

**County Matter: Waste**

**North Devon District: Variation of Condition 4 (operating hours) of planning permission DCC/4154/2019 for 'Waste Transfer Station including a waste transfer hall, single storey weighbridge office and welfare facilities building, hardstand including staff parking and external weighbridge, internal access road, new access from the existing highway, drainage, lighting and landscaping', Brynsworthy Waste Transfer Station, Roundswell, Barnstaple**

**Applicant: SUEZ Recycling and Recovery UK Ltd**

**Application No: 74110**

**Date application received by Devon County Council: 17 September 2021**

Report of the Chief Planner

Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.

**Recommendation: It is recommended that planning permission is granted subject to the conditions set out in Appendix II this report (with any subsequent minor material changes to the conditions being agreed in consultation with the Chairman and Local Member).**

**1. Summary**

- 1.1 This report relates to a variation of Condition 4 of planning permission DCC/4154/2019, which limits hours for waste deliveries and exports, to allow for receipt of waste on Saturday afternoons and on Sundays. Since submission, the application has been amended to limit the receipt of waste on Sundays to a total of eight Sundays in any calendar year, together with other Saturday afternoons.
- 1.2 It is considered that the main material considerations in the determination of this application are planning policy considerations and the principle of the development, the impacts of the proposal on the amenity of local residents, and traffic and transportation impacts.
- 1.3 The planning application, consultation responses and representations received are available to view on the Council website under reference DCC/4270/2021 or by clicking on the following link:  
<https://planning.devon.gov.uk/PlanDisp.aspx?AppNo=DCC/4270/2021>

**2. The Proposal/Background**

- 2.1 Brynsworthy Waste Transfer Station [BWTS] is located approximately 1.5 km to the south west of Roundswell Business Park, which itself is located on the

southern fringe of Barnstaple. Vehicular access to the site is via an unnamed minor road off the B3232 Barnstaple to Torrington road. Between the B3232/A39 junction at Roundswell and the application site are 13 residential properties that front onto the highway. The application site is adjacent to the Brynsworthy Environment Centre which is operated by North Devon Council as a waste transfer station dealing with recyclable wastes and as office accommodation for the Council.

- 2.2 The site consists of a concrete yard area, waste transfer hall, office and weighbridges. The waste transfer hall is a large building measuring 44m long and 38m wide and is set towards the rear of the site. A small single storey office/welfare building is attached to the front elevation of the waste transfer hall. The concrete yard area consists of two weighbridges and a car parking area for staff and visitors.
- 2.3 BWTS forms one of a network of facilities operated for the treatment of local authority collected waste in Devon, and is limited to managing 45,000 tonnes of waste per annum. This waste mainly consists of local authority collected residual or kerbside collection waste arising from the North Devon and Torridge areas, which is delivered to the site by refuse collection vehicles and then taken away by large articulated lorries for processing and treatment elsewhere. Smaller quantities of litter picking waste, street sweeping waste and residual (non-recyclable) waste from North Devon and Torridge's six household waste recycling centres [HWRCs] are also managed at the site.
- 2.4 The facility was granted planning permission in April 2017 (DCC/3951/2017), with waste deliveries and exports being limited to 0730 to 1800 on Mondays to Fridays and 0900 to 1300 on Saturdays and Public Holidays. Annual throughput of waste was limited to 45,000 tonnes, with the facility only to deal with local authority collected wastes from within North Devon and Torridge.
- 2.5 In March 2019, permission was granted (DCC/4106/2019) to vary the approved hours of working to allow additional deliveries and exports on a maximum of eight Saturdays per calendar year between 0900 and 1600 to allow for altered collections associated with public holidays.
- 2.6 A further variation (DCC/4154/2019) was approved in January 2020 to enable the installation of a storage container, and to allow for up to 5,000 tonnes of commercial waste to be managed at the facility (with no increase in the maximum waste tonnage of 45,000 tonnes).
- 2.7 The currently approved hours for deliveries and exports of waste materials at BWTS as defined in Condition 4 of planning permission DCC/4154/2019 are:
  - 0730 to 1800 hours on Mondays to Fridays;
  - 0900 to 1300 hours on Saturdays and public holidays, except for a maximum of 8 Saturdays per calendar year where waste deliveries and exports shall take place between 0900 to 1600 hours; and
  - no waste deliveries and waste exports to take place on Sundays.

- 2.8 This new application seeks to vary Condition 4 to provide additional hours for delivery and export of waste to enable the collection of non-recyclable waste from HWRC sites during the busier Saturday and Sunday hours. As the HWRC sites are located at some distance from BWTS, the applicant anticipates that there would be an average of two waste vehicle movement per hour (one waste vehicle in/one waste vehicle out) on Saturday afternoons and Sundays.
- 2.9 This application as originally submitted proposed to increase the operating hours to allow for waste deliveries and exports to take place on Saturday afternoons between 1300 hours and 1600 hours (with a maximum of 10 HGV vehicle movements), and Sundays between 1000 hours to 1600 hours (with a maximum of 12 HGV vehicle movements). However, the applicant has subsequently amended the wording of the proposed condition to limit the Sunday working to eight occasions each year.

- 2.10 The proposed changes to the currently approved hours for waste movements would therefore have the following effect:

Mondays to Fridays: 0730 to 1900 (no change)

Saturdays:

- current hours: 0900 to 1300, except for a maximum of eight Saturdays in a year when 0900 to 1600
- proposed hours: 0900 to 1600 for a maximum of eight Saturdays in a year, and 0900 to 1600 on other Saturdays subject to a maximum of 10 waste vehicle movements during the hours of 1300 to 1600

Sundays:

- no waste movements currently permitted
- proposed hours: 1000 to 1600 for a maximum of eight Sundays in a year subject to a maximum of 12 waste vehicle movements

Public Holidays: 0900 to 1300 (no change)

- 2.11 In support of the proposal, the applicant's planning statement indicates that:

"At present, the site does not receive waste materials from the HWRC sites on Saturday afternoons or on Sundays. Instead, the backlog of waste which accumulates at the HWRC sites over the busy weekend periods is collected on Mondays and Tuesdays when the road network is busier. By allowing the collection of the material from the HWRC over the weekend, the total number of vehicle movements associated with the HWRC bin exchanges would be spread over a wider time period, thereby reducing the number of vehicles undertaking the bin exchanges during weekdays when the road network is busier."

- 2.12 The applicant does not expect the total number of vehicles accessing BWTS to increase due to the additional hours; instead, these are expected to be distributed across the extended opening hours and thereby reduce the

number of vehicles accessing the facility during the peak traffic periods of Monday and Tuesday.

### **3. Consultation Responses**

- 3.1 North Devon Council (Planning): support the move towards provision of waste management at as high a level as possible in line with the new documents, which shows minimal impact on public amenity can be achieved. The effect of the changes on public amenity would be infrequent and controlled by way of condition, such that the impact to amenity would not be so significant to warrant refusal, and approval of the application is therefore recommended subject to the imposition of planning conditions as recommended by Environmental Health.
- 3.2 North Devon Council (Environmental Health): no objection based on the noise assessment and the revised operating proposals, subject to a planning condition being included on any permission to ensure that the restricted operating conditions, management controls and assurances described in the updated Executive Summary are implemented in practice and in full.
- 3.3 Fremington Parish Council: recommends refusal on the grounds that it will have a negative impact on the enjoyment of neighbours.
- 3.4 Tawstock Parish Council: object on the grounds of the detrimental impacts on residents' amenity on a Sunday and the additional noise pollution/nuisance caused.
- 3.5 National Highways: no objection.
- 3.6 DCC Highways Development Management: no objection.
- 3.7 DCC Road Safety: no objection.
- 3.8 DCC Waste Management: support the proposal. It is in the wider public interest to ensure that residual waste can be removed from local HWRCs during extremely busy periods to ensure that the public facilities can remain open and continue to provide a good/reliable service to local residents as well as allowing greater sorting of the waste such that more is sent for energy recovery.

### **4. Advertisement/Representations**

- 4.1 The application was advertised in accordance with the statutory publicity arrangements by means of a site notice, notice in the press and notification of neighbours by letter, including renotification of the amended proposal. As a result of these procedures letters/emails from five persons objecting to the application have been received, one of which is from a planning consultant who is representing the occupiers of three properties close to the application site. The objections relate to the following issues:

- impacts on the quality of life and amenity of local residents and properties along the access route with regards to increased frequency, noise and smell of waste vehicles accessing and departing the waste transfer station on Saturdays and Sundays; and
- the B3232 from the A39 to the Brynsworthy turning is not suitable for the size of vehicles associated with the application.

4.2 Comments have also been received from Selaine Saxby MP in support of the local residents and stating that “the variation is not necessary and...the operator should show irrefutable evidence that to enable them to do their job, this variation is the only option available and all other avenues have been explored”.

4.3 Copies of representations and consultation responses are available to view on the Council website under reference DCC/4270/2021 or by clicking on the following link:  
<https://planning.devon.gov.uk/PlanDisp.aspx?AppNo=DCC/4270/2021>.

## **5. Planning Policy Considerations**

5.1 In considering this application the County Council, as Waste Planning Authority, is required to have regard to the provisions of the Development Plan insofar as they are material to the application, and to any other material considerations. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that where regard is to be had to the Development Plan, the determination shall be in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the Development Plan policies are summarised below and the most relevant are referred to in more detail in Section 6.

5.2 Devon Waste Plan (adopted December 2014)

Policies W2 (Sustainable Waste Management), W3 (Spatial Strategy), W5 (Reuse, Recycling and Materials Recovery), W17 (Transportation and Access) and W18 (Quality of Life).

5.3 North Devon and Torridge Local Plan (adopted October 2018)

Policies DM01 (Amenity Considerations), DM02 (Environmental Protection) and DM04 (Design Principles).

5.4 Other material considerations include:

- National Planning Policy Framework
- National Planning Policy for Waste
- Planning Practice Guidance

## **6. Comments/Issues**

6.1 It is considered that the main material considerations in the determination of this application are planning policy considerations and the principle of the

development, the impacts of the proposal on the amenity of local residents, and traffic and transportation impacts.

### Planning Policy Considerations and Principle of the Development

- 6.2 The waste transfer facility at Brynsworthy is consistent with Policies W2, W3 and W5 of the Devon Waste Plan in being well-located in relation to the network of HWRCs in North Devon and Torridge from which it receives waste, together with the strategic road network for the onward movement of the waste for energy recovery outside the area.
- 6.3 The main purpose of the proposed extension of hours for waste vehicle movements at BWTS is to enable the capacity of the HWRCs in North Devon and Torridge to be maximised by allowing for the removal of residual waste at weekends rather than on subsequent weekdays. As weekends, particularly those associated with public holidays, are the busiest days for members of the public depositing waste at HWRCs, an inability to remove residual waste at weekends can inhibit the effective working of the HWRC. As each recycling centre has limited space, any increase in storage capacity for residual waste would reduce the space available for the multiple categories of recyclable waste.
- 6.4 The proposed variation of hours would not lead to any increase in the maximum annual throughput of waste at BWTS, which is limited to 45,000 tonnes, but would improve the efficiency of the HWRCs in allowing their residual waste to be removed more promptly at weekends. Subject to consideration of any traffic and amenity impacts in subsequent sections of this report, the proposal is considered to be acceptable in principle and in accordance with Policy W5.

### Traffic and Transportation Impacts

- 6.5 Policy W17 of the Devon Waste Plan allows for development that would not have an adverse effect on road safety or the capacity and functionality of the road network, and requires that impacts from transportation of waste on local communities should be mitigated appropriately.
- 6.6 The BWTS is permitted to receive a total of 45,000 tonnes of local authority collected waste, from the North Devon and Torridge areas, which can also include up to 5,000 tonnes of commercial waste, per annum. These activities mainly involve the delivery to the site of waste in refuse collection vehicles operated by the two District Councils. Smaller quantities of non-recyclable waste are also collected from HWRCs and delivered to BWTS.
- 6.7 The Transport Statement which accompanied the original application (DCC/3951/2017) in 2017 predicted that 70 vehicle movements (35 in and 35 out) would occur per day at the site. Since BWTS opened in 2019 the site has operated under its permitted 45,000 tonnes limit, receiving 33,633 tonnes in 2019, 38,870 tonnes in 2020 and 15,141 tonnes between 1<sup>st</sup> January and

17<sup>th</sup> May 2021. Vehicle movements have also been lower than these predicted levels:

- between March and August 2019 approximately 42 vehicles (21 in and 21 out) accessed the site per day;
- in 2020 an average of 49.2 vehicles (24.6 in and 24.6 out) (49.2 vehicle movements) accessed the site per day; and
- in 2021 an average of 50 vehicles (25 in and 25 out) accessed the site per day (50 vehicle movements).

6.8 The traffic route to the application site uses the B3232 and the unnamed road from the B3232 to the site entrance and, so far as the access to the site from the unnamed road is concerned, its capacity to accommodate the predicted growth in traffic was, in 2017, considered to be adequate at all times of the day. Moving on to present day it is considered that the impact of vehicular movements on the local road network when taken as a whole and over a weekly period, will remain unchanged as the submitted Planning Statement confirms:

“The proposed additional hours for the receipt of waste material would be utilised to undertake bin exchanges at the HWRC sites. This would mean that the bin exchanges would take place over an extended time period, thereby reducing the number of vehicle movements during peak travel periods on a Monday and Tuesday.”

6.9 Given that the proposed hours will not increase the total volume of traffic to the site, but will spread it over more days, the proposal will not adversely affect the capacity of the local highway network, and is therefore consistent with Policy W17 of the Devon Waste Plan.

#### Impact on the Amenity of Local Residents

6.10 The potential for impact on the amenity of residential properties arises from two aspects: noise from HGV traffic travelling to and from the site, and the impact of noise and odour from the operations at BWTS itself. Policy W17 of the Devon Waste Plan requires that transportation impacts on local communities are mitigated, while Policy W18 seeks to avoid adverse impacts on sensitive properties from noise, dust and odours.

6.11 In terms of operations at the transfer station it is noted that all of the waste transfer operations (deposit of waste from delivery vehicles and loading into articulated vehicles for transfer) will take place within the waste transfer building. The original permission DCC/3951/2047 was accompanied by a Noise Impact Assessment which examined the existing noise environment and the likely operational impacts. It concluded that so far as the waste transfer station operations are concerned the predicted changes in daytime noise levels will not materially change the existing acoustic environment.

6.12 Following the submission of the current application an updated noise assessment was carried out to complement this original report. The updated report states that:

“Automated sound level monitoring equipment was installed at LT1\* and set to record measurements of consecutive 5-minute LAeq, LAmax, LA10 and LA90 sound pressure levels. This monitor measured sound levels between the morning of Friday 8th October 2021 and the morning of Tuesday 12<sup>th</sup> October 2021.”

[\* LT1 refers to the survey location in the rear garden of the nearest noise sensitive receptor]

- 6.13 The report goes on to clarify that “the greatest potential impact on the nearest noise sensitive receptors is from the operation of vehicles and plant outside of the WTS building. With the typical background levels (LA90) (during Sunday operations between 1000 hours and 1600 hours) of 37 dB.”
- 6.14 The report concludes that “the greatest impacts are predicted to occur limited to a scenario of standard operations and artic loading. It is noted that the artic loading is an activity that would occur very rarely on Sundays as the primary activity that would take place would be one waste vehicle arriving and departing the site an hour.”
- 6.15 In terms of traffic noise the issues of concern raised by occupiers of properties on the unnamed road relate to the impacts on the amenity of local residents along the haul route and particularly along the B3232 and the adjoining unnamed road of passing HGV traffic during the newly proposed hours and days.
- 6.16 The methodology used in the noise assessment is based on the existing noise environment as measured and takes into account the operation of adjacent Brynsworthy Environment Centre and noise from the B3232 and the unnamed road. Increase in noise is then calculated on the basis of the increase in traffic resulting from the development for the year the facility opens. Noise levels are then calculated in the form of Basic Noise Level change over an 18 hours period. This methodology is a recognised way of assessing change and in this case gives an average daily traffic noise increase of 0.5dB along the unnamed road and 0.1dB on the B3232. Using this methodology, the properties fronting onto the roads would experience only a negligible impact.
- 6.17 Given the concerns of the residents along the unnamed road, the applicant recalculated the noise assessment for the peak hour period, and this shows a worst case scenario of an increase of between 0.5 and 1.6 dB for the hour period. At the worst case this would be a minor impact and, in reality, the level of traffic modelled for the purposes of the Transport Statement would not be reached due to the nature of waste collection operations across the two Districts. Whilst the instantaneous level of a passing HGV is not taken into account, it should be noted that the methodology used in the application is best practice as set out in the DfT’s ‘Calculation of Road Traffic Noise’ and the Highway Agency advice in ‘Design Manual for Roads and Bridges’ and the development is considered to not to have an adverse impact using the

results calculated using the established guidance. However, it does remain the case that the number of HGVs passing the properties will increase, but in terms of the overall noise environment the changes will not be significant.

- 6.18 At the Council's request, the applicant has provided further detail specifically on the impacts of additional vehicle movements on Sundays, given that background noise levels will typically be lower than on other days. The new statement indicates that:

"The noise from the vehicles using the access road is below the typical noise levels at the premises and would not increase the hourly average noise levels...The noise from the vehicles will be audible to residents and perceptible as waste collection vehicle, however in context, the magnitude is commensurate to the otherwise existing noise climate. Due to the limited number of movements and limited noise levels, the overall impact is considered to be low."

- 6.19 Currently waste deliveries and waste exports to and from the BWTS can only take place between 0730 and 1800 on Mondays to Fridays and 0900 to 1300 hours on Saturdays and public holidays, except for a maximum of eight Saturdays per calendar year where waste deliveries and exports shall take place between 0900 to 1600 hours to allow for altered collections associated with public holidays.
- 6.20 This application is proposing to permanently extend waste deliveries and waste exports between the hours of 1300 and 1600 on Saturdays, but restricting vehicles to 10 waste deliveries and export vehicle movements (five waste vehicles in/five waste vehicles out); and allowing the site to operate between the hours of 1000 and 1600 on eight Sundays per calendar year to coincide with the altered collections associated with public holidays, but limiting vehicles to 12 waste deliveries and export vehicle movements (six waste vehicles in/six waste vehicles out) during these Sundays.
- 6.21 It is recognised that there is the potential for an adverse impact due to the extended working on Saturdays and Sundays, but it is considered that the limits on numbers of vehicles being able to access and leave the site during these periods will allow operation of the site without undue additional impacts, and the hours of operation and measures for monitoring them can be secured by an appropriately worded planning condition. The proposal is therefore considered to accord with Policies W17 and W18 of the Devon Waste Plan.

## **7. Reasons for Recommendation/Alternatives Options Considered**

- 7.1 The Committee has the option of approving, deferring or refusing this planning application.
- 7.2 It is recognised that there will be some additional impacts on the residential properties close to the unnamed road but, in the context of the existing levels of traffic, the additional impact will be limited and mitigated by planning

conditions, including the number of days Sunday working is permitted, the control of the number of vehicles permitted to access and leave the site at certain times, together with the existing condition which restricts the quantity of waste dealt with at the site. These measures will ensure that the development is acceptable in terms of the policies of the Devon Waste Plan and the development in the countryside policy of the adopted North Devon and Torridge Local Plan.

- 7.3 Taking all material considerations into account it is considered that planning permission be granted in accordance with the recommendation of this report.

Mike Deaton  
Chief Planner

**Electoral Division: Fremington Rural**

Local Government Act 1972: List of Background Papers

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<b>Background Paper</b>	<b>Date</b>	<b>File Ref.</b>
Casework File	Current	DCC/4154/2019

bg211221dma  
sc/cr/Variation of Condition 4, Brynsworthy Waste Transfer Station, Roundswell,  
Barnstaple  
02 140122





## **Planning Conditions**

1. The development shall be carried out in strict accordance with the details shown on the approved drawings and documents numbered/titled:
  - Brynsworthy Waste Transfer Station - Supporting Planning Statement - To accompany a Section 73 planning application seeking to vary Condition 1 and remove Condition 2 of planning permission DCC/4106/2019;
  - Byn-PLN-1019-01 - Proposed Container Site Layout;
  - Bry-PLN-1019-02 - Proposed Container Elevations;
  - Brynsworthy Waste Transfer Station - Planning Supporting Statement To accompany a Non-Material Amendment to Planning Permission DCC/3951/2017 to amend the approved site layout (Alex Goodliffe, SUEZ Recycling and Recovery UK – Dated 01/02/2018);
  - 2000H VMEX V3 MESH SYSTEM;
  - WE04572 C 102 Revision C – Proposed Junction Plan S278/S38 Works;
  - WE04572 C 103 Revision B – Proposed S278/ S38 Construction Details;
  - WE04572 C 104 Revision C (Dated Jan '18) – Proposed Site Plan;
  - WE04572 C 105 Revision B – Proposed Site Levels Plan;
  - WE04572 C 108 Revision A (Dated Jan '18) – Proposed Site Sections;
  - WE04572 C 110 Revision D – Proposed Drainage Plan;
  - WE04572 S 111 Revision B – Private Foul and Surface Water Manhole Schedules;
  - Brynsworthy Micro Drainage Analysis (Network 2017.1.2);
  - Suez Flood Risk Supporting Information Document dated 04 April 2018;
  - WE04572 C 119 Revision B (Dated Jan '18) – Proposed Building Elevations;
  - WE04572 C 121 Revision A (Dated Jan '18) – Proposed Weighbridge;
  - WE04572/GR1 (Dated 26/09/2017) - Phase 2 Ground Investigation Report;
  - Office Plan and Elevations; B2300330/0602 Rev P01 - Landscape Cross Sections (Sheet 1 Of 2);
  - WE04787 C 503 Revision A - Proposed Private Drainage Plan;
  - WE04787 C 504 Revision A - Private Foul and Surface Water Manhole Schedules;
  - WE04787 C SK2 - Attenuation Tank Relocation Proposal;
  - WE04787- NMA1 Rev A - Proposed Building Elevations;
  - WE04787-500 Rev C - Proposed Site Plan; Kingspan Insulated Roof & Wall Panels Colour Range Brochure;
  - RP01 REV A – Roof Plan;
  - B2300330/0301 Rev P2 - Proposed Site Surface and Foul Water Layout;
  - B2300330/0302 Rev P1 - Surface Water Drainage Details;
  - B2300330/0103 Rev P3 - Proposed Junction Layout;
  - 82300330/0601 Rev P01 - Landscape Masterplan and Planting Schedule;
  - Landscape and Ecology Management Strategy (82300330/LEMS/O);

- 422.00079.00547 - Landscape and Ecological Management and Monitoring Plan;
- Arboricultural Impact Assessment (CT\_4186);
- Flood Risk Assessment (82300330/L 1-FRA Rev 01);
- Brynsworthy WTS Lighting Report (82300330/0751);
- Construction Traffic Management Plan (82300330/TRA/CTMP/001 8);
- Construction Environmental Management Plan (Dated 07/02/2018); and
- SUEZ\_Brynsworthy\_Construction Programme\_10.01.2018\_SD\_JT.mpp - Suez Draft Works; and
- Construction Programme (dated 10/01/2018),

unless as varied by the conditions below.

REASON: To ensure that the development is carried out in accordance with the approved details.

2. The Waste Transfer Station shall only deal with local authority collected wastes from within the administrative areas of North Devon Council and Torridge District Council and commercial waste from within the administrative areas of North Devon Council and Torridge District Council; Devon; Somerset West & Taunton; and South Somerset.

REASON: To ensure that the proposal meets the objectives of the Devon Waste Plan and accords with the requirements of Policy W2 and Policy W3 of the Devon Waste Plan.

3. The Waste Transfer Station shall process a maximum of 45,000 tonnes of waste per annum of which no more than 5,000 tonnes per annum shall be commercial waste\*. Records of the quantity and type of material accepted at the site shall be kept by the operator and such records shall be made available to the Waste Planning Authority within two weeks of any request being made.

REASON: To limit the impacts of the development on the highway network and in order to protect residential amenity in accordance with Policies W17 and W18 of the Devon Waste Plan.

**\*NOTE:** Commercial waste shall be defined as waste from premises used mainly for the purposes of trade, business, sport or entertainment.

4. Waste deliveries and waste exports shall only take place between the following hours:
  - Mondays to Fridays (other than public holidays): 0730 and 1800;
  - Saturdays: 0900 to 1600 for a maximum of eight Saturdays per calendar year to allow for altered collections associated with public holidays, and 0900 to 1600 on other Saturdays subject to a maximum of 10 waste delivery and export vehicle movements (i.e. up to five vehicles in and five vehicles out) during the hours of 1300 to 1600 on those days;
  - Sundays: 1000 to 1600 for a maximum of eight Sundays per calendar year associated with public holidays subject to a maximum of 12 waste

deliveries and export vehicle movements (six waste vehicles in/six waste vehicles out) on those days; and

- Public Holidays: 0900 to 1300.

Written records of the number of movements of waste delivery and collection vehicles into and from the site on Saturdays and Sundays shall be maintained and made available for inspection by the Waste Planning Authority on request.

REASON: The variation to the time limit enables levels of waste not collected on Public Bank Holidays, to be delivered and exported from the Waste Transfer site at an alternative time. All time limits listed above are necessary to protect the living conditions of residents living close to the highways leading to the Waste Transfer Site in accordance with Policy W18 of the Devon Waste Plan.

5. The external lighting shall be designed, located, installed and operated in such a way that the lateral and upwards light overspill is minimised in accordance with the submitted Lighting Report (ref 82300330/0751 dated 09/09/16).

REASON: To minimise the visual impact of the site in accordance with Policy W18 of the Devon Waste Plan.