

LINCOLNSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Lincolnshire County Council

Application number: PL/0043/23

Application Type:

Proposal: For the use of land and buildings as an aggregate recycling facility including the installation and operation of a wash plant; excavation of ancillary freshwater and settlement lagoons/lakes; construction of internal roads, concrete apron for the storage of materials and boundary landscape bund, wheel wash and site office

Location: Fern Cottage, Ings Lane, Bratoft

Response Date: 7 September 2023

This report includes the Substantive response of the Local Highway and Lead Local Flood Authority to a planning consultation received under the Development Management Order and includes details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement.

General Information and Advice

Please note that although the Definitive Map and Statement proves the existence of any recorded rights of way, there may be further or higher rights that are not shown on this document that the County Council is not currently aware of. This would be especially relevant where the public has had informal access to the site or where there are references to routes across this in maps or other historic documents. As the County Council has received no application to recognise further rights of way affecting the site, no more informed guidance can be offered at this stage.

Application number: PL/0043/23
Application Type: Full Major
Location: Fern Cottage, Ings Lane, Bratoft

Highway and Lead Local Flood Authority Report

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

Recommendation:

Recommendation for refusal:

The Application Site is advised to be a redundant farmyard. It is located in the open countryside and is accessible only by the use of predominantly single-track rural roads that have sharp bends, narrow verges in front of often deep roadside watercourses and no footways. These local roads are also of a low constructional standard, consistent with their primary function of providing access for agricultural vehicles to tend crops and livestock in the surrounding fields. Whilst the details submitted in support of the proposed development provide scant detail about how the proposed facility is intended to operate, from where the waste would come or to where the processed materials would be taken, the presumption has to be that it is most likely be Heavy Goods Vehicles that would be bringing raw materials into this rural location and then taking the processed material out of the site to its end-user. For the reasons outlined above, the highway network, local to the Application Site, is not well-suited to the safe movement of large Heavy Goods Vehicles.

The submitted details advise that the annual throughput of waste is to be less than 3,000 tonnes. If the site were to operate say only fifty weeks of the year and say on only five days of those fifty weeks, then that 3,000 tonnes per annum would equate to just 12 tonnes per day – less than one lorry load. In the experience of officers of the Waste Planning Authority, that would be an extraordinarily low rate of throughput and the financial viability of a commercial business, running plant and equipment and employing staff at this very low operating level, is thus doubtful. Waste material is already being taken onto the site (this is a retrospective Application) including throughout weekends. Therefore, the advised annual throughput of just 3,000 tonnes has to be viewed with some scepticism. Furthermore, the submitted site layout plan shows no weighbridge being provided on the site so, there would, in any event, be no means to measure, monitor or control the amount of material being processed at the proposed facility.

In consideration of the above, the highway authority's recommendation is that the development being proposed in this Application be refused Consent for the following reason;

The submitted Application fails to provide sufficient justification for the introduction of movements of Heavy Goods Vehicles onto a network of narrow, rural roads where such movements would be expected to present an unacceptable hazard to other road users, in terms of the drivers of on-coming vehicles having to undertake reversing manoeuvres or to

run onto narrow verges in order to pass. The proposed development would thus be expected to have an unacceptable impact upon highway safety.

The County Councillor comments below have been sent to Development Management;

Reference the above planning application, please note my formal objection for this application.

The area for the plant is not suitable, due to the narrow roads and the weight limit restrictions around the premises.

it is totally unsuitable for very large heavy plant machinery and lorries to try and access the route from the main road to Ings Lane.

There has been so many near misses and lorries getting stuck, trying to reverse back to allow passing.

The noise from the plant which has been used at weekends including Sundays is not acceptable and this site is not suitable for a large plant for industrial use.

Officer's Name: Jon Sharpe

Officer's Title: Principal Development Management Officer

Date: 7 September 2023