
From:
Sent: 31 May 2022 17:57
To: Marc Willis
Subject: Re: Fw: PL/0035/22

Dear Mr Willis

Thank you for your below,

To address as you request in respect of as you additionally raise

. that there is a proven need to locate the facility outside of the main urban areas; and

Proven need arises in that, controlling the entire process will enable real time discrimination between waste and recyclable/re-saleable parts so as to provide an inventory to accord with the stored inventory for sales and despatch.

In turn that will expedite and make more efficient the entire process by filtering out for reuse during dismantling only the saleable parts so as to expedite the immediate recycling of of all else.

Obviously it is more efficient and cost effective to conduct the entire process from one premises, essentially then the parts delivered in bulk rather than piecemeal or singly, the waste and unsaleable parts separated and forwarded in bulk to a local recycling facility, the saleable parts stored until sale and dispatch.

As such the proposed is ideally situated and configured so as to accommodate that, it providing already the depository of parts recycled pending sale and dispatch.

. the facility would be well located to the arisings of the waste it would manage; and

The ELV waste arises nationally, it is never predictable from whence it will be available. Similarly in that sales are both national and international, the site having adequate or good infrastructure and local associated services to serve it, is ideally located.

Overhead or operating cost being an obvious advantage by it being a one off situation utilising existing established premises away from the high cost and restricted space of the local Industrial Estates.

Currently ELVs are dismantled elsewhere. To bring both parts storage and dismantling together will consolidate the business providing additional cost savings and a guarantee of long term sustainability and employment for the future.

In fact the applicant transferred his existing business from a Local Industrial Estate simply because the cost and space constraints were unsustainable for his business model.

It appears you are content that bullet points 3 and f4 are complied with so I have not considered them here.

I trust the above provides as is necessary.

If you need any further explanation or detail, please do just ask.

Yours Sincerely

On 26/05/2022 14:08, Marc Willis wrote:

Dear

Thanks for your email and the response. I have forwarded this onto the Borough Council (BBC) and asked them to consider and advise if they have anything else to add or change their comments at this stage. I will await a response from BBC but at this stage it looks like I will need to report this to the Planning & Regulation Committee to be held on **6 July 2022**. If this changes I will let you know.

An issue that has been raised and is of relevance is the sites' location and, notwithstanding the current permitted use, how this proposal fits in the context of the criteria set out in Policies 1 of the South East Lincolnshire Local Plan and perhaps more specifically Policy W7 of the Minerals & Waste Local Plan. The proposed use falls within the scope of Policy W7 (being a small-scale waste facility) and therefore we need to consider the criteria set out therein. These are:

1. that there is a proven need to locate the facility outside of the main urban areas; and
2. the facility would be well located to the arisings of the waste it would manage; and
3. it would be located on land which constitutes previously developed and/or contaminated land or redundant agricultural and forestry buildings and their curtilages; and
4. the proposal accords with all relevant Development Management policies set out in the Plan.

In principle, I see no issue with compliance with the 3rd bullet point given the historic and current/permitted B1 light industrial use. Also, at this stage, and subject to certain conditions like those imposed on the current BBC permission, I don't foresee any major issues in terms of complying with the 4th bullet point and relevant DM policies. On the first 2 bullet points however, nothing has been presented to explain how those criteria have been met. For example:

1. did your client consider other sites closer to the main urban areas prior to this site and why weren't they pursued (e.g. lack of suitable sites, higher rents, etc)?
2. How does this site relate in terms of its proximity to wastes/vehicles to be received?
3. What are the main markets/sources?

You will note that in order to be considered in **full** compliance with Policy W7 then **all** 4 bullet points/criterion need to be met or satisfied. Failure to demonstrate any one of these does not necessarily mean permission cannot be granted but rather that the development is not fully compliant and there may be other material considerations or factors which fall in its favour. Given the current absence of any specific or direct response to these criteria I would invite you to consider these and would welcome any comments, response and/or evidence that you may have that I can take into account when carrying out my assessment.

In the meantime I will continue to progress the application and should I hear anything back from BBC or other consultees I will be in touch.

Regards

Marc Willis
Applications Manager

Lincolnshire County Council,
County Offices, Newland, Lincoln LN1 1YL

Mobile: 07919 990321

Email: marc.willis@lincolnshire.gov.uk

Teams: [Chat with me](#)

Website: www.lincolnshire.gov.uk



From:

Sent: 24 May 2022 15:38

To: Marc Willis <Marc.Willis@lincolnshire.gov.uk>

Subject: Fwd: Fw: PL/0035/22

Dear Marc

Further to your below and attached plus since that, the BBCs comments attached .

I will first deal with the BBC comment as it appears to more or less reiterate and add to the EHOs comments.

I have pasted the BBC substance below and will answer after each in BBCs order.

1) The site is located in the open countryside. It does not propose an agricultural or rural business and does not demonstrate that it is necessary to such a location, as per Policy 1 of the South East Lincolnshire Local Plan. In the first instance, the proposed use should be directed to allocated employment sites or established industrial areas within the Borough.

The location , as BBC are fully aware, is an established industrial area having been permitted as such by BBC Planning Approval B/20/0237

2) The level of information submitted with the application is insufficient to fully assess the impacts of the proposal.

It is just plain disingenuous for BBC to try pretend the level of information provided is insufficient to fully assess the impacts of the proposal, Because the BBC, excluding considering material difference between complete vehicles as opposed to parts of vehicles is already assessed. (see attached Plans and Docs in respect of B/20/0237 Approved) In addition revised assessments based on the B/20/0237 approved assessments are provided as a part of this current application.

3) The proposal has the potential to adversely impact upon the amenity of neighbouring properties through noise, vibrations, odour, outside storage and vehicle movements, contrary to Policy 2 and Policy 30 of the South East Lincolnshire Local Plan

BBC having assessed already the previous and existing current uses in permitting specifically B/20/0237 , only the question of any operations materially different to as is already approved in 2020 need assessing in respect of this.

Notwithstanding the above and to clarify for the LA, both PO and EHO,

The only material difference to that already approved and as is now proposed is that complete vehicles will be brought to the yard and dismantled into their parts and dispatched, rather than their being delivered and despatched in their parts.

More or less exclusively one vehicle at a time will be delivered by medium size sliding bed transporter or similar, such as is in common use by local firms and the AA or RAC for breakdown recovery.

The Vehicles will be depolluted on an impervious surface, liquids kept separate and stored in sealed containers which will be regularly removed from site by licenced carrier, to be recycled elsewhere, all subject to and in accordance with the appropriate EA licence as is required by the licence,

Depolluted Vehicles will be stored on an impervious surface, for at most a short period of time before being moved into the dismantling area as designated within the existing building to be dismantled.

Vehicles will be dismantled exclusively within the existing building as designated by the use of hand tools.

The consequent parts as they are dismantled will be transferred to the existing storage to be either stored or dispatched to customers.

The remnants of a depolluted and dismantled vehicle will be conveyed more or less immediately by medium size vehicle as is described above to a licenced scrap yard for further processing and recycling.

Hours of operation are proposed reduce again the hours as currently permitted.

If you or BBC need any further clarification or any question still remains, please do just ask.

Yours Sincerely

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----- Forwarded Message -----

Subject:Fw: PL/0035/22

Date:Mon, 9 May 2022 11:41:41 +0000

From:Marc Willis <Marc.Willis@lincolnshire.gov.uk>

To:

Further to my previous email, I have just received the attached comments from the EHO.

>From my quick review of the information so far, I must admit I was going to ask for something similar as information on what processes/activities take place on site is limited. I would therefore be grateful if you could provide a breakdown or overview of what happens from start to finish with vehicles and also what plant/equipment and tools are used on the site. This will hopefully then give the EHO more clarity and also help for us to understand the scale of operations on site.

Thanks

Marc Willis

Applications Manager

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Website: www.lincolnshire.gov.uk

From: Dev_PlanningSupport <Dev_PlanningSupport@lincolnshire.gov.uk>

Sent: 09 May 2022 12:17

To: Marc Willis <Marc.Willis@lincolnshire.gov.uk>

Subject: PL/0035/22

Good afternoon Marc

Please see attached, uploaded and published.

Thanks

Chris

Technical Support Team

Planning Services

Lincolnshire County Council

County Offices, Newland, Lincoln LN1 1YL

Tel: 01522 782070

Website: www.lincolnshire.gov.uk

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