strategic Infrastructure and Economy considered that there would be no adverse impact on surrounding heritage assets, subject to a condition relating to the implementation of submitted landscape plan at the site to mitigate potential harm in terms of visual impact from Public Rights of Way within Croome Park (Footpaths CA-522 and SS-555). The Head of Strategic Infrastructure and Economy considered that the proposal would accord with Policy WCS 9 of the adopted Worcestershire Waste Core Strategy and Policies SWDP 6 and SWDP 24 of the adopted South Worcestershire Development Plan, and would, therefore, be acceptable in terms of the impact on the historic environment.

105. The Head of Planning and Transport Planning notes that condition 12 of the extant planning permission required the development to be carried out in accordance with the approved landscaping scheme. It is understood that the planting was undertaken by the applicant but has subsequently failed and died. In view of this, the Head of Planning and Transport Planning recommends that a condition be imposed requiring the replanting of the approved landscaping.

106. The current proposal, to vary condition 5 to allow an amendment to operating hours would not materially affect the previous conclusion, in that the proposal would not detrimentally impact upon the historic environment.

107. Historic England has been consulted on this application and do not wish to offer any comments and recommend that the views of the County Planning Authority's specialist conservation and archaeological advisors are sought as relevant. The National Trust have raised no objections to the proposal and the Garden Trust do not wish to comment on the application. The County Archaeologist has been consulted on this application and has no archaeological concerns or issues with the proposed changes to operating hours. The District Archaeologist wishes to make no comments on this application. The District Conservation Officer wishes to make no comments on this application.

108. Taking into account the above views, the Head of Planning and Transport



Planning considers that the proposal would accord with Policy WCS 9 of the adopted Worcestershire Waste Core Strategy and Policies SWDP 6 and SWDP 24 of the adopted South Worcestershire Development Plan, and would, therefore, be acceptable in terms of the impact on the historic environment subject to the imposition of an appropriate landscaping condition.

### **Ecology and Biodiversity**

109. The previous report relating to planning permission CPA Ref: 18/000016/CM considered the development in respect of ecology and biodiversity. The Head of Strategic Infrastructure and Economy concluded that the proposal would be acceptable in terms of ecology and biodiversity, subject to a condition securing a landscaping plan.

110. A landscaping plan incorporating enhancement for biodiversity was subsequently submitted to the CPA+ on 9 July 2018. Condition 12 of CPA Ref: 20/000016/CM states that "*landscaping shall be carried out at the site in accordance with the drawing titled "Croome Composting Landscape Plan"*". As set out above a condition is recommended requiring the development to be carried out in accordance with the approved landscaping scheme.

111. Worcestershire Wildlife Trust have been consulted and comment that they do not consider that the change in hours of operation would have a significant impact on local ecology and are content to defer to the County Ecologist for all on-site ecological considerations. The County Ecologist has raised no objections on ecological grounds to the proposed variation in operating hours.

112. Taking into account the comments of Worcestershire Wildlife Trust and the County Ecologist, and the provisions of the development plan and NPPF (2019), the Head of Planning and Transport Planning is satisfied that this application would not have an unacceptable impact upon ecology and biodiversity at the site or the surrounding area, subject to the imposition of an appropriate landscaping condition.

### **Landscape and Visual Impact**

113. The previous report relating to planning permission CPA Ref: 18/000016/CM considered the development in respect of landscape and visual impact and concluded that the overall visual impact would be low-moderate and noted that the site was well screened by existing vegetation.

114. The County Landscape Officer has been consulted and considers that the proposed variation in operational hours would not impose harm to the landscape of the wider setting and has no objection on landscape grounds to this application.

115. In view of the above, the Head of Planning and Transport Planning is satisfied, in line with the previous permission, that this application would not have an adverse or detrimental impact upon landscape character and visual appearance of the local area, subject to the imposition of appropriate extant conditions, including an appropriate landscaping condition

### **Residential Amenity**

116. Policy WCS 14 of the adopted Worcestershire Waste Core Strategy states that proposals will be permitted where it is demonstrated that the operation of the facility will not have unacceptable adverse impacts on amenity, including from cumulative

effects. Policy SWDP 31 of the adopted South Worcestershire Development Plan states that proposals must be designed to avoid any significant adverse impacts from pollution, including cumulative ones.

117. The previous report relating to planning permission Ref: 18/000016/CM considered the development in terms of residential amenity and concluded that *“In accordance with Paragraph 183 of the NPPF, the Head of Strategic Infrastructure and Economy considers that this planning decision should assume that the Environment Agency’s pollution control regime will operate effectively”* and considered that the proposal would be acceptable in terms of residential amenity.

118. The current application is proposing an amendment to operational hours Mondays to Fridays and an increase in hours on Saturdays to enable the dispatch and intake of deliveries to the site. The submitted Noise Impact Assessment concludes that existing noise levels at the site are likely to have a low-level impact on the health and wellbeing of residents at the nearest residential noise sensitive receptor and that the proposed extension to site operations and changes to operational hours are expected to have negligible additional impact. Furthermore, that in the context of the local noise climate, noise from the site is largely inaudible with only the maximum level of impulsive noise events audible externally. Internally in habitable rooms, even with windows open, noise from the site is expected to be inaudible.

119. Worcestershire Regulatory Services have been consulted on this application and have no adverse comments to make in relation to the variation of operational hours subject to the southern access being used as opposed to the northern access connecting to Rebecca Road. They state that the Noise Impact Assessment indicates that there is unlikely to be a significant impact caused by the change of operational hours on Saturdays. HGV’s should be routed via the southern access which should not affect nearby residents. They note that the site has been operational without significant complaint for some time and that moving operational hours forward by one hour and finishing earlier would not present a significant concern. They state that 08.00 hours falls within the ‘daytime’ and is not considered sensitive in order to protect sleep disturbance.

120. Malvern Hills District Council has been consulted on this application and consider that the variation to operational hours at the site are acceptable, subject to the imposition of appropriate extant conditions.

121. The County Public Health Practitioner and the Environment Agency have been consulted on this application and they have no objections to the proposal.

122. In accordance with best practice, the Head of Planning and Transport Planning considers it would be prudent to impose a condition requiring the applicant to maintain all vehicles, plant and machinery operated within site in accordance with the manufacturer’s specifications. In addition, it is considered that condition 5 relating to the days and hours when shredding and chipping is permitted should be extended to include reference to crushing and pulverising to ensure the condition is precise.

123. In view of the above matters, based upon the advice of Worcestershire Regulatory Services, County Public Health Practitioner and the Environment Agency and in accordance with Paragraph 183 of the NPPF (2019), the Head of Planning and

Transport Planning considers that the proposal would be acceptable in terms of residential amenity, subject to the imposition of appropriate conditions.

## **Other Matters**

### Economic Impact

124. The NPPF (2019) states that the purpose of the planning system is to contribute to the achievement of sustainable development through three overarching objectives (economic, social and environmental). In particular the NPPF (2019) states that planning policies and decisions should *"help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development"* (Paragraph 80).

125. In addition, the NPPF (2019) at Paragraph 83 states that the *"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 and other land-based rural businesses".*

126. The composting site has been operating since Members of the Planning and Regulatory Committee originally granted planning permission on 31 March 2009. The current proposal seeks to vary condition 5 to amend operational hours at the site in order to address the increasing popularity of the waste management service provided by the applicant (increase in Saturday working hours). It would also allow contractors who shred the green waste to commence work earlier, as at the moment they arrive at site at 08.00 hours but then cannot start until 09.00 hours. The applicant also states it would allow their operational hours to synchronise with that of their principle supplier, Severn Waste Services / Mercia Waste Management who operate Worcestershire's Household Recycling Centres and the transport system that supports them. The applicant states by amending the operating hours of the composting site to 08.00 hours would mean that loads could be collected from Household Recycling Centres and delivered to the application site for 08.00 hours. The change in Saturday hours would also enable further processed material (compost) to be removed from the site, which is important to ensure the flow of product from the site is maintained.

127. In view of the above, the Head of Planning and Transport Planning considers that the proposal would contribute to sustainable economic growth in accordance with the NPPF (2019) and this weighs in its favour.

## **Conclusion**

128. Condition 5 of planning permission Ref:18/000016/CM states:

*"The development hereby approved shall only operate between the hours of 09:00 to 17:00 Mondays to Fridays with no operations including shredding and chipping on Saturdays, Sundays, Bank Holidays or Public Holidays with the exception of deliveries which can be made to and dispatched from the site between the hours of 09:00 to 17:00*

*on Mondays to Fridays and between the hours of 09:00 to 13:00 on Saturdays only, with no deliveries on Sundays, Bank Holidays or Public Holidays”.*

129. The applicant is seeking to amend to condition to state:

*“The development hereby approved shall only operate between the hours of 08.00 to 16:00 Mondays to Fridays with no operations including shredding and chipping on Saturdays and Sundays, Bank Holidays or Public Holidays with the exception of deliveries which can be made to and dispatched from the site between the hours of 08:00 to 16:00 on Mondays to Fridays and between the hours of 10:00 to 16:00 on Saturdays only, with no deliveries on Sundays, Bank Holidays or Public Holidays”*

130. The applicant states the change in operating hours is required in order to address the increasing popularity of the waste management service provided by the applicant (increase in Saturday working hours). It would also allow contractors who shred the green waste to commence work earlier, as at the moment they arrive at site at 08.00 hours but then cannot start until 09.00 hours. The applicant also states it would allow their operational hours to synchronise with that of their principle supplier, Severn Waste Services / Mercia Waste Management who operate Worcestershire's Household Recycling Centres and the transport system that supports them. The applicant states by amending the operating hours of the composting site to 08.00 hours would mean that loads could be collected from Household Recycling Centres and delivered to the application site for 08.00 hours. The change in Saturday hours would also enable further processed material (compost) to be removed from the site, which is important to ensure the flow of product from the site is maintained.

131. In terms of traffic and highways safety, the County Highways Officer has no objections to the proposal subject to the imposition of the relevant extant conditions.

132. Based on the advice of Historic England and the National Trust it is considered that this application would not have an unacceptable impact on the historic environment, subject to the imposition of an appropriate landscaping condition.

133. Based on the advice of Worcestershire Wildlife Trust and the County Ecologist it is considered that this application would not have an unacceptable impact on ecology and biodiversity at the site or on the surrounding area, subject to the imposition of an appropriate landscaping condition.

134. Based on the advice of the County Landscape Officer it is considered that this application would not have an adverse or detrimental impact upon the character and appearance of the local area, subject to the imposition of appropriate extant conditions, including an appropriate landscaping condition.

135. Based upon the advice of the County Public Health Practitioner, Malvern Hills District Council, Worcestershire Regulatory Services and the Environment Agency, it is considered that this application would have no adverse impacts on residential amenity or that of human health and wellbeing, subject to the imposition of appropriate conditions.

136. The Head of Planning and Transport Planning has considered the views of consultees, including those from Worcestershire Regulatory Services, County Highways and the Environment Agency and is satisfied that the proposal is in

accordance with the development plan, subject to the imposition of appropriate conditions.

137. Taking into account the provisions of the Development Plan and in particular Policies WCS 1, WCS 2, WCS 3, WCS 6, WCS 8, WCS 9, WCS 10, WCS 11, WCS 12, WCS 14 and WCS 15 of the Adopted Worcestershire Waste Core Strategy and Policies SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 6, SWDP 8, SWDP 12, SWDP 21, SWDP 22, SWDP 24, SWDP 25, SWDP 28, SWDP 29, SWDP 30 and SWDP 31 of the Adopted South Worcestershire Development Plan, it is considered the proposal would not cause demonstrable harm to the interests intended to be protected by these policies or highway safety.

## **Recommendation**

**138. The Head of Planning and Transport Planning recommends that planning permission be granted for the carrying-out of development pursuant to planning permission reference number 18/000016/CM, without complying with condition 5 of that permission to amend the operating hours, at Croome Farm, Croome D'Abitot, Severn Stoke, Worcestershire, subject to the following conditions: -**

### **Approved Plan**

- 1) The development hereby permitted shall be carried out in accordance with the approved drawing titled: "Croome Composting Proposed and Existing Access and Site Plan", which was submitted to the County Planning Authority on 26 August 2020;**

### **Throughput**

- 2) The annual throughput of material through the site shall be limited to a maximum of 17,000 tonnes per annum and records shall be kept and made available to the County Planning Authority on written request for the duration of the operations on the site;**

### **Vehicle Access**

- 3) Vehicle access and egress to and from the site shall be from Church Lane (C2105), which is located to the south of the development hereby approved shown as "Route A" on drawing titled: "Croome Composting Emergency Routes Plan (PT 2.1)";**
- 4) Vehicle access to the site from Airfield Lane (C2056), which is located to the north of the permitted composting area, as shown on drawing titled: "Croome Composting Emergency Routes Plan (PT 2.1)", shall only be used during emergencies, which includes extreme flooding where the permitted southern access route, shown as "Route A" is impassable;**
- 5) When commercial vehicles are exiting the site on to Church Lane (C2105) to access the Local Road Network, they shall turn left towards the A4104. A sign shall be erected at the site within 28 days of the date of this permission directing commercial vehicles exiting the site to turn left towards the A4104;**

- 6) Notwithstanding the submitted details, within 3 months of the date of this permission, an updated Traffic Management Plan shall be submitted to the County Planning Authority for approval in writing. Thereafter, the development shall be carried out in accordance with the approved details;

#### Operating Hours

- 7) The development hereby approved shall only operate between the hours of 08.00 to 16.00 Mondays to Fridays with no operations including crushing, pulverising, shredding and chipping on Saturdays and Sundays, Bank Holidays or Public Holidays with the exception of deliveries which can be made to and dispatched from the site between the hours of 08.00 to 16.00 on Mondays to Fridays and between the hours of 10.00 to 16.00 on Saturdays only, with no deliveries on Sundays, Bank Holidays or Public Holidays;

#### Compost Arrangements

- 8) The compost shall only be applied to land in the applicant's ownership as shown on the drawing titled: "Plan showing land in the applicants' ownership", which was submitted to the County Planning Authority on 21 September 2012;
- 9) There shall be no sale of compost from the site;
- 10) There shall be no fires lit and no wastes burnt on the site;
- 11) The maximum height of windrows and all stockpiles associated with the permitted operations shall not exceed 4 metres in height and a height bar(s) shall be erected and maintained on the site for the duration of the composting operations on the site;
- 12) No skips or containers shall be stored on the site;
- 13) If composting activity on the site ceases within three months of the site ceasing to operate, the weighbridge and office shall be removed and the site restored in accordance with a scheme to be submitted to and approved in writing by the County Planning Authority;

#### Landscape Plan

- 14) Within 6 months from the date of this planning permission, or the first planting season (whichever is sooner) landscaping shall be carried out at the site in accordance with the drawing titled "Croome Composting Landscape Plan", which was submitted to the County Planning Authority on 9 July 2018, and 'Section 4 Proposed landscaping' of the document titled "Landscaping Plan For The Extension Of Windrow Composting Site Croome Farm, Severn Stoke, Worcestershire", dated June 2018, which was submitted to the County Planning Authority on 7 June 2018. For the purposes of Section 4, references to the plan attached at Appendix 1 of the document shall be treated as referring to the drawing titled "Croome Composting Landscape Plan", which was submitted to the County Planning Authority on 9 July 2018;

#### Lighting

- 15) There shall be no external lighting associated with the proposal;

### **Pollution Control**

- 16) **The composted material shall be restricted to green waste materials as defined in the Environmental Permit from the Environment Agency;**
- 17) **The development hereby approved shall be carried out in accordance with the document titled: "Croome Composting Site - Odour Management Plan", dated September 2016. The Management Plan shall be maintained for the duration of operations on site and the associated written records shall be kept for the inspection by the County Planning Authority on request for the duration of operations on the site;**

### **Noise**

- 18) **All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturer's specifications at all times, and shall be fitted with and use fully operational silencers; and**

### **Planning permission**

- 19) **A copy of this decision notice, together with all approved plans and documents required under the conditions of this permission shall be maintained at the site office at all times throughout the period of the development and shall be made known to any person(s) given responsibility for management or control of activities/operations on the site.**

## **Contact Points**

### **Specific Contact Points for this report**

Case Officer: Joanne O'Brien, Senior Planning Officer

Tel: 01905 844345

Email: [jobrien@worcestershire.gov.uk](mailto:jobrien@worcestershire.gov.uk)

Steven Aldridge, Team Manager – Development Management

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## **Background Papers**

In the opinion of the proper officer (in this case the Head of Planning and Transport Planning) the following are the background papers relating to the subject matter of this report:

The application, plans and consultation replies in file reference: 20/000037/CM, which can be viewed online at: <http://www.worcestershire.gov.uk/eplanning> by entering the full application reference. When searching by application reference, the full application reference number, including the suffix need to be entered into the search field. Copies of letters of representation are available on request from the Case Officer.