

Agenda Item 7.

Lincolnshire County Council

Planning and Regulation Committee 15 February 2016

- **Location Map Attached**

Item

- 7.1 **Applicant** - The applicant has requested that the attached statement is brought to Councillors attention.

Planning Manager – In the attached statement the applicant makes reference to emerging Policy W7 supporting small scale waste facilities in rural areas and the National Planning Policy for waste which supports a broad range of locations for waste use and the re-use of agricultural buildings for waste use. Both of these policy initiatives support, in appropriate circumstances, the re-use of agricultural buildings for waste use. However, in this case the applicant proposes the erection of a new building and this is not in line with the thrust of these policies. These policies do not support the erection of new buildings in the countryside for a waste use.

In terms of need the Waste Planning Authority is aware of four other sites in this area that can undertake operations that the applicant intends to undertake. This indicates that sufficient facilities are already in place and the Committee visited an existing facility a short distance to the south of the application site during the site visit of the area on 2 February 2016.

Statement to the Planning and Regulation Committee of Lincolnshire County Council- 15 February 2016

Dear Committee Members,

- 1.1 This statement has been prepared on behalf of the Applicant for a planning application (reference PL/0165/15) for the reuse and recycling of end of life vehicles on land at The Bungalow, Oxcroft Bank, Moulton Chapel, Spalding PE12 0XT.
- 1.2 There are a number of important points that we wish to raise in support of the proposal and to bring to the attention of the Committee for consideration.

Sustainable Waste Development

- 1.3 Firstly, it is to reiterate that the proposal would allow the reuse and recycling of end of life vehicles and their parts. Vehicles would be dismantled by hand with parts being resold for reuse.
- 1.4 Reuse is towards the very top of the waste hierarchy (second only after prevention) so would assist in the fundamental objective of driving waste up the waste hierarchy. This is the overarching aim of both national waste planning policy and of the current and emerging Lincolnshire Waste Local Plans.
- 1.5 The Committee Reports make reference to emerging Core Strategy Policies including Policy W7 which supports small scale waste facilities in rural areas subject to a number of criteria. It is important to note the supporting text to this policy. This states that it is essential that Lincolnshire has a network of waste management facilities beyond the main urban areas in order to support the sustainable development of waste infrastructure within the county.
- 1.6 This proposal would help meet that essential aim by providing the very type of waste facility envisaged by policy to deal with the waste arising from this rural part of Lincolnshire, an area that is not well served by existing waste infrastructure.
- 1.7 It is also informative to consider those sites which have been previously promoted through the local plan process to be considered as allocated sites. Only two waste sites were promoted within South Holland District and neither was for an end of life vehicle depollution.

- 1.8 The proposed location has been proposed in line with the proximity principle to be well situated amongst the rural settlements of south east Lincolnshire to best cater for local sources of waste and to allow these communities to take greater responsibility for their waste.
- 1.9 This is also in light of the considerable pressure and demand on land within settlements to be provided for housing meaning that such sites and locations are often unavailable or unviable for waste uses.
- 1.10 National Planning Policy for Waste (NPPW) supports a broad range of locations for waste uses and gives priority given not just to industrial areas but to previously developed land and the reuse of agricultural and forestry buildings for waste uses.
- 1.11 Whilst the application site is within a rural area, the modest operation would take place upon previously developed land that has historically been used for the temporary storage of aggregates and is used for informal storage. There would be no encroachment onto the adjoining countryside.

Local Amenity and Character

- 1.12 In respect of local amenity and visual/landscape impact, the application site has a significant advantage in that there are no other receptors within close proximity to the site so that even the risk of adverse impacts does not arise.
- 1.13 In addition, depollution operations would take place within the proposed open sided building by hand with power tools where necessary. Operations and potential emissions would therefore be contained.
- 1.14 In terms of impact upon the local character, the proposed building would be similar in appearance to other outbuildings and agricultural buildings that one would expect to see in rural areas.
- 1.15 The proposed waste operation would be very modest and discreet in size and scale. In addition, the site is very well screened by existing mature trees and hedging on all sides so site operations and the proposed building would be well screened from any views into the site so as not to give rise to any visual impact and would not therefore be unacceptable in terms of scale.

Highways

1.16 The concerns regarding highways as set out within both Committee Reports are noted. However, it is useful to remind ourselves of the small scale and very small number of vehicle movements associated with this proposal. Up to four end of life vehicles would be processed per week. These would be transported by flatbed lorry or tow truck type vehicles not larger HGVs. Processed car shells would be removed every two days. In addition, there would be a monthly collection of stored fluids and other material (such as airbags and car seats) for recycling.

1.17 As such, daily vehicle movements may only amount to one vehicle visiting the site using a public highway that has currently no restrictions on the amount of use or size of vehicle that can use it. We consider that the concerns raised about damage to the highway would simply not arise due to the very low number and size of vehicle movements associated with the proposal. Furthermore, there is the potential for vehicle movements and size to be restricted by planning condition if deemed appropriate in order to overcome such concerns.

Rural Economy and Employment

1.18 One final important factor to raise is the rural employment that would arise from the proposed operation. The provision of two jobs in such a rural location would make a modest but nevertheless valuable contribution. The income generated from the resale of vehicle parts would be likely to be spent within the local economy also.

1.19 The NPPF states that planning policies should support the sustainable growth of all types of business in rural areas and promote the development and diversification of land based rural businesses in order to support economic growth in rural areas to create jobs and prosperity. A positive approach to sustainable new development should be taken.

1.20 This proposal would assist in meeting these aims and this additional benefit of the proposed development should be given significant weight.

Conclusion

1.21 The proposed development would assist in securing the crucial objective of moving waste up the waste hierarchy. The proposal would be a sustainable and appropriate development within the proposed location and as such it is respectfully requested that planning permission be granted.