

**DONCASTER METROPOLITAN BOROUGH COUNCIL**

**PLANNING COMMITTEE – 30th May 2017**

<b>Application</b>	<b>2</b>
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<b>Application Number:</b>	16/01811/FUL	<b>Application Expiry Date:</b>	Extended to 14 <sup>th</sup> April 2017
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<b>Application Type:</b>	Full application
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<b>Proposal Description:</b>	1. Change of use of land from B2 (General Industry) to a Material Recycling Area (Sui Generis) 2. Installation of 6m Perimeter Fencing with netting. 3. Provision of a building to enclose steel can operation (Amended plans)
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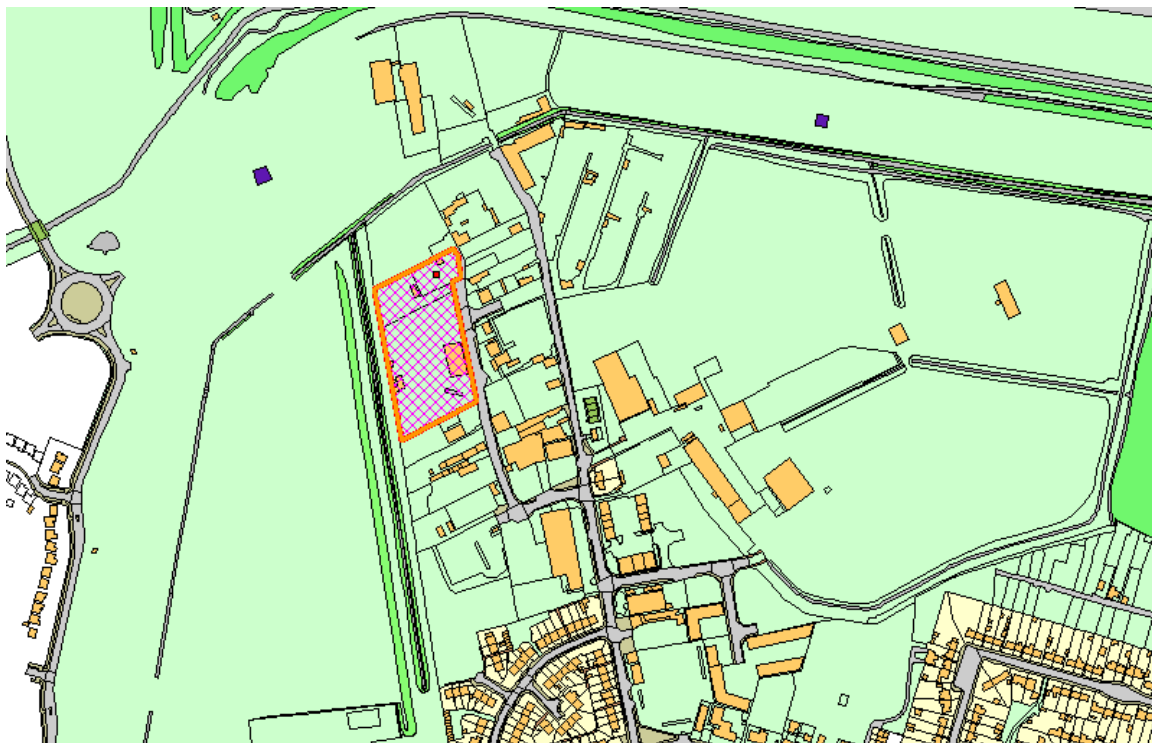
<b>At:</b>	Land North Of Bankwood Lane, Rossington, Doncaster, DN11 0PS
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<b>For:</b>	Morris Metal - FAO Mr Tom Morris
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<b>Third Party Reps:</b>	5 objections	<b>Parish:</b>	Rossington
		<b>Ward:</b>	Rossington And Bawtry

<b>Author of Report</b>	Dave Richards
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<b>MAIN RECOMMENDATION:</b>	<b>GRANT</b> Planning Permission subject to conditions and legal routing agreement
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## **1.0 Reason for Report**

1.1 This application is being presented to Members due to the public interest shown in the application.

1.2 The application has been subject to significant amendments and the report reflects the proposal as amended.

## **2.0 Proposal and Background**

### *Background*

2.1 The application site is located towards the north west corner of the Bankwood Lane Industrial Estate. To the west, the former Colliery site is currently undergoing a significant, mixed use redevelopment, including a recently opened road link to the Great Yorkshire Way, which in turn allows access to Junction 3 of the M18. Surrounding the site are generally industrial and scrap style uses with the planned residential areas of Rossington further to the south.

2.2 Morris & Co (applicant) currently operates a metal reclamation site recycling a range of ferrous and non-ferrous metals from waste material under original Planning permission 05/02577/COU. Materials are imported by road and undergo a range of processes including sorting, separation, screening, bailing, shredding, crushing, blending and compaction prior to being exported from the site. All waste received is weighed on a surface mounted weighbridge and duty of care paperwork processed.

2.3 The site operates under an environmental permit license issued by the Environment Agency (EA). The EA currently allows the throughput of waste at the site amounting to approximately 75,000 tonnes per year. Currently the site processes a reduced amount of waste at around 30,000 – 50,000 tonnes per annum depending on market conditions. Nevertheless, there is anecdotal evidence that there has been an increase in HGV movements to the reclamation site from 2015, in some cases involving HGVs waiting off site before gaining entry to the site.

2.4 Operational production hours are 7.30 to 18.00 Monday to Friday and 07.00 to 13.00 Saturday. There is no working on Sundays or Bank Holidays. Outside of these hours, no operations other than servicing, maintenance and testing of plant or other similar works takes place.

2.5 Currently the site is segregated into a series of storage piles with limited potential for additional buildings to internalise the processing operations. As such, there has been local concern with the levels of noise, odour, litter, and air pollution emanating from the site, together with allegations of breaches of existing planning conditions. Furthermore, there are currently limited storage facilities or parking within the site for HGVs awaiting loading/unloading leading to parking pressure in the surrounding area.

## *Proposal*

2.6 It is proposed to extend the facility by incorporating a site area of approximately 140 square metres to the north east of the existing site, this would represent a relatively small increase of 9% in terms of the overall site area. It is proposed that the amount of materials is set at 75,000 tonnes per annum in line with the site's Environmental Permit.

2.7 During the course of the application, significant amendments are now proposed to the overall site layout to incorporate the extension and upgrading of the site as a material recycling facility and to enable operations to be carried out in line with modern operating practices, introducing higher standards of environmental protection and ensuring continued compliance with updated environmental legislation. The amendments can be summarised as:

- The erection of a building contain a sorting and crushing operation
- The provision of 6m perimeter fencing with netting
- Reorganised material storage areas
- Provision of HGV parking within the site
- A routing agreement for the arrival/departure of HGVs
- Installation of 'deodorising' equipment
- Hardstanding to avoid ground contamination

### **3.0 Relevant Planning History**

3.1 The historical use of the whole site stemmed from Planning Permission 82/00288 which granted a series of enclosed yards for light industrial use. Following various ancillary permissions the uses evolved into general car repairs, scrap metal merchants, skip hire and a coal yard. The present use as a metal reclamation site stemmed from Planning Permission 05/02577/COU

### **4.0 Representations**

4.1 In accordance with the Planning Practice Guidance, statutory and local publicity stakeholders have been consulted and their comments are documented on Doncaster's Public Access website. The application was advertised by means of displaying a series of site notices within the Bankwood Lane area.

4.2 A number of representations have been received from local councillors Cllrs John Cooke, Rachael Blake and former councillor Clive Stone. The following concerns have been raised:

- Impact to local residents and quality of life
- The site is prone to stock piling which then results in large heaps of unclean, dirty and contaminated metal waste
- Impact to the environment
- The site attracts flies, smells and discharge
- The site causes noise and disruption
- A building should be provided
- Storage bins should be covered
- The access in and out of the site is inadequate
- Visual impact
- 24 hours of operation

4.3 The Parish Council have the following observations:

- The storage of incoming waste needs to be under cover to both restrict the height of the waste and reduce the potential of odours and visual impact.
- The building roof not to exceed 14m in height.
- The committee objects to any increase in tonnage to this site until such time that a relief road has been constructed.
- Lorries accessing the site should in the meantime be required to access the site via the link road and not through Rossington village.

4.4 2 representations have been received from other members of the public. The issues raised can be summarised as:

- Increase in lorries travelling to and from the site
- Issues with smell, noise and flies
- The nature of the operation as a recycling area

4.5 Officers have sought to engage with the local community to fully understand the issues being generated by the proposal. Officers have attended a 'drop in day' consultation event on 1<sup>st</sup> November 2016, together with a subsequent walking tour of the Bankwood Estate and a Parish Council meeting on 21<sup>st</sup> February 2017. Regular meetings have taken place with Ward Members and the Parish Council have been consulted through the application process. The feedback and responses have been recorded within the representations received.

## **5.0 Relevant Consultations**

### **5.1 Highway Officer**

The latest amended plan submitted gives more detail and amends the application site boundary. It is noted that there is an area provided for HGV parking that accommodates six vehicles and that vehicular tracking has been provided. As yet I have to technically assess the area to ensure that the movements can be made within the area available.

However, it is not clear on the application of the increase in vehicular movements that is expected due to the permit allowance increase for waste delivery. I am advised by the planning case officer that the tonnes per annum could potentially increase from 30,000 to 75,000, and therefore the traffic generation could be significantly increased. Therefore, it is imperative that this is clarified by the applicant to enable a full assessment from a highway aspect.

Further information:

Having reviewed the information presented, it is considered that the increase in vehicle numbers associated with the development proposal outlined in your e-mail of 08/05/2017, does not represent a significant increase in vehicle numbers over that estimated for 2015 (based on tonnage). However it is considered prudent for you to obtain the views of Transportation Officers in respect of the increase in numbers, potential routeing and associated impact on the public highway.

As you will see from the swept path analysis, the site area is sufficiently large enough to accommodate the necessary turning manoeuvres for articulated Heavy Goods Vehicles. Furthermore, the HGV parking spaces can be readily accessed via a number of different manoeuvres. As such I offer no objections to the development proposal from a Highways Development Control perspective.

## 5.2 Environment Agency

We have no objections in principle to the change of use from a planning perspective.

It should be noted however that the operator will need to ensure that a valid environmental permit, under the Environmental Permitting Regulations, is in place for the use of the site prior to being brought into operation. We will not be able to issue a permit until we are satisfied that any risks to people and the environment can be satisfactorily managed using appropriate measures to prevent, minimise and/or control pollution.

## 5.3 Environmental Health Officer

The revised proposal is actually preferable to the original plans as it now includes a building to enclose much of the process. This will improve matters of the current arrangement in terms of capturing odour and limiting dust and noise. I also note that the operating hours will not be changed from the existing hours currently covering the site. Note the hours proposed in the submitted document are incorrect in that the start time on Saturdays appears to be by a typing error.

The odour and fly management measures, including spraying and fogging, are welcomed and these will be covered under the Environmental Permit currently held with the Environment Agency.

This section therefore has no objection to the revised proposal.

#### 5.4 Drainage Officer

Where the site is at risk of flooding (Fluvial and Pluvial), details of place of refuge/evacuation should be considered and also sign up to the Environment Agency Flood Warning Service.

#### 5.5 Severn Trent Water

No objection subject to condition.

#### 5.6 Doncaster East Internal Drainage Board

No objection subject to condition

#### 5.7 Yorkshire Wildlife Trust

No comments to make.

#### 5.8 Transportation Team

I'm not concerned about the vehicle movement throughout the day, however I think it would be prudent for the applicant to confirm this in writing.

I would also suggest the routing agreement to be part of a S106 agreement.

### **6.0 Relevant Policy and Strategic Context**

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

6.2 In the case of this application, the Development Plan consists of the Doncaster Core Strategy and Unitary Development Plan. The most relevant policies are Policies CS1, CS4, CS5, CS14 and CS18 of the Core Strategy, Policies EMP2 and EMP6 of the UDP and Policies WCS1, WSV4 and WCS6 of the Barnsley, Doncaster and Rotherham Joint Waste Plan.

6.3 Other material considerations include the National Planning Policy Framework (NPPF) and the subsequent planning guidance; as well as the Council's supplementary planning guidance.

### **7.0 Planning Issues and Discussion**

7.1 The main issues in respect of this application are the effects of the development on:

- Highway safety and the free flow of traffic in road in the vicinity of the site;
- The environmental living conditions of occupiers of adjacent land uses with particular reference to noise, disturbance, dust, vibration, litter and odour, and;
- The character and appearance of the surrounding area

7.2 Paragraph 111 of the NPPF encourages the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.

7.3 Policy CS1 of the Core Strategy states that as a means of securing and improving economic prosperity, enhancing the quality of place and the quality of life in Doncaster, proposals will be supported that contribute to the Core Strategy objectives and which in particular provide opportunities for people to get jobs and protect local amenity and are well designed.

7.4 Policy CS5 of the Core Strategy states that alternative uses can be supported at local employment sites where the use is appropriate in terms of scale, design and location or will not adversely affect the efficient operation of adjacent employment land or uses provided that:

1. it supports the employment uses located on the employment allocation;
2. is a specialist use which is appropriate to an employment site and cannot be located elsewhere; or;
3. has a mix of commercial and/or community uses that provides clear additional benefits

7.5 Policy CS9 of the Core Strategy states that proposals will be supported which improve the efficiency of, and key connections to, the internal road, strategic road and motorway networks including M18 between junctions 2-3 and FARRS.

7.6 The existing metal reclamation site is an established use which provides employment opportunities. The land looking to be contained within the site is vacant and defined as previously developed or 'brownfield' land. In policy terms, the Bankwood Estate is a local employment area for Rossington as defined by the Development Plan. Although a metal reclamation site falls outside any specific employment land use, it is an established industrial type process and is therefore in a suitable use on an industrial estate. The existing use is generally seen as appropriate within an employment area rather than open countryside or a clearly defined residential area.

7.7 The application therefore complies with Policy CS5 of the Core Strategy and Policies EMP2 and EMP6 of the UDP in terms of its acceptability in principle.

## Highway Safety

7.8 The National Planning Policy Framework (NPPF, March 2012) states that development proposals should only be refused on highway safety grounds if it amounts to a severe impact. Policy CS14 of the Core Strategy sets out broad principles of good design which, amongst other things, requires development to work functionally and makes a positive contribution to the safety and security of private property, public areas and the highway. Policy EMP17 of the UDP requires new industrial development to have a safe and efficient road layout, with each development having a satisfactory access and on site manoeuvring facilities.

7.9 A consistent theme of the representations received is the impact of HGV movements in the area in terms of traffic congestion, inconsiderate parking and general concerns with the implications for highway safety.

7.10 The waste processing facility operates under an environmental permit license issued by the Environment Agency (EA). Under the terms of the permit, up to 75,000 tonnes of waste can be imported per annum. Although turnover varies from day to day, typical historical daily movements equate to around 12 HGV movements (6 in and 6 out). Given a working day of 11 hours, this equates to an average of one vehicle movement every 55 minutes.

7.11 The proposal use would increase the amount of HGV traffic in terms of trip generation as a result in the reorganisation of the site layout and incorporating the new land into the operation. In terms of traffic generation, typical daily use by HGV's has been estimated at approximately 16 vehicle movements (8 in and 8 out). Furthermore, there are a number of ancillary buildings within the Bankwood Estate which receive traffic associated with the reclamation site. As part of the current proposal it is envisaged that these uses are re-sited to within the operational compound. Taking into account that traffic movements from these ancillary buildings would remain in some other form, the total vehicular movements would total 34 daily movements (17 in and 17 out). This equates to an average of one vehicle movement every 19 minutes.

7.12 The Highway Transportation Team has reviewed the application and have concluded that the proposal would not significantly increase the numbers of HGV movements to the local highway network overall. The estate is longstanding and the uses contained within it generate significant and varied traffic, the majority being commercial vehicles. A planning condition would cap the amount of tonnage being brought to the application site in line with the EA permit, with a written log of tonnage made available for inspection if required.

7.13 In terms of any increase risk to highway safety, the reclamation site currently does not include significant HGV parking provision and accordingly, in order to avoid HGVs parking on the public highway, amended plans now show the provision of HGV lorry parking within the operation site. This will ensure that the use of the site minimises the impact of their operations on the local highways network. Furthermore, the amended site plan shows that there is ample manoeuvring space within the site to allow HGV parking and vehicular access and egress on and off the site in a forward gear. There are no objections to the proposal from the Highway Officer from a highway safety perspective.



7.14 A detailed routing agreement is proposed to be implemented for the site, a plan which would be secured via a Section 106 agreement. The agreement would take into account any revised link road connecting the Bankwood Estate to A6182 and would be a 'life' document in terms of the operation of the site.

7.15 Subject to the above considerations, the proposal is acceptable in highway safety terms and complies with Policy CS14 of the Core Strategy and Policy EMP17 of the UDP which seeks to protect the safety and security of private property, public areas and the highway.

### Environmental Impact

7.16 Policy CS1 of the Core Strategy states that proposals will be supported where, amongst other things, they protect the local environment, provide a benefit in which they are located and ensuring healthy, safe places where existing amenities are protected. This includes protection of general amenity, and ensuring that any impacts in terms of light pollution, noise, dust, vibration, litter, vermin and odour are adequately addressed. Policy CS14 of the Core Strategy recognises that a component of good design is to ensure that new development does not have a negative effect on the amenity of adjacent land uses. Policy EMP17 of the UDP provides a good marker for new industrial or commercial development which, within employment policy areas, would be expected to satisfy requirements which protect local amenity.

7.17 Policy WCS4 of the JWP requires all waste applications to demonstrate how they will not significantly adversely affect the character or amenity of the site or surrounding area. Policy WCS6 deals with general considerations for all waste management proposals and under sub-section 9) requires applicants to provide adequate measures for controlling noise, vibration, glare, dust, litter, odour and vermin and other emissions so as to avoid effects on the amenity of the immediate and surrounding environment.

7.18 5 objections have been received against the proposal, including from local Ward Members. Collectively, the representations raised discuss the environmental impact of uses within the Bankwood Estate, including the current proposal. Objectors also comment on the site operations and its respective impacts in terms of noise, dust, odour, air quality, vibration, pests and the impact on quality of life. It should be noted that the existing Environmental Permit issued and managed by the Environment Agency provides enforcement action over air quality, odour, vermin, noise and litter, however, for the purposes of good planning, consideration has been given to these matters.

7.19 The environmental impacts of operations of the site result from the crushing and treatment of waste material and its movement within the site. Waste material is stockpiled until it is transported from site. As an active reclamation site, some environmental impact is inevitable as a result of the delivery, processing and storage of waste material. It has been acknowledged by the applicant that the stockpiling of materials within the site, together with inadequate boundary treatments, have led to issues with the distribution of material outside the site.

7.20 In terms of reducing the potential for noise, littering and odour, a number of amendments have been made to the application in consultation with the Environmental Health Officer. The proposal now includes a building to enclose much of the metal crushing process which, together with a reorganisation of the site layout and a new boundary treatment, the provision of a sealed surface and the provision of odour and fly management measures, will improve matters of the current arrangement in terms of capturing odour and limiting dust and noise. The operating hours for the revised area would be set as per the existing permission and dedicated lorry parking area would be provided within the site. Other planning conditions would control the amount of material brought to the site and a limit to stockpiling.

7.21 With regards to noise the Local Planning Authority acknowledges that it has previously received noise complaints from this site, however these complaints have been addressed quickly. Furthermore, the applicant has provided a noise impact statement from Environmental Noise Solutions Ltd who concludes that noise should not be a determining factor when considering the granting of planning approval.

7.22 In relation to vermin and odour, the site will only be allowed to process inert, non-biodegradable metals primarily from scrap metal and bottom ash deposits. There is always a potential for unsuitable (biodegradable) waste to be imported but this will be stored and removed from site with 24 hours of receipt. An Odour Management Plan has been submitted which would control odour within the site during the period between receipt and export from site, in compliance with Environment Agency protection.

7.23 Subject to the imposition of conditions and in light of no objections being raised by consultees, in particular the Environment Agency, Environmental Health and Pollution Control, the proposal is deemed to be acceptable in amenity terms and is compliant with the main aims of Policies CS1 and CS14 of the Core Strategy, Policy EMP17 and Policies WCS4 and WCS6 of the JWP.

7.24 Taking the above factors into consideration, the proposal to increase the working site area would not cause demonstrable harm to neighbouring land uses. Furthermore, the amendments secured would improve the quality of control over the existing operation. As such, the proposal complies with Policy CS1 of the Core Strategy and Policy EMP17 of the UDP with regard to protecting local amenity and the quality of life of nearby neighbours.

#### Character and Appearance of the Area

7.25 Policies CS1 and CS14 of the Core Strategy require development to be of a high quality design that contributes to local distinctiveness and that integrates well with its immediate surroundings. Policy EMP17 of the UDP requires, amongst other things, new or intensified development to take into account residential amenities and applications will be expected to contain proposals which lead to an upgrading of environmental conditions where these are at present unsatisfactory.

7.26 The existing site is laid to general industrial storage and car dismantling, as are other sites locally. The general air is of unkempt wasteland or amenity space and is a particularly poor aesthetic environment.

7.27 The proposal would better reorganise the site layout internally, however the provision of the boundary treatment would largely screen the site from public view. The appearance of the boundary treatment itself would be appropriate in the context of its surroundings and would assist in the suppression of dust and other material emanating from the site, an issue raised by objectors.

7.28 The proposed building consist of a portal framed steel cladded structure measuring 18.3m in width, 14m in depth and 14.7m in height. This building would appear very prominent in nearby views, however the existing site contains a number of existing buildings including a substantial aluminium bale storage depot. From the perspective of views within the Bankwood Estate, the building would site within the context of an existing metal reclamation site and would not appear out of place.

7.29 In surrounding views from the west, the perspective of built development within the estate would increase and the boundary treatment and building would be prominent, particularly in terms of the residential development to the west of the site. However the building would appear appropriate in its context as an employment area as is typical to employment areas in the Borough, including the new iPort development being built out to the west of the site.

7.30 In summary, it is considered that the redevelopment of the site as proposed would enhance the appearance of the site and contribute locally towards the visual enhancement of the Bankwood Industrial Estate. Furthermore, the associated alterations would not be harmful to the character of the area generally. The application would therefore comply with Policies CS1 and CS14 of the Core Strategy and Policy EMP17 of the UDP which seek to provide good quality development which protects or enhances local character.

#### Other issues

7.31 Schedule 1 of the Town and County Planning (Environmental Impact Assessment) Regulations 2011, list those developments for which Environmental Impact Assessment (EIA) is mandatory. Schedule 2 of the Regulations describes developments for which the need for an EIA is determined by the Local Planning Authority (LPA) on a case by case basis. The application has been screened by the LPA and it is considered that EIA is not required.

7.32 Policies CS4 and CS18 of the Core Strategy requires a proactive approach towards the management of flood risk, risk of land contamination and drainage. The application site is within Flood Zone 1 according to the Environment Agency's flood maps, indicating a low risk of river or sea flooding. However, the nature of the site means that strict controls are proposed to be implemented to avoid any ground contamination. The existing site has a number of conditions imposed which secure this in perpetuity and this is repeated with the current proposal. Severn Trent, as the Water Authority, has been consulted with no objections raised. The Drainage Officer and Environment Agency have been consulted on the application and have no objections, subject to conditions. The application therefore complies with Policies CS4 and CS18 of the Core Strategy with respect to ensuring the effective management of drainage and control of pollution.

## 8.0 Summary and Conclusions

8.1 The planning history of the site is that of an industrial use, thus the lawful use is for general industrial processes and activities which would not normally be appropriate in or adjacent to a residential area. The granting of planning permission would upgrade the site as a material recycling facility and enable higher standards of environmental protection and ensuring continued compliance with updated environmental legislation.

8.2 All representations have been considered and the amenity concerns raised have been addressed with amendments made to the application applicant and by the imposition of conditions in relation to safeguard matters such as odour, noise, dust and traffic mitigation. The proposal is acceptable in design terms – both in terms of layout and scale – and represents an enhanced layout for the operation. The visual impact of the proposal is considered acceptable both in terms of its location within a reclamation site and the local context of an employment area. In addition a legal agreement is to be entered into to ensure that all reasonable endeavours are taken to restrict HGV's from travelling along unsuitable roads.

8.3 No statutory or internal consultees have objected to the proposal.

8.4 For the reasons given above, and taking all other matters into consideration, the proposal complies with the relevant plan policies and planning permission should be granted subject to the imposition of conditions and the resolution of a Section 106 agreement securing a routing agreement to the application site.

8.5 It is therefore recommended that the Head of Development Management be authorised to issue the decision notice to grant planning permission with the following conditions once the Section 106 legal agreement has been completed.

**RECOMMENDATION:** To delegate the application to the Head of Planning to **GRANT PLANNING PERMISSION** subject to the following:

Members resolve to grant planning permission for the proposed development, subject to the conditions below and following the completion of an agreement under section 106 of the Town and Country Planning Act 1990 in relation to the following matters and that the Head of Planning be authorised to issue the planning permission upon completion of the agreement:

- The use of all reasonable endeavours to ensure that any heavy goods vehicles access or egress the site via the closest possible link to the A6182 (Great Yorkshire Way) that is suitable for such traffic.

### Conditions / Reasons

01. STAT1            The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.  
REASON  
Condition required to be imposed by Section 91(as amended) of the Town and Country Planning Act 1990.

02. U51796 The development hereby permitted must be carried out and completed entirely in accordance with the terms of this permission and the details shown on the approved plans listed below:

Amended site plan received 19.12.2016  
Application form received 15.07.2016  
Odour Management Plan received 08.05.2017  
Noise Impact Statement received 08.05.2017  
Proposed plans for processing building received 19.12.2016

REASON

To ensure that the development is carried out in accordance with the application as approved.

03. DA01 The development hereby granted shall not be begun until details of the foul, surface water and land drainage systems and all related works necessary to drain the site have been submitted to and approved by the Local Planning Authority. These works shall be carried out concurrently with the development and the drainage system shall be operating to the satisfaction of the Local Planning Authority prior to the occupation of the development.

REASON

To ensure that the site is connected to suitable drainage systems and to ensure that full details thereof are approved by the Local Planning Authority before any works begin.

04. U51797 With the exception of necessary works arising from emergency situations, no operations (including movement of: waste, recyclable materials or primary aggregate to or from the Site; and vehicles, delivery and removal of materials and equipment) shall take place other than between the following hours:

07:30 to 18:00 Mondays to Fridays; and  
07:00 to 13:00 Saturdays; and

Not at all on Sundays or Bank Holidays or Public Holidays.

REASON

To protect local amenity as required by Policies CS1 and CS14 of the Core Strategy and Policy EMP17 of the UDP.

05. U52576 The following records shall be kept at the Site and shall be provided to the Local Planning Authority within 7 days of a request being made. In making a request, the Local Planning Authority shall specify the dates between which the records shall be provided.

a) Records of the quantity, dates and times when waste, recyclable materials or primary aggregate is delivered to the Site.

b) Records of the quantity, dates and times when waste, recyclable materials or primary aggregate is removed from the Site.

c) Records of any complaints and any remedial action taken.

REASON

To ensure compliance with the terms of the planning permission and in the interests of protecting local amenity and highway safety as required by Policies CS1 and CS14 of the Core Strategy.

06. U51798

The site shall be capped on completion with a suitable material which provides a level of protection equivalent or greater than 1 metre of clay, having an emplaced permeability of  $1 \times 10^{-9}$  m/sec or less.

REASON

To minimise the ingress of water into any residual contamination in the interests of protecting the water resources in the area as required by Policies CS4 and CS18 of the Core Strategy.

07. U52562

Before the development is brought into use, that part of the site to be used by vehicles shall be surfaced, drained and where necessary marked out in a manner to be approved in writing by the local planning authority.

REASON

To ensure adequate provision for the disposal of surface water and ensure that the use of the land will not give rise to mud hazards at entrance/exit points in the interests of public safety.

08. U52568

Before first use of the development hereby permitted, the proposed turning facilities shown within the site shall be provided, hard surfaced and made available for use in order to allow vehicles to enter and leave in a forward direction. The turning area so provided shall not be obstructed and shall thereafter be permanently so maintained.

REASON

To allow sufficient parking within the site and to protect highway safety in accordance with Policy CS14 of the Core Strategy.

09. U52564

Only inert, non-hazardous waste shall be brought to and processed at the site. Notwithstanding the requirements of the approved management plan, any non-inert or hazardous wastes brought onto the site shall be removed from the site on the same day.

REASON

In the interest of protecting local amenity as required by Policy CS1 and CS14 of the Core Strategy.

10. U52563

At the request of the Local Planning Authority the site operator shall measure and assess the level of noise emissions from the site in accordance with a methodology approved in writing by the Local Planning Authority.

REASON

To control any impact of noise generated by the development in the interest of local amenity as required by Policies CS1 and CS14 of the Core Strategy.

11. U52565

All odour mitigation measures detailed in the approved odour management plan shall be carried out and adhered to for the duration of the development.

REASON

To ensure operations on site do not generate unacceptable levels of odour as required by Policies CS1 and CS14 of the Core Strategy.

12. U52566

Before the development is brought into use, the proposed boundary treatment as outlined in red on the approved plans shall be erected. The boundary treatment shall be maintained to a reasonable standard and remain in perpetuity for the lifetime of the development.

REASON

To ensure adequate provision for the screening of the site and to ensure that the use of the land will not give rise to issues with the distribution of litter and dust as required by Policies CS1 and CS14 of the Core Strategy.

13. U52567

The proposed processing building as shown on the approved plans shall be used for the processing of inert material and other associated ancillary activities and for no other purpose (including any other purpose in Class B2 of the Schedule to the Town and Country Planning(Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

REASON

For the avoidance of doubt and in the interests of proper planning.

14. U52569

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or succeeding Orders, the Site shall not be used for any purposes other than that which is the subject of this permission.

REASON

For the avoidance of doubt and in the interests of proper planning.

15. U52570

The total quantity of waste or recyclable materials imported on to the Site shall not exceed 75,000 tonnes per year.

REASON

In the interests of protecting local amenity and highway safety as required by Policies CS1 and CS14 of the Core Strategy.

16. U52571 The stockpiles of waste, recyclable materials and primary aggregate shall not exceed 4 metres in height (measured from the finished level of the yard area).
- REASON  
In the interests of protecting local amenity as required by Policies CS1 and CS14 of the Core Strategy.
17. U52572 For the avoidance of doubt all waste, recycled materials and primary aggregates shall be stored in the material inbound areas as shown on the Amended site plan received 19.12.2016.
- REASON  
To ensure development complies with the approved plans and to secure the functional site layout as required by Policy CS14 of the Core Strategy.
18. U52573 Any external lighting within the Site shall be positioned so as not to cause nuisance to the occupiers of nearby properties and land and to minimise general light pollution.
- REASON  
In the interests of protecting local amenity as required by Policies CS1 and CS14 of the Core Strategy.
19. U52574 Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. All filling points, associated pipe work, vents, gauges and sight glasses must be located within the bund or have separate secondary containment. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipe work shall be located above ground and protected from accidental damage. All filling points and tank/vessels overflow pipe outlets shall be detailed to discharge downwards into the bund.
- REASON  
To protect groundwater from contamination as required by Policies CS4 and CS18 of the Core Strategy.
20. U52575 The terms of this planning permission, including all documents hereby permitted and any documents subsequently approved, shall be made known to any person(s) given responsibility for the management or control of the waste activities/operations on the Site.
- REASON  
For the avoidance of doubt and in the interests of proper planning.



## Informatives

01. IA011           INFORMATIVE  
The permission hereby granted shall not relate to the display of any advertisement for which express consent is required. Separate consent under the Town & Country Planning (Control of Advertisements) Regulations 1992 (as amended) is required.

02. IDNLS           INFORMATIVE  
DEVELOPMENTS NEAR LANDFILLS  
The proposed development is within 250 meters of a landfill site about which insufficient information is known to permit an adequate response to be made on the extent to which landfill gas may be present on or off site.  
Planning permission has been granted on the basis that there is no sound and clear-cut reason to refuse. The applicant is, however, reminded that the responsibility for safe development and secure occupancy of the site rests with the developer and accordingly is advised to consider the possibility of the presence or future presence of landfill gas and satisfy himself of any gas precaution which may be necessary.

03. II091           INFORMATIVE  
Nothing in this permission shall be taken as giving authority to commence any works which affect the watercourse/ land drainage dyke which crosses / runs adjacent to the site, as separate consent is required for such works from the Environment Agency or internal drainage board.

04. INF1B           INFORMATIVE  
The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at: [www.gov.uk/government/organisations/the-coal-authority](http://www.gov.uk/government/organisations/the-coal-authority)

This Standing Advice is valid from 1st January 2017 until 31st December 2018

05. IDRAIN

INFORMATIVE

ANY surface water discharge into ANY watercourses in, on, under or near the site requires CONSENT from the Drainage Board.

If the surface water were to be disposed of via a soakaway system, the IDB would have no objection in principle but would advise that the ground conditions in this area may not be suitable for soakaway drainage. It is therefore essential that percolation tests are undertaken to establish if the ground conditions are suitable for soakaway drainage throughout the year.

If surface water is to be directed to a mains sewer system the IDB would again have no objection in principle, providing that the Water Authority are satisfied that the existing system will accept this additional flow.

If the surface water is to be discharged to any watercourse within the Drainage District, Consent from the IDB would be required in addition to Planning Permission, and would be restricted to 1.4 litres per second per hectare or greenfield runoff.

No obstructions within 9 metres of the edge of a watercourse are permitted without Consent from the IDB.

For further application information, consent guidance & forms Visit: [www.shiregroup-idbs.gov.uk](http://www.shiregroup-idbs.gov.uk), Select 'IDB', then select 'Doncaster East IDB', and select 'Planning, Consent & Byelaws'.

For direct enquiries e-mail: [planning@shiregroup-idbs.gov.uk](mailto:planning@shiregroup-idbs.gov.uk)

06. U11347

INFORMATIVE

Severn Trent Water advise that although our statutory sewer records do not show any public sewers within the area you have specified, there may be sewers that have been recently adopted under The Transfer Of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and you are advised to contact Severn Trent Water to discuss your proposals. Severn Trent will seek to assist you obtaining a solution which protects both the public sewer and the building.

07. U11348

INFORMATIVE

The developer shall ensure that no vehicle leaving the development hereby permitted enter the public highway unless its wheels and chassis are clean. It should be noted that to deposit mud and debris on the highway is an offence under provisions of The Highways Act 1980.

## Justification

### STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015

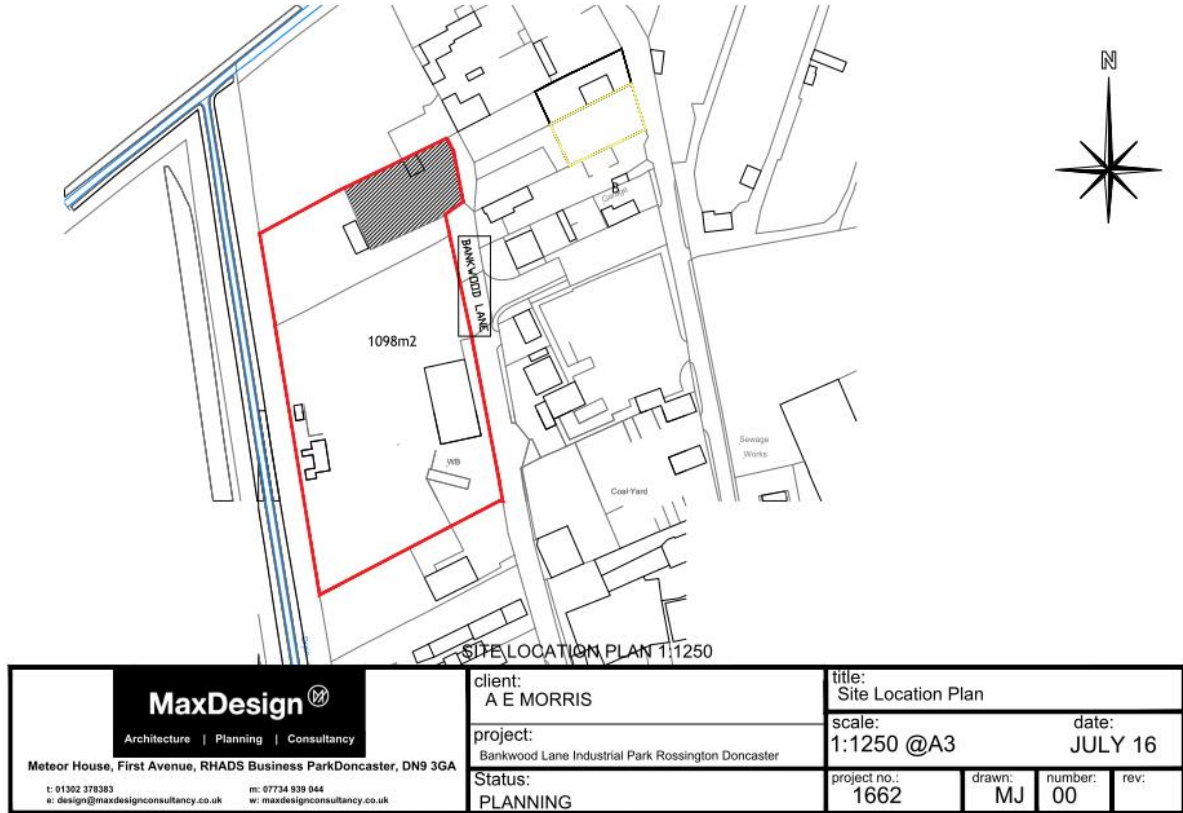
In dealing with the application, the Local Planning Authority has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

Environmental issues  
Highway safety

**The above objections, consideration and resulting recommendation have had regard to Article 8 and Article 1 of the First Protocol of the European Convention for Human Rights Act 1998. The recommendation will not interfere with the applicant's and/or objector's right to respect for his private and family life, his home and his correspondence**

# APPENDICES

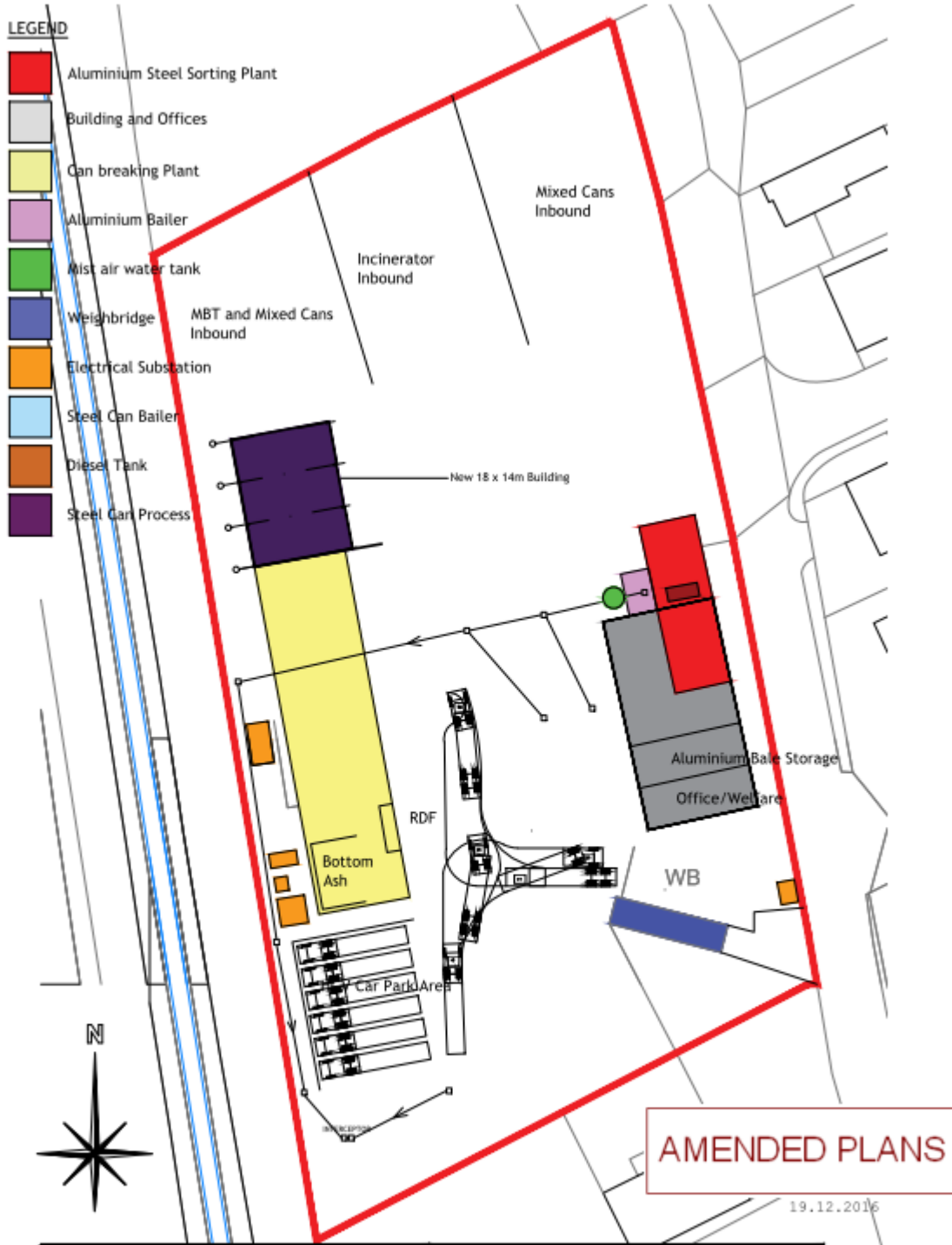
## Appendix 1 – SUBMITTED SITE LOCATION PLAN



## APPENDIX 2 – Aerial View (annotated)

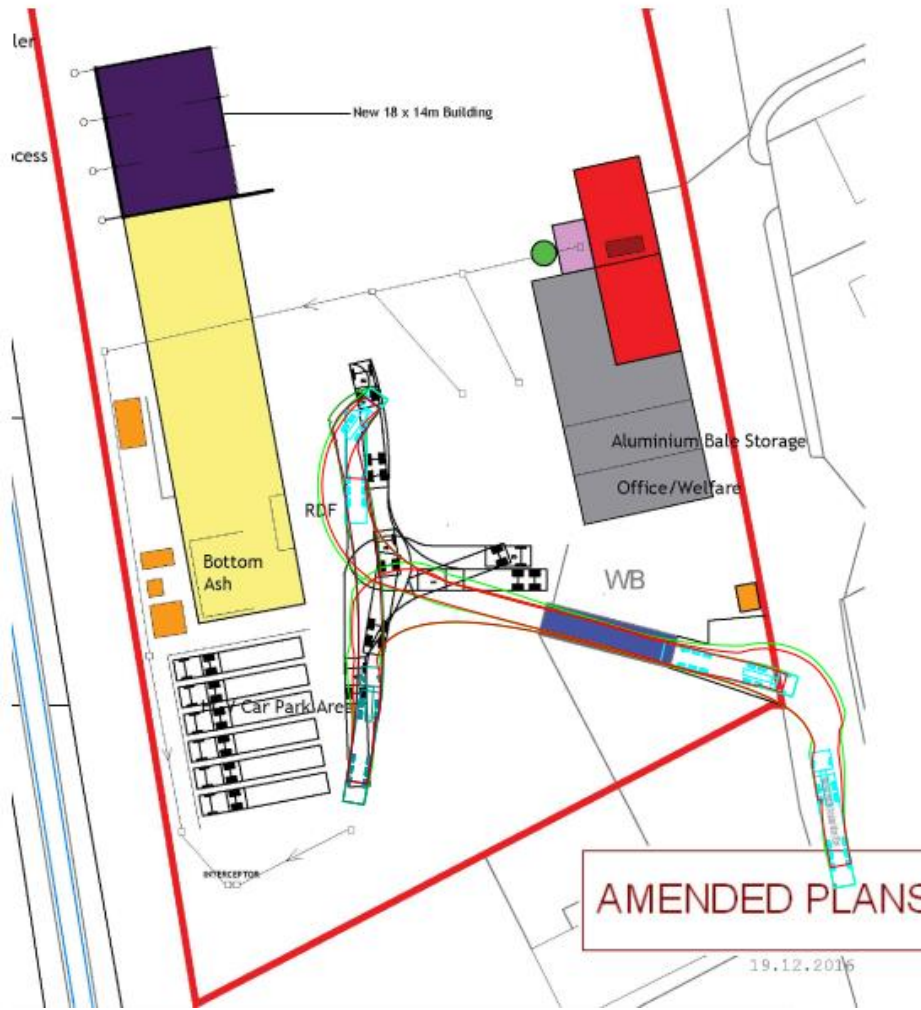


# APPENDIX 3 – PROPOSED SITE LAYOUT (AMENDED 19<sup>th</sup> December 2016)

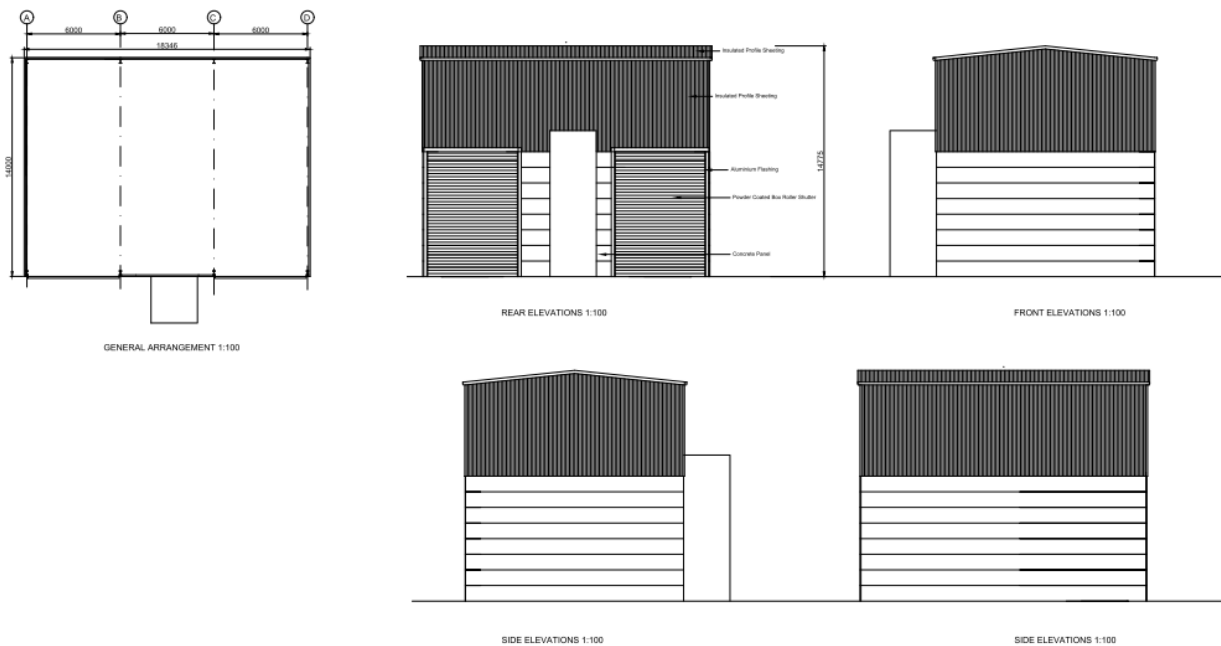


client: MORRIS & CO HANDLERS LTD		title: SITE WASTE LAYOUT	
project: Bankwood Lane Industrial Park Rossington Doncaster		scale: 1:500 @A3	date: OCT 16
Status: EA	project no.: 1634	drawn: MJ	number: 01
			rev:

## APPENDIX 4 - PROPOSED SITE TRACKING



## APPENDIX 5 - PROPOSED PROCESSING BUILDING



# APPENDIX 6 - PROPOSED BOUNDARY TREATMENT

