

**Open Report on behalf of Richard Wills
Executive Director, Environment & Economy**

Report to:	Planning and Regulation Committee
Date:	2 July 2018
Subject:	County Matter Application - S18/0643

Summary: Planning permission is sought by Blue Sky Plastics Ltd (Agent: GP Planning Ltd) to vary condition 2 of planning permission S12/1294/17 to increase the permitted tonnage of waste from 20,000 tonnes per annum to 40,000 tonnes per annum at Blue Sky Plastics Ltd, South Fen Road, Bourne, PE10 0DN.

The proposal would not involve any increase in the operating area of the site and there is no proposal to increase operating hours, the existing waste processing operations or the plant and machinery currently used. As a result there would be no significant adverse impacts in terms of noise, smell and emissions or visual impact arising from this proposal. The proposed increase in annual throughput would however result in an increase in vehicular movements to and from the site. This increase represents a doubling from an average of 6 two-way movements to 12 two-way movements per day.

Recommendation:

Following consideration of the relevant development plan policies and the comments received through consultation and publicity it is recommended that conditional planning permission is granted.

Background

1. Retrospective planning permission was granted on 3 November 2014 to use the site at Blue Sky Plastics, South Fen Road, Bourne for waste recycling operations (ref: S12/0601/14). As part of this permission the operator was required to provide two passing places along South Fen Lane and details of these were subsequently approved. Since that application three further Section 73 applications have been made which sought to vary conditions attached to the permission. One of these proposed to increase the stockpile heights from 3m to 6m (ref: S12/1153/15) however this application was refused on the grounds of unacceptable visual impact. Two applications (refs: S12/3525/15 and S12/3525/15) were submitted and subsequently approved which amended the previously approved details relating to the highway passing places and to reorganise the storage of material on site. A further planning permission was granted on 21 September 2017 (ref:

S12/1294/17) which approved a revised location for one of the passing places along South Fen Lane. The passing places along South Fen Lane have now been constructed in accordance with these details and are in place.

The Application

2. Planning permission is being sought to vary condition 2 of planning permission S12/1294/17 so as to increase the permitted tonnage of waste from 20,000 tonnes per annum to 40,000 tonnes per annum at Blue Sky Plastics Ltd, South Fen Road, Bourne. Condition 2 and reason cited for its imposition currently read as follows:

The maximum quantity of materials brought to the site shall not exceed 20,000 tonnes per annum. All materials to be brought to the site shall be weighed at a weighbridge within the site. Weighbridge records shall be retained for at least two years and available for inspection by the Waste Planning Authority on request.

Reason: To ensure that the scale of the operation and the number of associated traffic movements are kept within the range put forward by the applicant.

3. The operation currently processes up to 20,000 tonnes per annum of mixed plastics, a large proportion of which are sourced from Waste Electrical and Electronic Equipment (WEEE) waste. The waste is brought to the site in 25 tonne heavy goods vehicles (HGVs). Following a visual inspection to remove any contaminated material, the plastic is shredded and any contaminated elements are stored separately prior to being removed from site. The material is then put through a second shredder and reduced to approximately 30mm in size and any ferrous metals are separated and taken off site. The plastic is passed through a number of air systems in order to separate the light fractions and washed and reduced again to 10mm in size. Further air systems are in place to remove the remaining light materials such as wood and rubber.
4. The site operating hours would continue to be 07:00-17:00 hours on Monday to Friday and 07:00-12:00 hours on Saturday, with no working on Sundays and Bank Holidays. Similarly, it is not proposed to increase the number of employees, which is currently 30 and there is no proposal to increase the permitted height of the stockpiles which are 3m. The applicant states that the existing plant and equipment has not been operating at full capacity and there would be an intensification of the processes, using the existing equipment, which would enable the proposed increase in volume of material to be processed and exported off site.
5. The existing waste facility generates an average of 6 two-way HGV movements per day (3 in and 3 out) and the application states that the proposed increase in wastes would result in a doubling of the number of

vehicular movements - resulting in 12 two-way HGV movements per day (6 in and 6 out).

6. A Technical Note, examining the highway and traffic issues associated with the proposed increase in traffic movements was submitted with the application. The main findings of this are summarised:
 - The Highway Impact Statement that supported the original application (ref: S12/0601/14), identified the potential number of two-way HGV movements as being between 2 (1 in and 1 out) and 16 (8 in and 8 out) per day. In order to assess the potential impacts of the development on a worse-case scenario the higher figure of 16 two-way movements was therefore applied.
 - Since the original permission was granted, site practices have changed and HGVs no longer leave the site empty and instead leave the site with finished product. This 'back-loading' is a more efficient practice and therefore whilst the development had originally assumed HGV movements would typically be 16 two-way movements (8 in and 8 out) per day, in practice they are typically 6 two-way movements per day (3 in and 3 out).
 - The proposed doubling of throughput to 40,000 tonnes per annum, along with the continued practice of 'back-hauling', would double existing traffic movements thus increasing HGV movements to a typical average of 12 two-way movements (6 in and 6 out) per day. This would therefore be below the amount of traffic movements that was assumed when the original application was first assessed.
 - Staff numbers would remain unchanged at 30 and it has been confirmed that the majority of staff (80%) would continue to travel to/from the site via bus with the remaining 20% by car. As such no increase in traffic movements associated with private cars/staff would arise as a result of this proposal.
 - Further to the construction of the passing bays along South Fen Road, in view of the negligible increase in traffic associated with the proposals, it is considered that no further off-site improvements should be necessary.

Site and Surroundings

7. The Blue Sky Plastics site is approximately 4km to the east of Bourne town centre and is accessed directly from South Fen Road. The surrounding land is flat, agricultural farm land interspersed with farm buildings and dwellings and there is an electricity pylon to the south of the site. South Fen Road is characterised by a variety of uses including modern factory units, horticultural and agricultural units as well as residential properties, the nearest of which is approximately 600m to the west of the site.
8. The site is a maximum of approximately 210m long and 115m wide, with a total area of approximately 2.16ha. To the west and south the site is surrounded by agricultural land, it is bound by South Fen Road to the north beyond which is agricultural land. To the east of the site is a scrapyard. Within the site the main processing buildings are situated within the western

portion, the site offices are in the north eastern corner adjacent to the weighbridge and the materials are stockpiled at various locations within the southern segment of the site. The site is bound by a cream concrete panelled fence which is between 3m-4m high. Outside of this fence is a combination of planting. The Macmillan Way public footpath is approximately 700m to the south of the site at its nearest point.



Main Planning Considerations

National Guidance

9. National Planning Policy Framework (NPPF) (March 2012) sets out the Government's planning policies for England and is a material planning

consideration in the determination of planning applications. In assessing and determining development proposals, Local Planning Authorities should apply the presumption in favour of sustainable development. The main policies/statements set out in the NPPF which are relevant to this proposal are as follows (summarised):

Paragraph 28 promotes a positive approach to supporting the rural economy.

Paragraph 32 states that developments that generate significant amounts of vehicle movements should be supported by a Transport Statement or Assessment.

Paragraph 120 seeks to ensure that consideration is given to the potential impacts on the amenities of local residents and other land users as a result of pollution.

Paragraph 123 seeks to prevent adverse impacts as a result of noise pollution.

Paragraph 186 indicates that local planning authorities should approach decision taking in a positive way to foster the delivery of sustainable development.

Paragraph 187 requires planning authorities to look for solutions rather than problems and decision takers at every level should seek to approve applications for sustainable development where possible.

Paragraph 215 of the National Planning Policy Framework (NPPF) (March 2012) states that following 12 months since the publication of the Framework, due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the Framework the greater the weight that can be given).

10. National Planning Policy for Waste (October 2014) sets out the governments ambition to work towards a more sustainable and efficient approach to resource use and management, Paragraph 7 and Appendix B - Locational Criteria are relevant to this proposal. Of relevance to this application are considerations relating to traffic and access and amenity.

Local Plans

11. Lincolnshire Minerals and Waste Local Plan - Core Strategy and Development Management Policies (CSDMP) (2016) - the following policies are relevant to this application:

Policy W1 (Future Requirements for New Waste Facilities) states that the County Council will through the Site Locations document, identify locations for a range of new or extended waste management facilities where these are necessary to meet the predicted capacity gaps.

Policy W3 (Spatial Strategy for New Waste Facilities) states proposals for new waste facilities, including extensions to existing waste facilities, will be permitted in and around the main urban areas and include Lincoln, Bourne, Boston, Gainsborough and Skegness, amongst other towns.

Policy W4 (Locational Criteria for New Waste Facilities in and around main urban areas) states that proposals for new waste facilities, including extensions to existing waste facilities, in and around the main urban areas set out in Policy W3 will be permitted provided they would be located on:

- previously developed and/or contaminated land; or
- existing or planned industrial/employment land and buildings; or
- land already in waste management use; or
- sites allocated in the Site Locations Document.

Proposals must accord with all relevant Development Management Policies set out in the Plan:

Policy DM3 (Quality of Life and Amenity) states planning permission will be granted for minerals and waste development provided that it does not generate unacceptable adverse impacts arising from, amongst other factors:

- noise
- dust
- vibration
- odour
- litter
- visual intrusion
- run off to protected waters
- traffic

to occupants of nearby dwellings and other sensitive receptors.

In respect of waste development it should be well designed and contribute positively to the character and quality of the area in which it is to be located. Where unacceptable impacts are identified, which cannot be mitigated, planning permission will be refused.

Policy DM6 (Impact on Landscape and Townscape) states that planning permission will be granted for minerals and waste development provided that due regard has been given to the likely impact of the proposed development on landscape and townscape, including landscape character, valued or distinctive landscape features and elements and important views. If considered necessary, additional design, landscaping, planting and screening will be required. Where planting is required it will be subject to a minimum 10 year maintenance period.

Development that would result in residual, adverse landscape and visual impacts will only be approved if the impacts are acceptable when weighed against the benefits of the scheme.

Policy DM13 (Sustainable Transport Movements) states that proposals should seek to minimise road based transport and seek to maximise where possible the use of the most sustainable transport option.

Policy DM14 (Transport by Road) states that planning permission will be granted for minerals and waste development involving transport by road where the highway network is of, or will be made up to, an appropriate standard for use by the traffic generated by the development and arrangements for site access and the traffic generated by the development would not have an unacceptable impact on highway safety and free flow of traffic.

12. South Kesteven Core Strategy (2010) – the following policies are of relevance to the proposal:

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: statutory, national and local designations of landscape features, including natural and historic assets; local distinctiveness and sense of place; the condition of the landscape; biodiversity and ecological networks within the landscape; public access to and community value of the landscape; remoteness and tranquillity; visual intrusion and impact on controlled waters.

Policy E1 (Employment Development), states that within the rural areas new employment development that meets a local need will generally be supported within local service centres, providing that the proposals will not have an adverse impact on the character and setting of the village, or negatively impact on neighbouring land uses through visual, noise, traffic or pollution impacts. Also outside Local Service Centres, rural diversification proposals will be supported where it can be demonstrated that it is necessary to meet the needs of farming, forestry, recreation, tourism or other enterprises and has an essential requirement for a rural location. Such proposals would need to demonstrate that they will help to support or regenerate a sustainable rural economy.

The South Kesteven Proposed Submissions Local Plan 2011-2036 is currently out to consultation and as such any Policies in the Plan carry limited weight in the determination of this application however, the following emerging Policies are of relevance:

E4: Expansion of Existing Businesses

The expansion of existing businesses will be supported, provided that:

- a. existing buildings are re-used where possible;

- b. vacant land on existing employment sites is first considered;
- c. the expansion does not conflict with neighbouring land uses;
- d. the expansion will not impact unacceptably on the local and/or strategic highway network; and
- e. the proposal will not have an adverse impact on the character and appearance of the area and/or the amenities of neighbouring occupiers.

EN1: Landscape Character

Development must be appropriate to the character and significant natural, historic and cultural attributes and features of the landscape within which it is situated, and contribute to its conservation, enhancement or restoration. In assessing the impact of proposed development on the Landscape, relevant Landscape Character Appraisals should be considered, including those produced to inform the Local Plan and Neighbourhood Plans. Consideration should also be given to the Capacity and Limits to Growth Studies produced for Grantham and Stamford and the Points of the Compass Assessments prepared for the Larger Villages.

Results of Consultation and Publicity

13. (a) Local County Council Member, Councillor Reid - questions how the extra usage and weight on the road can be justified as only essential maintenance is given, as it does not meet the criteria with the County Council for proper foundation repair that has been promised to residents for at least 2/3 years.
- (b) Bourne Town Council - has no objection to the proposal provided that the business complies with their operating hours, deals with the issues of traffic flows on South Fen Road and does not use West Street and Abbey Road whilst the town await Lincolnshire County Council to impose a weight limit. The Town Council voiced their concern with the junction between Cherry Holt Road and South Fen Road and turning lorries.
- (c) Highway & Lead Local Flood Authority – has commented that the proposal to increase the tonnage from 20,000 tonnes to 40,000 tonnes would result in an increase in HGVs from around eight per day to 16 per day associated with the site. The site is one of several sites located along South Fen Road and so generates a proportion of the local traffic. The proposed small increase in traffic movements arising from this proposal cannot be considered severe as is required in the NPPF if a proposed development is to be refused permission for highway reasons.

Although the condition of some parts of South Fen Road is poor (e.g. with unevenness caused by localised subsidence and ground movements, pot holes and edge collapsing) this cannot be directly attributed to existing vehicle movements and is primarily due to localised ground conditions.

Previous planning consents for this site have secured and resulted in the provision of two passing places on South Fen Road and these are considered sufficient to accommodate the small increase in additional traffic arising from this proposal. Therefore no other planning obligations or highway improvement works associated with this proposal would be required or justified.

Consequently, having given due regard to the appropriate local and national planning policy guidance (in particular the NPPF) the Highway Authority has concluded that the proposed development is acceptable.

- (d) Environment Agency – made the following comments, the existing Environmental Permit allows the company to accept 75,000 tonnes per annum, which includes hazardous and non- hazardous waste streams, primarily waste electrical and electronic equipment (WEEE). The Fire Prevention Plan (FPP) is a requirement of their Permit and, as yet, has not been formally approved. The company would need to demonstrate in their FPP how the proposed increased waste volume would be managed to ensure that the requirements of the FPP guidance are met.
- (e) Public Rights of Way Officer (LCC) - does not wish to make any comments or observations.

14. The following organisations and individuals were notified/consulted on 22 March 2018 but had not replied within the statutory consultation period or by the time this report was prepared:

Environmental Health Officer (SKDC)
Lincolnshire Fire and Rescue
Public Health (LCC)
Tree Officer (LCC)
Pipelines Agency

15. The application was publicised by site notices placed near to the site and in the local press (Lincolnshire Echo on 24 May 2018). Notification letters were also sent to individual neighbouring properties. Fifteen letters of objection have been received as a result of this notification/publicity. A summary of the main points and comments received are summarised as follows:

- South Fen Road has achieved national recognition as one of the worst roads in the country and is unable to cope with the current heavy haulage, let alone an increases in lorries. Has any consideration been given for the increase in lorries on the road and the continued damage to an already terrible road?
- Although originally a tiny by-road, South Fen Road is heavily used by agricultural traffic and a large number of lorries serving the household recycling centre but more importantly the Blue Sky Plastics recycling plant and the Riddles Industrial Scrapyard. The traffic associated with

these sites is probably the main cause of the roads extreme degradation coupled with lack of maintenance. As well as affecting the road surface, lorries have destroyed the edges so cars cannot draw off to let them pass and in places the road has sunk and also risen.

- Pot holes on the road are so big they cannot be avoided and in February 2018 a film crew recorded 190 pot holes.
- There should be a widening of the road and hardstanding areas (that can be swept due to the proximity of the scrapyards) for the current number of lorries before any increase is considered. Lorries frequently use the verges and private entrances as passing places, with the two passing places being ignored.
- Stress levels on the bridges over the Counter Drain and the River Glen should also be checked as they were built before such large vehicles were using them. Furthermore there is a lack of visibility on the Glen River bridge which needs to be addressed particularly in view of the head on collision on 16 April 2018.
- Lorries queue and block the road especially in the morning before they open the gate and also wait overnight, leading to further disintegration of the road.
- Residents have to allow extra time for journeys and there is no safe route to get to Bourne, Stamford, Peterborough and no increase in lorries should be permitted until proper road infrastructure is put in place.
- There is an unsighted sharp bend by Windmill Farm with lorries driving on the wrong side of the road.
- There should be a speed limit due to the increase of personnel vehicles using the road and speeding when leaving at 5pm.
- Fire safety measures and a fire risk assessment is required as the site is located next to a recycling metal business, which has had previous fire incidents.
- Pollution - many fragments and pieces fall from lorries and a number do not have net protection which leads to litter along the banks and especially the bridge. This debris and the dirty state of the road results in punctures to vehicles. Debris is also blown from the premises and into residents gardens air testing is also required.
- A green screen with trees to hide the buildings would be appreciated - as it stands now the site resembles a concentration camp.
- There is noise, including at night, and black smoke currently coming from the site.
- The area is an eyesore in a beautiful area of fenland countryside and wildlife.
- Concerns in relation to the current housing prices.
- The plans do not give enough detail in terms of impact on local residents.

District Council's Recommendations

16. South Kesteven District Council - has no objection in principle, however, the increase in the amount of wastes to be stored and processed on site is considered to be likely to lead to additional vehicle movements. Notwithstanding the information provided within the application, having

regard to the physical state of South Fen Road, the District Council recommends that improvement works such as provision of additional passing places be considered.

17. It is further recommended that adequate measures be put in place to ensure that the proposal does not lead to unacceptable levels of noise and odour pollution. A Fire Prevention Plan should therefore be put in place as a pre-commencement condition in order to protect the lives and properties of neighbours. Finally, the issues raised by Bourne Town Council, as well as issues raised by local residents should also be considered and addressed.

Conclusions

18. The application is seeking to vary condition 2 of planning permission S12/1394/17 to double the amount of waste material permitted to be handled at the site from 20,000 tonnes per annum to 40,000 tonnes per annum. The acceptability of a waste facility in this location has previously been established, what now needs to be considered is whether an increase in the amount of material would result in a negative impact in terms of an associated increase in vehicular movements and any impact in terms of noise and other amenity issues.

Vehicular Movements

19. As discussed, the application states that the proposed doubling of waste coming into the site would result in a similar proportional increase in vehicular movements - from 6 two-way movements per day to 12 two-way movements per day. A number of responses received through the consultation process have raised concerns in relation to the current condition of the road and the impact any increase in vehicular movements would have. These comments are noted and it is accepted that South Fen Road is in a poor state of repair with parts of the carriageway having sunk and a significant number of large pot holes being present along its length. The verges of the road have also fallen away which further contributes to the narrowness of the highway which, in places, makes it difficult for two vehicles passing.
20. Whilst the existing condition of the highway is poor, the proposed increase in vehicular two-way movements from 6 to 12 movements would still be below the number that the development was first assessed against when the original application was approved (e.g. 16 two-way movements). As stated by the Highways Officer, it is considered that the proposed additional movements would not lead to any significant deterioration of the road. The main reason for the poor state of the road is due to the underlying ground conditions in the area, principally localised subsidence and ground movements, which cannot be directly attributed to the vehicular movements associated with Blue Sky Plastics. In relation to South Kesteven District's comments requiring additional passing places, the Highways Officer has confirmed that the two places constructed as a condition of the original application and which were informed by the highways technical assessment,

are satisfactory and would be sufficient to accommodate any increase in vehicular numbers. Consequently, whilst the objections of local residents are noted and it is accepted that the condition of the highway is not ideal, the proposed increase in vehicular numbers would not be such that it is considered unacceptable in highway terms and therefore justification for refusal. The proposal would not therefore conflict with Policies DM13 and DM14 of the Lincolnshire Minerals and Waste Local Plan, Policy E1 of the South Kesteven Core Strategy or Policies E4 and EN1 of the emerging South Kesteven Local Plan all of which seek to ensure there is adequate highway capacity and that traffic would not have a detrimental impact on amenity.

Visual Amenity

21. The waste management facility is existing and the visual impacts of the facility have previously been considered and accepted. There is no proposal for additional buildings, plant or any increase in stockpile heights. Therefore, it is considered that the appearance of the site and the resulting views towards the site would not alter as a result of the proposal to increase the volume of material coming into the site. Consequently the application would not be contrary to Policies DM3 and DM6 of the Lincolnshire Minerals and Waste Local Plan and Policy EN1 and E1 of the South Kesteven Core Strategy and Policies E4 and EN1 of the emerging South Kesteven Local Plan, all of which seek to protect and enhance landscape and visual amenity.

Noise

22. Potential sources of noise would be from an increase in vehicular trips or from an intensification of the use of the machinery. All vehicular journeys would continue to take place within existing operating hours (i.e. 07:00-17:00 hours Monday to Friday and 07:00-12:00 hours Saturdays). The increased number of vehicular movements is considered to be modest and would not have a significant impact in the local area in terms of noise. The other potential source of noise would be from the intensification of the use of plant and machinery at the site however, this machinery is operated within existing buildings and would continue to be operated within the permitted operating times. It is therefore considered that there would be no significant detrimental impact in relation to noise as a result of an increase in the volume of material being processed at the site and consequently the application would not be contrary to Policy DM3 of the Lincolnshire Minerals and Waste Local Plan and Policy EN1 and E1 of the South Kesteven Core Strategy and Policies E4 and EN1 of the emerging South Kesteven Local Plan, which seek to protect amenity including any potential negative impact from noise on the environment.

Other Issues

23. Debris on South Fen Road from the lorries and litter blown from the site was raised as a concern during the consultation process. Following enforcement

action taken by the Waste Planning Authority, the stockpile heights have continued to decrease and are within the permitted 3m height. It is therefore expected that this will assist in reducing windblown litter and debris. In relation to debris that is potentially falling from the lorries, it is considered that a condition requiring lorries to be sheeted on exiting the site would assist in achieving a reduction in the amount of litter on the highway.

Fire Prevention Plan

24. A Fire Prevention Plan (FPP) is a requirement of the current planning permission S12/1294/17, and it is also a requirement of the Environmental Permit. To date, the applicant has not submitted an FPP for approval and the applicant has confirmed that they are in continuing discussions with the Environment Agency to produce a final plan. It is therefore proposed that a condition is imposed on any planning permission granted requiring a FPP to be submitted.

Human Rights Implications

25. The proposed development has been considered against Human Rights implications especially with regard to Article 8 – right to respect for private and family life and Protocol 1, Article 1 – protection of property and balancing the public interest and well – being of the community within these rights and the Council has had due regard to its public sector equality duty under Section 149 of the Equality Act 2010.

Final Conclusion

26. The application is not proposing any change to the site itself, to change operating hours, or any increase in stockpile heights. The most significant change would be in relation to vehicular movements which would double that which current access the site. When the original application was considered it was assessed on the basis that there would be 16 two-way vehicular movements per day however due to more efficient working practices, in practice the number of movements currently associated with the site is 6 two-way movements per day. This proposal would double these to 12 two-way movements and whilst this is a doubling of existing movements it is still below that which the development has been accepted. Whilst the poor condition of South Fen Road is acknowledged the Highways Officer has confirmed that the proposed increase in traffic would not be ground to justify the refusal of this application. It is therefore considered that the application would not be contrary to Policies DM3, DM6, DM13 and DM14 of the Lincolnshire Minerals and Waste Local Plan and Policies EN1 and E1 of the South Kesteven Core Strategy.
27. Finally, although Section 73 applications are commonly referred to as applications to “amend” or “vary” conditions they result in the grant of a new planning permission. Therefore, and for clarity and the avoidance of any doubt, it is recommended that the decision notice be issued with a comprehensive set of conditions which consolidates and (where relevant)

recites the conditions which were attached to the previous planning permissions. It is also recommended that additional conditions be imposed to secure the sheeting of lorries and revised conditions be imposed which would prevent the proposed increase in tonnage sought by the application until a Fire Prevention Plan has been submitted and approved.

RECOMMENDATIONS

That planning permission be granted subject to the following conditions:

1. The development hereby permitted shall be carried out strictly in accordance with the details set out in the original application and supporting documents received on 21 February 2014 and the accompanying plans (as set out below) except where modified by the conditions attached to this planning permission or by details subsequently approved pursuant to those conditions:
 - Site Layout Plan - GPP/BSP/BVoC/15/03 rev 6 (received 25 February 2016)
 - (7) General Storage Elevations - GPP/BSP/B/13/04 rev 1
 - Office Elevations - GPP/BSP/B/13/05 rev 1
 - (8) Shredding Building Elevations - GPP/BSP/B/13/06 rev 1; (6) WEEE Processing Building Elevations - GPP/BSP/B/13/07 rev 1
 - (5) Shredder/Eddy Building Elevations - GPP/BSP/B/13/08 rev 1
 - (2, 3, 4) Extrusion, Processing & Separation Building Elevations - GPP/BSP/B/13/09 rev 1
 - Highways Impact Statement (September 2014)
 - Technical Note (February 2018)
2. (a) No more than 20,000 tonnes of materials shall be brought and processed at the site per annum until a Fire Prevention Management Plan has been submitted to and approved in writing by the Waste Planning Authority. The plan shall reflect the proposed increase of annual tonnage to 40,000 tonnes per annum and once approved shall be fully implemented in accordance with the approved details.

(b) Subject to, and following compliance with Condition 2(a), no more than 40,000 tonnes of materials shall be brought and processed at the site per annum. All materials to be brought to the site shall be weighed at a weighbridge within the site. Weighbridge records shall be retained for at least two years and available for inspection by the Waste Planning Authority on request.
3. No material other than Waste Electrical and Electronic Equipment (WEEE) and waste plastics shall be imported to, deposited, processed or stored at the site.
4. Any material contained within deliveries to the site which falls outside of those permitted by condition 3 above, shall, within 24 hours of such delivery,

be moved to a quarantine area and stored in a designated covered skip prior to removal from the site. Removal of such waste from the site shall be no later than one week of delivery of the non-permitted waste.

5. The surface water drainage scheme as set out in the Flood Risk Assessment Revision D dated 29 May 2014 and received by the Waste Planning Authority on July 2014 shall continue to be implemented in full.
6. No material stockpiled or stored within the site shall exceed 3m in height.
7.
 - (i) The landscaping scheme on the western boundary of the site shall continue to be implemented and maintained in accordance with the specification and details that were previously submitted and approved by the Waste Planning Authority as referenced and set out in the decision letter dated 10 March 2015 (originally approved pursuant to Condition 7(i) of planning permission S12/0601/14).
 - (ii) The site entrance shall continue to be maintained in accordance with the details that were previously submitted and approved by the Waste Planning Authority as referenced and set out in the decision letter dated 10 March 2015 (originally approved pursuant to Condition 7(ii) of planning permission S12/0601/14).
 - (iii) The colour of the silos shall be maintained as goose wing grey (BS10A05) in accordance with the details that were previously submitted and approved by the Waste Planning Authority as referenced and set out in the decision letter dated 10 March 2015 (originally approved pursuant to Condition (iii) of planning permission S12/0601/14).
8. No operations related to the waste recycling facility, including delivery and dispatch of waste, shall be carried out except between the following hours:

07:00 to 17:00 hours Mondays to Fridays
07:00 to 12:00 hours Saturdays
Sundays, Bank and Public Holidays – no working
9. From the date of this permission the operator shall maintain records of waste imports and exports to/from the waste recycling facility including details of relevant weight and type of waste being imported or exported. The operator shall make these records available to the Waste Planning Authority within 28 days of a written request.
10. All loaded vehicles exiting the site shall be fully sheeted.

The reasons for the conditions are:

1. To ensure the development is carried out in accordance with the details submitted.

2. To ensure that the scale of the operation is restricted until such time a Fire Management Plan has been secured and to ensure that the throughput of the site, and associated traffic movements, are kept within the range put forward by the applicant.
3. To control pollution at the site.
4. To prevent pollution of soil and groundwater resources.
5. To reduce the risk of flooding at the site.
- 6, 7 & 8
In the interests of the amenity of the area.
9. To enable the Waste Planning Authority to plan for future waste sites within the County.
10. To reduce the amount of debris and litter in the surrounding environment.

Appendices

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

Background Papers

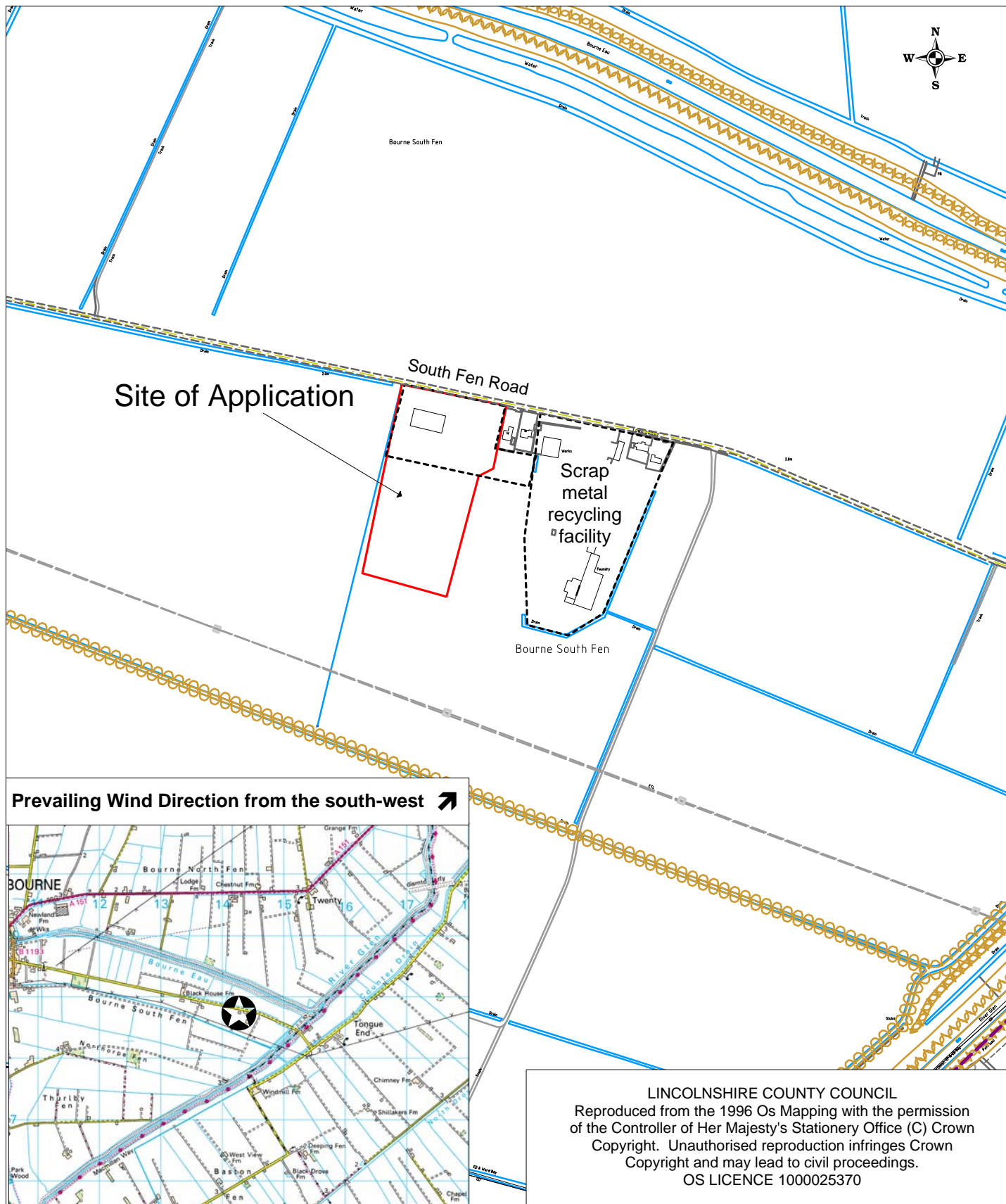
The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Planning Application File PL/0034/18	Lincolnshire County Council, Planning, Witham Park House, Waterside South, Lincoln
National Planning Policy Framework (2012) National Planning Policy Waste (2014)	The Government's website www.gov.uk
Lincolnshire Minerals & Waste Local Plan: Core Strategy & Development Management Policies (CSDMP) (2016)	Lincolnshire County Council website http://www.lincolnshire.gov.uk/
South Kesteven Local Plan (2010)	South Kesteven District Council website www.southkesteven.gov.uk

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LINCOLNSHIRE COUNTY COUNCIL

PLANNING AND REGULATION COMMITTEE 2 JULY 2018



Location:

Blue Sky Plastics
 South Fen Road
 Bourne

Application No: S18/0643

Scale: 1:5000

Description:

To vary condition 2 of planning permission S12/1294/17 to increase the permitted tonnage from 20,000 tonnes per annum to 40,000 tonnes per annum

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