

**Open Report on behalf of Richard Wills  
Executive Director for Communities**

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>25 July 2011</b>
Subject:	<b>County Matter Application – S35/2558/10</b>

**Summary:**

Planning Permission is sought by Traynors Ltd (Agent: McCreanor and Co Architects Ltd) to demolish a number of existing de-pollution/store buildings and replace with a single purpose built unit; widen existing vehicular access; install additional vehicle racking equipment and concrete surface; alter perimeter bunds and boundary treatments, and; install CCTV and external lighting (in accordance with amended details received on 29 June 2011) at 'The Boundary', Gorse Lane, Grantham.

**Recommendation:**

That conditional planning permission be granted.

**Background**

1. This planning application is a re-submission of a previously withdrawn application (S35/0551/10). The previously submitted application was withdrawn following the receipt of numerous responses to the statutory and public consultation process in order allow the applicant sufficient time to collate further information in response to issues raised.
2. Following submission of this most recent application, and the outcome of the associated consultation and publicity process, the applicant has made a number of amendments to the proposals in response to issues that have been raised, and has provided further information in response to a number of concerns. The main changes to the current application include the following:
  - Reduction in height of vehicle racking
  - Proposed amendments to external lighting and CCTV provision
  - Re-positioning of entrance gate (set back from site entrance)
  - Additional fire hydrants.

## The Application

3. Planning Permission is sought by Traynors Ltd to demolish a number of existing de-pollution/store buildings and replace with a single purpose built unit; widen existing vehicular access; install additional vehicle racking equipment and concrete surface; alter perimeter bunds and boundary treatments, and; install CCTV and external lighting, at The Boundary, Gorse Lane, Grantham.
4. The proposal is based on the need to replace a recently fire damaged building at this existing scrap vehicle storage and dismantling facility, and to take the opportunity to simultaneously rationalise a collection of makeshift buildings into one purpose designed building. The provision of a Vehicle Racking System is proposed in order to increase efficiency in moving/storing vehicles, increase the storage capacity of the yard, and allow normal patterns of working hours by reducing the need to employ overtime to clear backlog/relieve capacity for new vehicles. This 'overcrowding' is noted to have arisen due to increases in time taken for insurance companies to 'clear' vehicles for resale/dismantling (the applicant has confirmed that it is not proposed to increase operational throughput as a result of this planning application).
5. Widening of the existing access would allow traffic to enter and leave the site simultaneously, with the aim of alleviating delays on Gorse Lane. It is proposed to re-model a bund surrounding part of the site, and reposition the existing security fence in order to overcome frequent security breaches and also screen the additional racking proposed – which, as amended, would enable the storage of cars up to a height of approximately 2.8m (2 cars in height). The amended proposals also seek to retain existing external lighting and CCTV arrangements on the site, with the upgrading/installation of additional provision no longer proposed.
6. The proposed new building would have a footprint of approximately 622sq.m (20m x 31.1m) and would replace a collection of existing ad-hoc warehouse and temporary buildings with a collective floor space of approximately 341sq.m. Only the existing shop/store building would be retained as existing, and would adjoin the new building. In addition to the admin/processing and storage facilities to be replaced, the new building would include a secure store for more valuable vehicles awaiting insurance assessment. The ridge height of the new building (at its tallest point) is proposed to be the same as the previous fire damaged building, which stood at a maximum height of 6m. The external finishes are also proposed to match those of the existing buildings on site, which comprise part masonry rendered/painted yellow, and part metal clad painted blue. The proposed pitched roof covering would comprise plastic coated metal roof cladding. Windows would be powder coated aluminium units, and doors would be powder coated timber units.
7. Additional works proposed include the installation of bunded storage tanks and containers for the storage of waste components and fluids that have

been recovered from vehicles (e.g. oils, coolants, batteries etc.) prior to their removal from site. A new soakaway drainage system with interceptor tanks is also proposed to accommodate surface water run-off from the new areas of concrete surfacing, and the wider site as a whole. Landscaping along bunds would also be increased to provide improved screening. The layout of the existing customer parking/circulation area adjacent to the sales building is proposed to be reconfigured, to include a HGV turning area, and provision for an additional 4 car parking spaces, and a further 2 disabled spaces. It is also proposed to provide 5 cycle spaces adjacent to the sales building.

8. The site operating hours are stated as Monday to Friday 08:00 to 18:00 hours and Saturday from 08:00 to 13:00 hours. Operations are only permitted on some parts of the site between the hours of 08:00 to 17:00 hours, and 08:00 to 12:00 hours respectively. There is no intention to vary or extend the existing operating hours for the site, however the submitted working plan suggests that the site may be required to receive damaged vehicles direct from road incidents at any time of day or night including Sundays and public holidays.

#### Site and Surroundings

9. The site is located off Gorse Lane to the south west of Grantham, beyond the A1, and on the fringes of the open countryside. The site is in close proximity to a number of residential properties immediately to the north, with the closest property being located approximately 30m from the sites boundary with Gorse Lane. The site lies within an 'Ironstone Consultation Area' as designated in the Lincolnshire Minerals Local Plan 1991, and approximately 400m to the west is a designated 'Historic Park and Garden' and Ancient Woodland. To the east and south of the site is undulating countryside which is largely employed for agricultural use. The site is located on land which fell within an area previously identified in the South Kesteven Local Plan 1995 as an 'Area of Great Landscape Value, and is also adjacent to land which was allocated as a 'Prominent Area for Special Protection' (however the relevant Local Plan Policies for both of these designations have since been deleted).
10. The 2.2 hectare site is screened on all sides by a mature hedgerow which varies in height, and is supplemented by a 2.5m steel palisade security fence. Screening along the site's eastern boundary is also enhanced by a landscaped bund. The main operational parts of the site are set back (approximately 40m) from the northern boundary with Gorse Lane by virtue of a residential property under the ownership of the applicant, and a landscaped/bunded 'buffer' area.
11. The operational part of the site is split into two yards, separated by a steel palisade fence running north-south through the centre of the site. The main salvage yard is located on the western side of the site, and includes a sorting area as well as the existing storage, de-pollution and office/sales buildings proposed to be replaced by the new building, in addition to a large

area for the storage of vehicles, and a vehicle crushing machine. Vehicles are currently stacked up to two-high on metal racking in this area. The second yard (in which it is proposed to install the new racking system and improve landscaping along the bunds) runs parallel to the east of the site and is currently used for the additional storage of vehicles. The storage of vehicles in this yard is currently limited to a height not exceeding 2.5m. The aforementioned limitations on operating hours also apply to this yard.

12. The site entrance off Gorse Lane is located at the north-west corner of the site, and the access road continues along the western boundary to the main customer parking and sales/salvage buildings in the main (western) yard. The proposed concrete surfacing would be installed across the entire eastern yard, which is currently surfaced with loose stone/hardcore, and would replace some remaining areas of stone surfacing within the western yard.

## Main Planning Considerations

### National Guidance

13. Planning Policy Statement 4 (PPS4) - Planning for Sustainable Economic Growth 2009 sets out the Government's policy framework for planning for sustainable economic development in urban and rural areas:

With regard to economic development in rural areas, Policy EC6.1 states that local planning authorities should ensure that the countryside is protected for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and to ensure it may be enjoyed by all.

Planning Policy Statement 10 (PPS10) - Planning for Sustainable Waste Management 2005:

The core principle of PPS10 is the achievement of more sustainable waste management by moving waste *up* the "waste hierarchy" of prevention, preparing for re-use, recycling, other recovery, and only disposing as a last resort. This approach follows the general thrust of European waste policy, which seeks to move away from landfill solutions for waste management insofar as that is possible.

Annex E to PPS10 gives location criteria, which must be considered in the determination of a planning application: These criteria include; visual intrusion; traffic and access; air emissions, including dust; odour; vermin and birds; noise and vibration; litter; potential land use conflict.

Planning Policy Statement 25 (PPS25) - Development and Flood Risk 2010 aims to ensure that flood risk is taken into account at all stages in the planning process, to avoid inappropriate development in areas at risk of flooding, and to avoid increasing flood risk elsewhere.

## Regional Plan Context

14. Notwithstanding the intention of the government to revoke Regional Spatial Strategies in the near future, the East Midlands Regional Plan (RSS8) 2009 contains Policy 38 'Regional Priorities for Waste Management' which promotes the objectives of zero growth in all forms of controlled waste by 2016, and waste being treated higher up in the 'waste hierarchy'.

## Local Plan Context

15. The following policies of the Lincolnshire Waste Local Plan 2006 (Saved Policies 2009) are relevant to this application:

Policy WLP1 (Objective of the Plan) states that waste management proposals will be considered in relation to their contribution towards the waste management hierarchy which in order of priority is:

- Reduction (minimisation of waste);
- Reuse;
- Recycling and composting;
- Energy recovery from waste;
- Disposal of residual waste.

When applying the hierarchy and assessing the need for waste facilities regard will be paid to:

- Proximity principle;
- Regional self-sufficiency;
- Waste planning policies and proposals of neighbouring areas;
- Best available techniques and the environmental setting of the facility.

Policy WLP4 (Extensions to Scrapyards) states that proposals to extend or modify existing scrapyards will be permitted where, if necessary, they can achieve satisfactory standards regarding the appearance and operation of the whole site, and where the criteria in policy WLP21 are met.

Policy WLP21 (Environmental Considerations) supports the provision of waste management facilities stating that planning permission will be granted in the following instances (the relevant sections have been set out below):

- (v) Drainage, Flood Protection and Water Resources  
Where the development would not adversely affect the efficient workings of local land drainage systems, or where it would not be at unacceptable risk from all sources of flooding, or where it would not create an unacceptable risk of flooding elsewhere, or where it would not involve the culverting of open watercourses for reasons other than access, or where it would not derogate groundwater sources and resources, or where it would not harm water quality;

- (xi) Dust, Odour etc  
Where the development including its associated traffic movements, visual impact, noise dust, odour, litter and emissions, and its potential to attract scavenging birds, other vermin and insects would not have an adverse effect on local residential amenity including air quality; and/or other local land uses;
- (xii) Transport System  
Where sufficient capacity is available on the local or wider road system for the traffic that is expected to be generated. Improvements or alternative modes of transport can be implemented and/or where there would not be an adverse effect on road safety.
- (xvi) Minerals Resources  
Where proven minerals resources would not be sterilised.
- (xvii) Recovery of Materials  
Where possible and appropriate the development proposal contributes to the potential recovery of materials and energy via recycling, energy recovery and composting in reducing the amount of waste for final disposal.

The following policies of the South Kesteven Core Strategy 2010 are relevant to this application:

Policy SP1 (Spatial Strategy) states that the majority of all new development should be focused upon Grantham to support and strengthen its role as a Sub-Regional Centre. In all cases planning permission will only be granted on a less sustainable site (e.g. in the open countryside) where it has been proven that there are no other more sustainable options available or there are other overriding material considerations.

Policy SP3 (Sustainable Integrated Transport) sets out a number of objectives with the view to creating a sustainable, modern transport network across the District. These objectives include assessing the transport implications of proposals on surrounding highway networks.

Policy EN1 (Protection and Enhancement of the Character of the District) sets out a number of criteria against which all development proposals are required to be assessed. Relevant criteria include: local distinctiveness and sense of place; the layout and scale of buildings and designed spaces; the quality and character of the built fabric and their settings; the condition of the landscape; visual intrusion; noise and light pollution.

Policy EN2 (Reducing the Risk of Flooding) states that all planning applications should be accompanied by a statement of how surface water is to be managed and in particular where it is to be discharged. On-site attenuation and infiltration will be required as part of any new development wherever possible.

Policy E1 (Employment Development) sets out a District-wide strategy for employment development across South Kesteven. As a Sub-Regional Centre, Grantham is placed at the top of the hierarchy for the allocation of employment land. Policy E1 also aims to 'retain and enhance existing areas of employment use' in Grantham and other specified locations (unless it can be demonstrated that other material considerations suggest otherwise).

#### Results of Consultation and Publicity

16. All consultees and local residents have been consulted and notified of the additional information submitted.

(a) Local County Council Member, Councillor A Stokes – urges the County Planning Authority to reject the proposal, with the following concerns raised:

- CCTV and External Lighting – Despite the plans to remodel the bunds the lights would provide a problem for the residents of Gorse Lane.
- Traffic flows on Gorse Lane and Wyville Road – Currently lorries use Wyville Road as a quick way to get to the site and it is anticipated that this would increase as a result of the application, whilst the condition of Gorse Lane would also deteriorate with the potential increase in traffic. Would there be any contributions to improve these?

Following the additional consultation, has requested further clarification on issues drawn to his attention by local residents in relation to perimeter bund alterations and boundary treatments, CCTV and external lighting particularly the impact of the lighting during the night time. A letter of response has been sent to Councillor Stokes.

(b) Harlaxton Parish Council – object, and reiterate comments submitted in response to the previously withdrawn application:

The application should be refused – it is a residential area and any major upgrading to this facility will cause major problems for the residents opposite the site. Particular concerns noted include light pollution and the highway being insufficient to take additional vehicular traffic. A scheme such as this should be in a designated development area not a residential area.

In response to the additional consultation undertaken in relation to the amended proposals, the Parish Council re iterates its previous comments: 'Our concern is that traffic does not increase above that at which it is now and that residents are not disturbed. If the application can lessen disturbance to neighbours then all the better.'

- (c) South Kesteven District Council Environmental Health Officer – no adverse comments to make. However it is requested that should additional lighting be provided that details are submitted.

No comments received in response to further consultation at the time of preparing this report.

- (d) Environment Agency – initially object to the proposed development for the following reasons:

- The proposed development involves the use of a non-mains foul drainage system but no assessment of the risks of pollution to groundwater (as advised by DETR Circular 03/99) has been provided by the applicant. - The proposed development is located on an area classed as a Principle Aquifer. The submitted application therefore fails to demonstrate that disposal of foul effluent to ground from the proposed septic tank would be effective at this location and therefore not cause water quality to deteriorate.
- The Flood Risk Assessment (FRA) submitted is not yet compliant with the requirements of Planning Policy Statement 25 (PPS25). - The FRA has not sufficiently demonstrated that the proposed soakaways are adequate and would not lead to increased surface water run-off (in terms of appropriate data sets used for rainfall/run-off estimations).

A number of further informative comments were also provided in relation to foul drainage and surface water, and information required to help address the above concerns.

Following further consultation, the Environment Agency clarifies its position as follows:

- Information still lacking in terms of foul drainage assessment, with details of required information provided. However, it is considered that it may be appropriate to obtain this information via condition.
- Soakaway calculations within the submitted FRA are still required to be updated with the appropriate base rainfall data in order to be regarded as sufficiently accurate. (Different data sources can have an impact on the amount of soakaway/storage required). The EA would be happy to recommend an appropriate condition to secure appropriate surface water details if the Waste Planning Authority considers that additional storage could be provided on site and in a way that did not warrant the need to re-visit the principles of the development, i.e. site layout etc.

Following further correspondence, the Environment Agency subsequently withdraw their objections to the proposals subject to specified conditions being attached to any planning permission granted



(in order to secure approval of a sufficiently detailed surface water drainage scheme and foul drainage scheme prior to commencement of development).

- (e) Lincolnshire Fire and Rescue – initially object to the application on the grounds of inadequate water supply for fire fighting purposes (additional Fire Hydrants or alternative arrangements are required).

Further to the additional consultation undertaken on amendments to this application (which included provision of additional fire hydrants on the site) the Fire and Rescue Service have confirmed that they are satisfied with the proposed water supplies as detailed on the amended site plan, and remove their objection accordingly.

- (f) Highways Officer (Lincolnshire County Council) – whilst acknowledging that the applicant proposes to improve the access, it was considered that further works would be required to satisfy the concerns of the Local Highway Authority and those of local residents. In respect of the works deemed necessary, widening of the carriageway of Gorse Lane along the site frontage to 6 metres with kerbing and associated ancillary works would improve highway safety and convenience along this extent.

Following consultation on the amended details submitted for this application (which take into account the above comments), the Highways Officer has now confirmed that they are satisfied with the amended details, and as such would now support the application subject to any planning permission granted being subject to a condition which requires that no works commence on site before the specified/agreed highways improvement works (including localised widening of Gorse Lane) have been completed. This would be subject to a 'Section 278 Agreement' under the Highways Act 1980.

- (g) Historic Environment Team (Archaeology) (Lincolnshire County Council) – consulted on 4 November 2010 (and again on 4 July 2011 in relation to amended details). No response received at the time of preparing this report.
- (h) Accessibility Team (Lincolnshire County Council) – requested further information/clarification in relation to pedestrian access, cycle spaces and car parking provision.

No comments received in response to further consultation at the time of preparing this report.

- (i) Trees Officer (Lincolnshire County Council) – further details requested to determine whether any tree protection measures are required.

Following confirmation that only transplanting of some small trees may be required, no concerns were raised. Although it is recommended

that any transplanting is carried out during the dormant season of November to March.

No comments received in response to further consultation at the time of preparing this report.

17. The application has been publicised by Site Notice and Press Notice (Grantham Journal – 12 November 2010), and neighbouring properties individually notified. Approximately 15 responses/objections have been received as a result of this notification and publicity at the time of preparing this report. The key points raised are summarised as follows:

#### Detrimental Impact on Local Amenity / Neighbouring Residential Properties

- Alterations to existing bunds and perimeter treatments could lead to greater visual impact.
- Additional stacked vehicles and height of structures would create an eyesore and impact on surrounding countryside.
- Increased disturbance and noise pollution from assumed increased activity/throughput at the site (due to increase in vehicle storage capacity).
- Increased light pollution from external lighting (argued to be an existing problem during hours of darkness) due to adjacent properties facing the site.
- Concern that site presently operates excessive and antisocial hours, which could worsen as a result of this application, thus exacerbating above issues.
- This industrial site is located too near a residential area, would be better re-located to an Industrial Estate.

#### Environment/Health and Safety

- Concern over the increase in storage capacity for tyres, waste oil, fuel and other chemicals/combustible waste products, with the increased risk of fire/explosion and pollution. (Within the context of concerns over several serious fires at the site in recent years).

#### Highway Safety/Traffic Implications

- Existing road infrastructure which serves the application site is inadequate (narrow c-class country road unsuitable for large goods vehicles).
- An increase in capacity at the application site would bring more and larger goods vehicles onto already unsuitable road infrastructure.
- Poor condition of road surface (Gorse Lane) and damage caused to road and verges by large goods vehicles.
- Existing problems of waiting/turning/unloading lorries blocking the road.
- Whilst the benefits of widening the site access are noted in a number of cases, concern is expressed regarding the proximity of the site entrance

to a bend with poor visibility and no speed restrictions on the adjoining road.

Notwithstanding the concerns outlined above, it should be noted that a number of respondents also stated that any works carried out within the application site which would not detrimentally affect the amenity of neighbouring residents or lead to a growth in capacity/operational throughput, but would improve safety and existing working conditions, would be welcomed.

#### District Council's Recommendations

18. The South Kesteven District Council have no objections to this application but offers the following comments:
  - 'This Authority would suggest that conditions may be appropriate restricting the stacking of vehicles to no more than 3 high as shown on the plans and ensuring that the boundary hedges and landscaping are kept at a minimum height to provide adequate screening'.

No comments received in response to further consultation at the time of preparing this report.

#### Conclusions

19. The proposal is for planning permission to demolish a number of existing de-pollution/store buildings and replace with a single purpose built unit; widen existing vehicular access; install additional vehicle racking equipment and concrete surface; alter perimeter bunds and boundary treatments, and; install CCTV and external lighting, at The Boundary, Gorse Lane, Grantham. The development would assist in the movement of waste up the waste hierarchy and thus would accord with the overarching objectives of PPS10 and Waste Local Plan Policy WLP1.
20. A number of concerns have been raised during the consultation process for this application, and when considering these responses in addition to relevant planning policy and other material considerations, the main issues relevant to the determination of this proposal are as follows:

#### **Suitability of site**

21. Whilst a number of arguments have been put forward regarding the suitability of the site for the proposed development (being located in the open countryside adjacent to residential properties), this proposal is nonetheless required to be considered on its own merits within the context of the existing operational scrap yard which has already been established at the site through previous planning permissions and lawful development certificates for such use, as well as possessing the relevant operational licenses from other regulatory bodies such as the Environment Agency. Given that the proposals are aimed at improving the operation of the existing

site, without intensifying its use or throughput, and that its operations could be controlled where appropriate through the use of planning conditions in accordance with Waste Local Plan Policy WLP4, it is considered that the proposed development would be an acceptable use of the site in principle.

22. Whilst the application site is located within an 'Ironstone Area' as identified previously, again, given that the proposed works would take place on an existing, previously developed site, it is considered that there would be no impact in terms of sterilisation of minerals resources.

## **Amenity**

### Visual Impact

23. The proposed replacement building would have a maximum height identical to that of the previously destroyed building on site, and would serve to 'tidy up' the existing ad hoc arrangement of temporary buildings on the site. Although the new building would have a larger footprint than those that it would replace, it is considered that its scale, appearance and location within the site would not present a significant detrimental visual impact on the locality given the buildings context within the existing operational site, and the screening measures in place which would serve to soften its impact on the surrounding open countryside. It would be constructed of materials to match existing buildings on the site. Accordingly this element of the proposals is considered to accord with the principles of PPS4, Core Strategy Policy EN1 and the relevant parts of Waste Local Plan WLP21.
24. As part of the later amendments to this application, the applicant has proposed to reduce the height of the proposed additional vehicle racking from 3 to 2 vehicles high, which is consistent with the existing racking present within the site's western yard, and would be more than adequately screened by the existing and proposed landscaping measures at the site. Accordingly, it is considered that the proposed development would not lead to the site becoming more visually intrusive within the context of the surrounding open countryside, and thus would again accord with the abovementioned policies.
25. A number of concerns have been raised with regard to existing and potential light pollution from the site floodlighting, given the close proximity of neighbouring residential properties. The District Environmental Health Officer also previously requested further information in this regard. Whilst it is acknowledged that the applicant now proposes only to retain the existing lighting (and CCTV cameras), in the interests of protecting local amenity, and to address the concerns raised during consultation (including the issues raised by Councillor Stokes) it would be necessary to attach a condition to any planning permission granted requiring appropriate and sufficient details of the existing lighting measures (including positioning, timing, intensity, and spread/spill) to be submitted to and approved by the Waste Planning Authority prior to the commencement of development. This would ensure

the impact on neighbouring properties would be appropriately considered and mitigated accordingly.

### Noise/Disturbance

26. The applicant has provided assurance that the proposed additional racking system to be installed in the eastern yard would ensure that every stored car would be accessible without the need to move other cars 'out of the way' first, as is often the case at present. The proposals would therefore increase the efficiency of handling vehicles, and would in turn reduce vehicle movements within the yard, which consequently would reduce the potential for noise nuisance created by machinery, particularly fork lift trucks, operating within the site.
27. In relation to wider concerns regarding the existing and anticipated hours of operation of the site, and the associated disturbance to neighbouring properties, it should be noted that these hours of operation are only limited within the eastern yard at present. Accordingly, for consistency, and in the interests of local amenity it would be appropriate to attach a condition to any planning permission granted to limit operational hours across the entire application site. The applicant has stated that the site is open to the public from Monday to Friday 08:00 to 18:00 hours and Saturdays from 08:00 to 13:00 hours excluding public holidays. Accordingly, the Waste Planning Authority would consider it appropriate to limit operations on the site to take place only within the above specified times in order to safeguard local amenity.
28. It should be noted that supporting information within the application states that in some cases vehicles may need to be transported to the site during any time of day or night (including weekends and public holidays) and indeed the applicant concedes that 'overtime' and weekend work has previously taken place on site and could possibly continue as a result of the proposals (to clear backlog – due to reduction in proposed racking height). The Waste Planning Authority considers that, although the site is an established scrap yard, such operations outside of the previously specified working hours do not constitute an acceptable use of the site given its location in the open countryside and particularly due to its close proximity to residential properties. As such, an appropriate condition limiting hours of operation to those specified above would not be unreasonable in this case, and would ensure that the development would meet the relevant objectives of PPS4, Waste Local Plan Policy WLP21 and Core Strategy Policy EN1.

### **Flood Risk/Drainage/Contamination**

29. Given the scale of the application site (above one Hectare), and the level of additional hard surfacing proposed, a Flood Risk Assessment has been submitted to accompany this planning application in line with the requirements of PPS25. The submitted FRA concludes that Flood risk to the site from existing sources is low, and no special mitigation measures are required. With regard to managing run-off created by the proposed

development, a sustainable drainage strategy consisting of a soakaway system with interceptors is proposed. A contamination report has also been submitted to accompany this application, and details of foul drainage proposals are included on the submitted plans.

30. Notwithstanding the above, the Environment Agency has expressed a number of concerns in relation to outstanding information which is required in relation to the surface water run-off and foul drainage proposals for the site, in order to determine whether they are sufficient. Further to the Waste Planning Authority's subsequent correspondence with the Environment Agency, the Authority is satisfied that these outstanding issues could be dealt with appropriately through the use of planning conditions (to secure the required details prior to commencement of development). Accordingly, any planning permission granted would be subject to conditions which would ensure the approval of appropriate/updated surface water and foul drainage details prior to works starting on site - in order to ensure they meet the relevant requirements of PPS25 and Core Strategy Policy EN2.

### **Highways/Vehicle Movements**

31. It is acknowledged that the proposed widening of the existing site access would be beneficial in terms of improving vehicle movements in to and out of the application site, as well as improving circulation by allowing vehicles to enter and leave the site simultaneously. Accordingly, these measures should mean less disruption to the adjacent highway (Gorse Lane) from large goods vehicles waiting to enter the site.
32. As part of the amendments to this application discussed previously, the applicant has also proposed to remove the access gate onto Gorse Lane and re-positioned it some 40m in to the site. This measure is intended to allow a number of vehicles to wait off road (along the site access) and away from the existing residential properties along Gorse Lane in the event of the gates being locked. These measures would therefore further reduce problems associated with lorries parking along the road side adjacent to the site.
33. It should be recognised that the applicant has noted on a number of occasions that it is not proposed to increase operational throughput, and therefore vehicle movements to and from the site. Accordingly it is considered that the proposals would not lead to an increase in traffic (and associated problems) on the adjacent highway. The fact that the (revised) proposed racking provision is noted by the applicant to only marginally increase storage capacity at the site (by approximately 20 cars) further demonstrates that the proposals are not anticipated to increase operational throughput and traffic movements to and from the site.
34. When considering the above, along with the comments of the Highways Officer, who accepts the proposals subject to appropriate conditions being put in place, along with localised highway improvement/widening works, it is considered that the proposed development would not have a significant

detrimental impact on highway safety and capacity, and would therefore accord with Core Strategy Policy SP3 and the relevant parts of Waste Local Plan Policy WLP21.

### **Landscaping**

35. Various details of existing hard and soft landscaping measures, including proposed improvements and additional planting measures, are included on the submitted plans accompanying this application. The proposed landscaping and screening measures are considered appropriate to mitigate the visual impact of the proposed works, and would ensure that the vast majority of the works on site would not be visible from outside of the site boundary. The proposed replacement building would be the only clear exception to this, of which the visual impact has been previously assessed in this report. Accordingly, in response to concerns raised by Councillor Stokes and local residents, the proposed works would make negligible difference to the view of the site local residents currently have from their homes. A suitably worded condition would ensure that the landscaping works illustrated in the submitted plans were carried out in their entirety in the event of planning permission being granted.

### **Health and Safety/Fire Risk**

36. In response to the initial objection received from Lincolnshire Fire and Rescue, the applicant has revised the application to include provision for additional fire hydrants within the site. Accordingly the Fire and Rescue Service have confirmed that the measures proposed meet the necessary requirements to enable them to remove their objection. Given that the proposed works would involve the replacement of a number of temporary ad hoc buildings with a purpose designed unit, along with provision for the more efficient storage and handling of vehicles and associated waste products, it is considered that this application would not lead to an increase in fire risk at the site, and indeed would provide improved means to respond in the event of a fire occurring.
37. In summary, when taking account of the above conclusions, and subject to the use of appropriate planning conditions, it is considered that the proposed development would assist in the movement of waste up the waste hierarchy, and would not have a significant detrimental impact on local amenity, the character of the surrounding countryside, the local highway network or flood risk. The proposed development therefore accords with national planning policy set out in PPS4, PPS10 and PPS25, Waste Local Plan Policies WLP1, WLP4 and WLP21, and South Kesteven Core Strategy Policies SP1, SP3, EN1, EN2, and E1.

## RECOMMENDATIONS

That planning permission be granted subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission. Written notification of the date of commencement shall be sent to the Waste Planning Authority within 7 days of such commencement.
2. The development hereby permitted shall be carried out in strict accordance with the details contained in the submitted application, accompanying design and access statement and plans referenced below, except as may be modified by other conditions of this planning permission:
  - Drawing 00/129 'Location map' – received 6 October 2010
  - Drawing 3042/500 'Existing Site Plan' – received 6 October 2010
  - Drawing 00/129 'Survey' – received 6 October 2010
  - Drawing 00/129 'Proposed Siteplan & Landscape' (rev c) – received 29 June 2011
  - Drawing 00/129 'Proposed bunded storage units' – received 6 October 2010
  - Drawing 00/129 'Existing Units' – received 6 October 2010
  - Drawing 00/129 'Proposed Units' – received 28 October 2010
  - Drawing 00/129 'proposed contextual elevations' – received 29 June 2011
  - Drawing 00/129 'Tree transplant detail' – received 29 June 2011
  - Drawing 00/129 'bicycle parking detail' – received 29 June 2011
  - Drawing 00/129 'Landscape mound/Racking system' (rev b) – received 29 June 2011
3. The arrangements shown on Drawing 00/129 'Proposed Siteplan & Landscape' (rev c) - (received 29 June 2011) for the access, parking and manoeuvring/unloading of vehicles shall be available at all times when the premises are in use.
4. No development shall commence until the access is improved in accordance with a scheme of works, that includes the widening of Gorse Lane, which has been submitted to and approved in writing by the Waste Planning Authority. The scheme as approved shall be completed in full prior to development commencing.
5. Vehicles stored within the site shall not be stacked to a height exceeding 2.8m at any time.
6. Unless otherwise agreed in writing by the Waste Planning Authority, no activities or operations associated with the development hereby permitted,



including the movement of scrap in and out of the site by heavy commercial vehicles, shall take place outside the hours of:-

08:00 to 18:00 – Monday to Friday; and  
08:00 to 13:00 – Saturday

No activities or operations associated with the hereby permitted use shall take place on Sundays, Public Holidays or Bank Holidays.

7. All vehicles, plant, power driven equipment and machinery employed on the site shall be fitted with effective silencers and maintained strictly in accordance with the manufacturer's recommendations.
8. No development shall take place until details of the existing site lighting proposed for retention, including its hours of usage, height, position and lux level and light spillage, have been submitted to and approved in writing by the Waste Planning Authority. Thereafter all lighting used at the site shall be in accordance with the approved details.
9. All existing trees situated within the landscaped 'buffer' area to the north east of the site, adjacent to Gorse Lane, shall be retained for the lifetime of the development. In the event that associated surface water drainage requirements would necessitate the removal of any of these trees, they shall be transplanted to an appropriate location within the buffer area in strict accordance with the methods outlined in Drawing 00/129 'Tree transplant detail' - (received 29 June 2011), and only during the dormant period of November to March. Any losses incurred as part of this process shall be replaced as and when required.
10. Only scrap cars shall be stored at the site and no other vehicles or materials except with the prior written consent of the Waste Planning Authority.
11. No waste material shall be burned within the boundaries of the application site at any time.
12. The loading and unloading of scrap vehicles shall only take place within the appropriate designated areas within the application site.
13. Notwithstanding the provisions of Parts 2 and 4 of the Town and County Planning (General Permitted Development) Order 1995 (or any Order amending, replacing or re-enacting that Order) no machinery, buildings, works or equipment including the siting and use of crushing equipment shall be erected or stationed on the site without prior notification and written permission of the Waste Planning Authority.
14. No development shall take place until an updated surface water drainage scheme for the site (following the principles established by the submitted Flood Risk Assessment – received 6 October 2010), based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved

in writing by the Waste Planning Authority. Thereafter the scheme shall be implemented in strict accordance with the approved details, and prior to completion of the development.

15. No development shall take place until such time as a scheme for the disposal of foul drainage from the site has been submitted to, and approved in writing by the Waste Planning Authority. Thereafter the scheme shall be implemented in strict accordance with the approved details.
16. The landscaping and planting measures detailed on Drawing 00/129 'Proposed Siteplan & Landscape' (rev c) – (received 29 June 2011) and Drawing 00/129 'Landscape mound/Racking system' (rev b) - (received 29 June 2011) shall be carried out in their entirety within the first available planting season following commencement of development (or within any such longer period as may be agreed in writing by the Waste Planning Authority). All trees, shrubs and bushes shall be maintained for a period of at least 10 years beginning with the date of completion of the scheme and during that period all losses shall be made good as and when necessary. No variations to the species specified within the above mentioned scheme shall take place without the prior approval of the Waste Planning Authority.
17. The de-pollution of scrap vehicles shall only be undertaken within the replacement building as hereby permitted.
18. The development hereby permitted shall not be brought into use until the proposed additional fire hydrants indicated on Drawing 00/129 'Proposed Siteplan & Landscape' (rev c) - (received 29 June 2011) are installed and fully operational.

### Reasons

1. This condition is required by Section 91 of the Town and Country Planning Act 1990.
2. To ensure the development is carried out in accordance with approved details.
3. In the interests of local amenity and highway safety; to enable calling vehicles to wait clear of the carriageway of Gorse Lane and to allow vehicles to enter and leave the highway in a forward gear.
4. In the interests of local amenity and highway safety.
5. To ensure the development is carried out in accordance with approved details, and in the interests of local amenity, and the protection of the character of the surrounding open countryside.
6. To ensure the development is carried out in accordance with approved details, and in the interests of local amenity.

7. In the interests of local amenity.
8. In the interests of local amenity and the character of the surrounding open countryside.
9. To ensure the development is carried out in accordance with approved details, in the interests of local amenity and the character of the surrounding open countryside.
10. To ensure the development is carried out in accordance with approved details.
11. In the interests of local amenity and the natural environment.
12. To ensure the development is carried out in accordance with approved details, in the interests of local amenity and highway safety.
13. In the interests of local amenity.
14. To ensure the proposed method of surface water drainage demonstrates sufficient capacity to accommodate projected rates of surface water run-off, in order to prevent the increased risk of flooding, and to protect water quality.
15. To prevent deterioration of groundwater quality and in the interests of the natural environment.
16. To ensure the development is carried out in accordance with approved details, in the interests of local amenity and the character of the surrounding open countryside.
17. To ensure the development is carried out in accordance with approved details.
18. To ensure the development is carried out in accordance with approved details in the interests of fire safety.

#### Reasons for Granting Planning Permission

The development would assist in the movement of waste up the waste hierarchy, and would not have a significant detrimental impact on local amenity, the character of the surrounding countryside, the local highway network or flood risk. The proposed development therefore accords with national planning policy set out in PPS4, PPS10 and PPS25, Waste Local Plan Policies WLP1, WLP4 and WLP21, and South Kesteven Core Strategy Policies SP1, SP3, EN1, EN2, and E1.

## Policies Referred To

### National Planning Policy

Planning Policy Statement 4 – Planning for Sustainable Economic Growth (2009)

Planning Policy Statement 10 – Planning for Sustainable Waste Management (2005)

Planning Policy Statement 25 – Development and Flood Risk (2010)

### East Midlands Regional Plan (RSS8) 2009:

Policy 38 - Regional Priorities for Waste Management

### Lincolnshire Waste Local Plan 2006 (Saved Policies 2009):

Policy WLP1 - Objective of the Plan

Policy WLP4 - Extensions to Scrapyards

Policy WLP21 - Environmental Considerations

### South Kesteven Core Strategy 2010:

Policy SP1 - Spatial Strategy

Policy SP3 - Sustainable Integrated Transport

Policy EN1 - Protection and Enhancement of the Character of the District

Policy EN2 - Reducing the Risk of Flooding

Policy E1 - Employment Development

## Informative

### Attention is drawn to:

- (i) Sections 4 and 7 of the chronically sick and disabled persons act 1970;
- (ii) The code of practice for access of the disabled to buildings (British Standards Institution Code of Practice BS 5810:1979) or any prescribed document replacing that Code;
- (iii) The application site is located in close proximity to overhead power lines. Accordingly the applicant is advised to contact the National Grid in relation to safe working practices prior to any development taking place on the site,
- (iv) The informative comments of the Environment Agency included in their letter (reference AN/2010/110792/01-L01) dated 29 November 2010 and attached to this decision notice, and
- (v) The applicant is advised to contact the Divisional Highways Manager on (01522) 782070 prior to commencement of any works within or affecting the public highway. Please note that any improvement works to the public highway required by Condition 4 of this planning permission will be required to be subject to a Section 278 Agreement under the provisions of the Highways Act 1980 and this should be discussed with the Divisional Highways Manager.

- (vi) The applicant is advised that it is an offence under the Highways Act 1980 to allow materials to be deposited (as a result of the permitted development) onto the highway.

## **Appendix**

These are listed below and attached at the back of the report	
Appendix A	Committee Plan

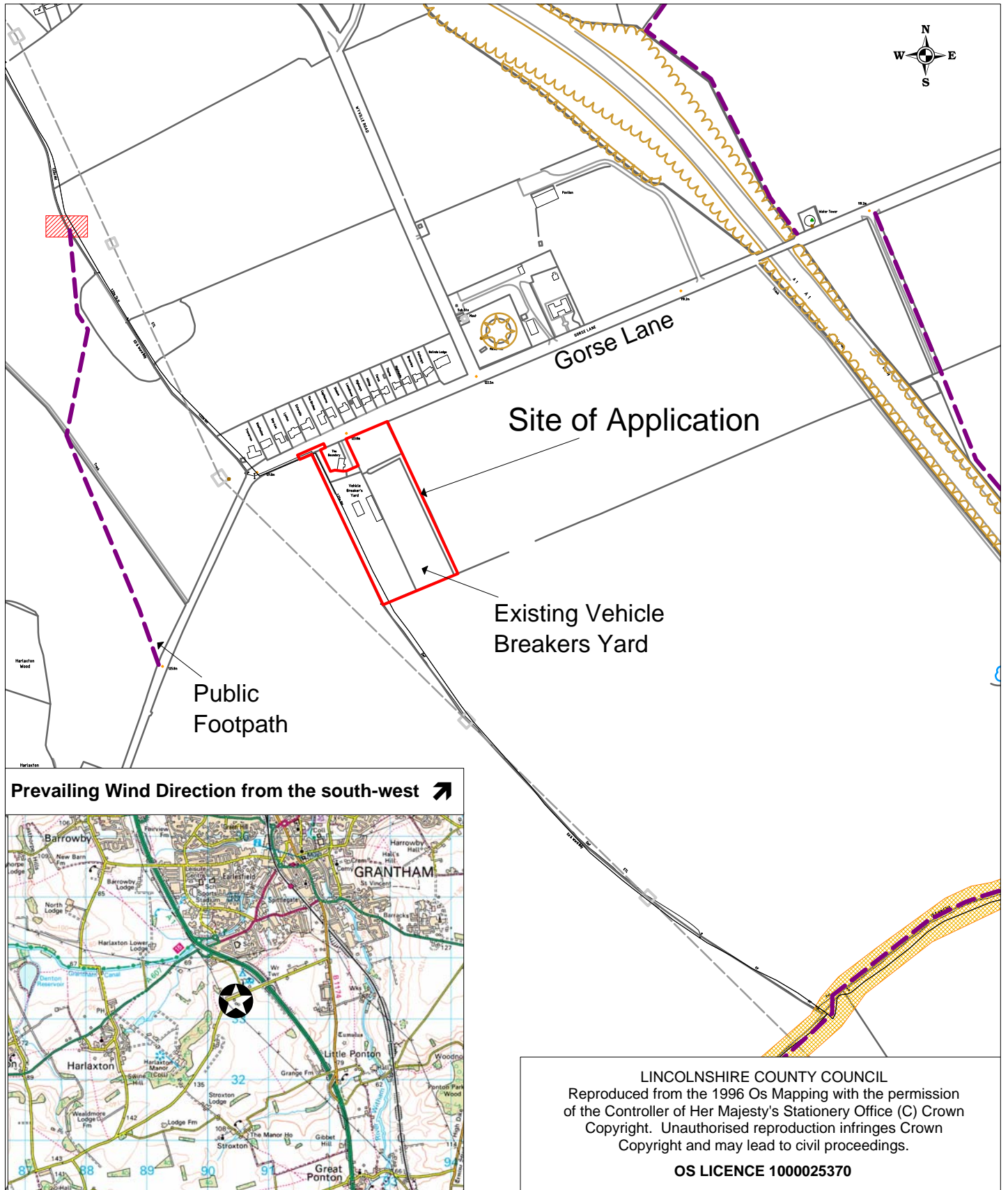
## Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Planning Application Files S35/2558/10 S35/0551/10	Lincolnshire County Council, Planning, Witham Park House, Waterside South, Lincoln
National Guidance Planning Policy Statement 4 (Planning for Sustainable Economic Growth) 2009  Planning Policy Statement 10 (Planning for Sustainable Waste Management) 2005  Planning Policy Statement 25 (Development and Flood Risk) 2010	Communities and Local Government website <a href="http://www.communities.gov.uk">www.communities.gov.uk</a>
East Midlands Regional Plan (RSS8) 2009	
Lincolnshire Waste Local Plan 2006 (Saved Policies 2009)	Lincolnshire County Council website <a href="http://www.lincolnshire.gov.uk">www.lincolnshire.gov.uk</a>
South Kesteven Core Strategy 2010	South Kesteven District Council website <a href="http://www.southkesteven.gov.uk">www.southkesteven.gov.uk</a>

This report was written by Richard Leonard, who can be contacted on 01522 782070 or [dev\\_pcg@lincolnshire.gov.uk](mailto:dev_pcg@lincolnshire.gov.uk)

# LINCOLNSHIRE COUNTY COUNCIL PLANNING



LINCOLNSHIRE COUNTY COUNCIL  
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**OS LICENCE 100025370**

**Location:**  
 The Boundary  
 Gorse Lane  
 Grantham

**Application No:** S35/2558/10  
**Scale:** 1:10000

**Description:**  
 To demolish a number of existing de-pollution/store  
 buildings and replace with a single purpose built unit;  
 widen existing vehicular access; install additional  
 vehicle racking equipment

Planning and Regulation Committee 25 July 2011