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Supporting Statement

Land at The Yard, Old Ship Inn, Beck Bank,
Gosberton Clough, Spalding. PE11 4JL

Image reproduced from Google

The following statement is to accompany a full planning application for change of use of a redundant courier/transportation business to a car dismantling business

Applicant : Mr E Elfeky

October 2022

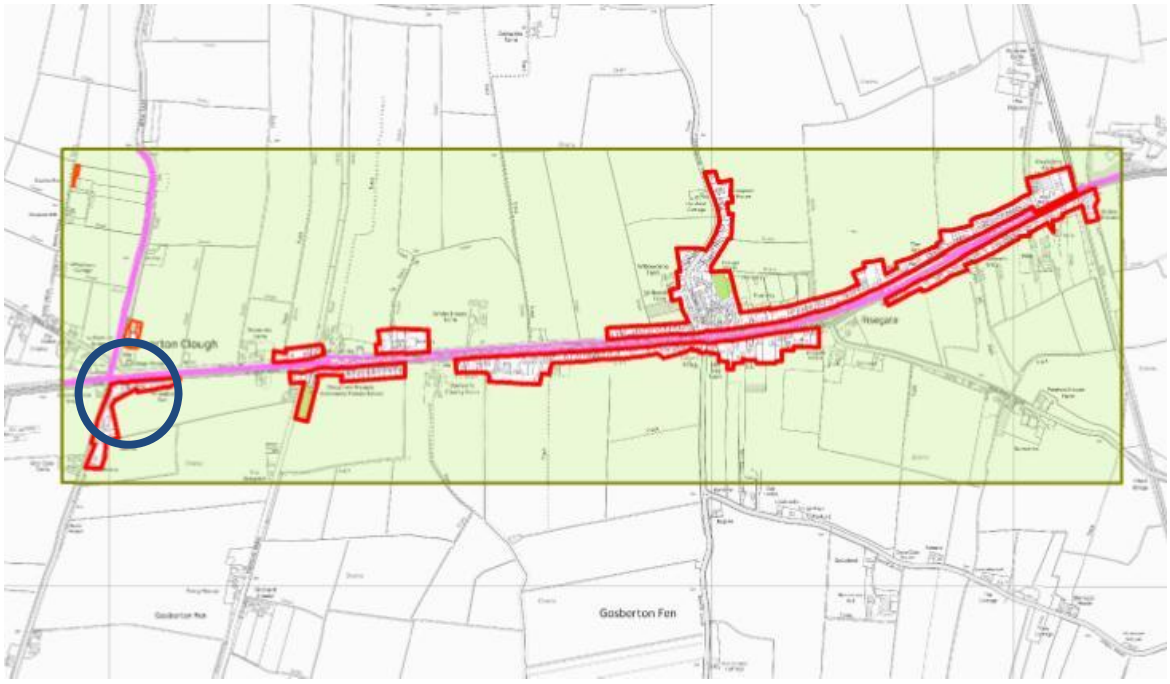
Ref:SS.183-01

Physical Context;

Gosberton Clough is a village in the civil parish of Gosberton and the South Holland district of Lincolnshire, England. It is 30 miles (50 km) south-east from the city and county town of Lincoln, 5 miles (8 km) north from the nearest large town of Spalding, and 3 miles (5 km) west-southwest from parish village of Gosberton.[1][2]
Gosberton Clough and the village Risegate to the east are conjoined as a 2 miles (3 km) linear settlement on the east to west B1397 road which runs along the south side of Risegate Eau (drain).

Amenities, facilities and businesses include, on Clough Rd, Gosberton Clough & Risegate County Primary School, a small business park with tyre sales and timber sales outlets, a transport company, and a warehousing facility. A further former transport company for mini-buses, taxis and Light Haulage is at the west of the village(the application site). There is also the Parish Church of St Gilbert and St Hugh with its church hall. On Siltside are two village farms, a motorsports' shop, village pub, community centre and, at the west end of Siltside where the road turns north to become Beck Bank, the Centenary Methodist Church.[1][2]
Gosberton Clough is connected by bus to Gosberton, Quadring and Spalding

The site itself lies to the west of the settlement and is within the Defined Settlement Boundary of Inset Map No 42 of the South East Lincolnshire Local Plan.



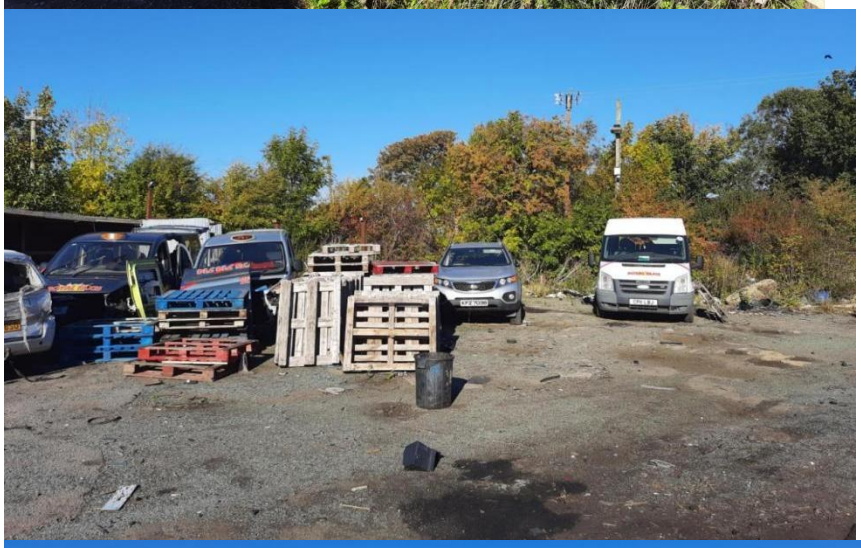
The development site is positioned at the junction of Beck bank & the B1397
The National Grid Reference of the central point of the site is TF190296
The development area is 0.25 Ha.
Please refer to drawing number 183-01-LBP01 for the exact position & extent of the site.

The application area is part of a larger plot of land previously occupied solely by the Old Ship Inn public house. The previous pub building has been a residential dwelling owned & lived in by the previous owner/occupier of the whole site & business for many years, along with an annex to the south associated with the main dwelling (this is now a separate dwelling H08-0323-18) .
The garage building to the north of the site is separately addressed as “Cockram Engineering, Clough Rd, Gosberton Clough, Spalding, PE114JN” indicating the past use of this building.

The character of the immediate local area is predominantly agricultural & residential with a collection of commercial businesses in the village. Rural in nature, the wider surrounding area is mainly agricultural.

The site has well defined boundaries. It is separated from the existing residential properties to the north and west by established mature planting, Beck Bank, The B1397 and adjacent large dykes.

Views of mature hedge screening to north & west boundaries from within the site



Google image north along Beck Bank, site to the right

The southern boundary of the site is corrugated metal fencing & backs onto agricultural fields.

Views of the southern boundary from within the site

The residential dwellings to the East are separated by mature planting and the telephone exchange building & associated land

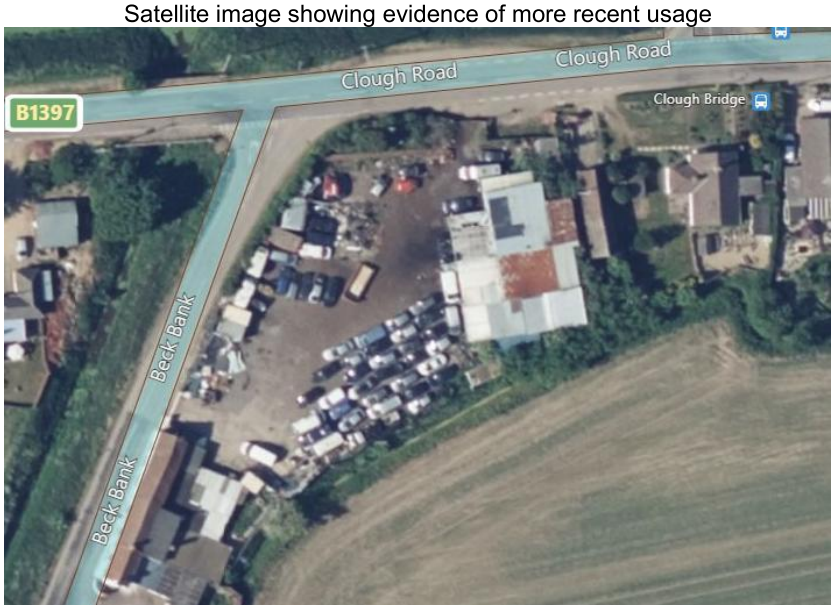
Google image of site frontage showing separation to the east

View of the garage building to the east from within the site

The site is currently a vacant brownfield site consisting of a redundant courier/transportation business with garage facilities for a possible motor engineering business in addition at some point. And from the evidence on site inspection & satellite imagery, more recently used for car dismantling and/or storage purposes.

Overall view of the site from the south

Satellite image showing evidence of more recent usage



There is good vehicle access to the site directly off the B1397, the same as that which serves the business park without issue to the east.

Views along the B1397 in both directions from the site entrance

Policy Context;

Policies that effect and shape the development of the site:

<u>The National Planning Policy Framework 2021</u>
Paragraphs 7 to 11 (Sustainable development)
Paragraph 47 and 48 (Determining applications)
Paragraphs 55 and 56 (Planning Conditions)
Paragraphs 81 to 83 (Building a strong economy)
Paragraph 84 and 85 (Supporting a prosperous rural economy)
Paragraphs 110 to 112 (Promoting sustainable transport)
Paragraph 123 (Making effective use of land)
Paragraph 130 (Supporting good design and protecting amenity)
Paragraph 166 and 167 (Planning and flood risk)
Paragraph 183, 185 and 187 (Ground conditions and pollution)

<u>South East Lincolnshire Local Plan (2019)</u>
01 Spatial Strategy
02 Development Management
03 Design of New Development
04 Approach to Flood Risk

<u>Lincolnshire Minerals and Waste Local Plan</u>
Policy W1 (Future requirements for new waste facilities)
Policy W3 (Spatial Strategy for New Waste Facilities)
Policy W7 (Small Scale Facilities)
Policy DM1 (Presumption in Favour of Sustainable Development)
Policy DM2 (Climate Change)
Policy DM3 (Quality of life and amenity)
Policy DM6 (Impact on Landscape and Townscape)
Policy DM14 (Transport by Road)
Policy DM15 (Flooding and Flood Risk)

Application & Site Use

The land is proposed to change from a redundant courier/transportation business use to a car dismantling & export business.

From the evidence on site inspection along with the associated registered address, it looks like the garage building was also previously used as an MOT bay & motor engineering facility at some point. Satellite imagery previously shown also demonstrates the site was more recently used for a similar purpose for that which is proposed.

The application seeks to use the site to process both 'end of life vehicles' (ELV) and specifically sourced roadworthy vehicles for de-pollution, dismantling, packaging & exporting abroad. The site is expected to handle up to 5 vehicles per week. The processes involved in the operations, including temporary short term use-able parts storage, would all be carried out in the existing garage building with no additional buildings or hard landscaping being proposed. Vehicles would be delivered to the site where they would be stripped and processed to recover reusable car parts that can then be loaded onto a shipping container lorry and exported for reuse/resale abroad approximately once every 3-4 weeks depending on the size & number of usable parts recoverable from the vehicles.

The residential dwelling adjacent, that was previously the Old Ship Inn, is also in the same ownership as the yard and will be resided in by the operators/owners of the proposed car dismantling business linking the two together.

Site Operations

Upon delivery to the site the vehicles would be stored on an existing impermeable hardstanding situated in the southern confines of the site for a short period of time. Vehicles would remain in this area until they have been de-polluted.
The de-pollution activities would be undertaken using a 2 post lift in the de-pollution area situated internally within the existing garage building on a concrete floor, roughly where the current MOT bay is situated.
All of the liquids (e.g. brake fluid, fuel, oils and coolants) would be drained, removed and stored in separate containers in a newly built brick bunded area. These would later be removed by a licensed operator as & when required, all subject to and in accordance with the appropriate EA licence.
Once de-polluted the vehicles will be moved into the dismantling area as designated within the existing building to be dismantled by low impact hand & power tools.
The Tyres removed from the vehicles using a tyre machine would be stored in a designated area of the building ready for collection by a licensed operator when required
All usable parts would be removed, wrapped and transferred to the storage areas within the building ready for loading onto a shipping container using a forklift.
Remaining bodyshells of depolluted & dismantled vehicles would be temporarily taken outside and stored on the impermeable hardstanding to the west of the site ready for removal off-site to a scrapyard.
The proposed hours of operation are between 0800 and 1700 hours Monday to Friday, 0800 and 1300 hours on Saturdays.
The site will not be open to the public.

The applicant does not anticipate any long term storage on site due to the size & nature of the business relying on a constant steady turnaround of vehicles, parts & associated waste products, all to be disposed of responsibly using licensed operators. The applicant expects to run as clean & efficient operation as is reasonably possible.

Impact

Although there are no current operations to test/report on in regards to air quality, noise, odour, dust etc the vehicle dismantling operations are limited in terms of their scale and intensity and the plant and equipment used would comprise of low impact hand and mechanical tools. Therefore the

operations are unlikely to be any more adverse than the previous operations and activities being carried out within the site.

Visually, in the main the site is well screened from public vantage points with existing tall hedge planting to be retained. As part of the proposals, alongside new security fencing to replace existing boundary fences, the applicant will also be planting additional native shrubs & trees to further screen operations from view.

In terms of traffic, access to the site would continue to be gained via the sites existing entrance (to be widened for ease of access) which fronts onto the B1397. Given the small number of vehicle movements arising as a result of this proposal, with a substantial reduction compared to the sites previous uses, the development is unlikely to have an adverse impact on the function or safety of the highway network.

As the previous businesses, which were similar in nature but with much higher vehicle movements, have existed on this site for many years without having any significant adverse environmental or amenity impacts it is considered the proposed operations are acceptable within this location.

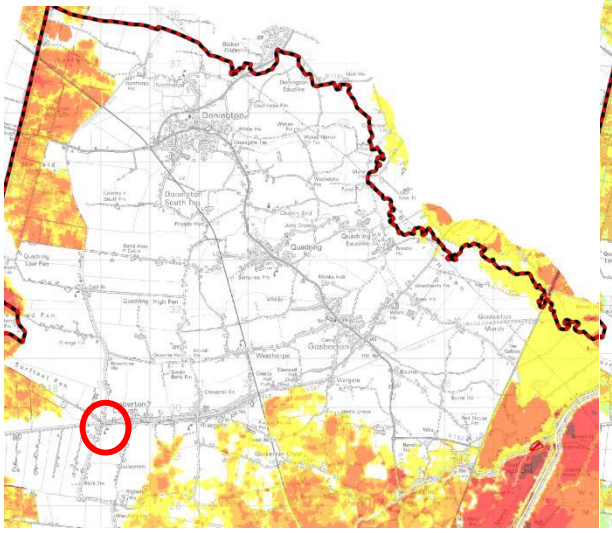
Access

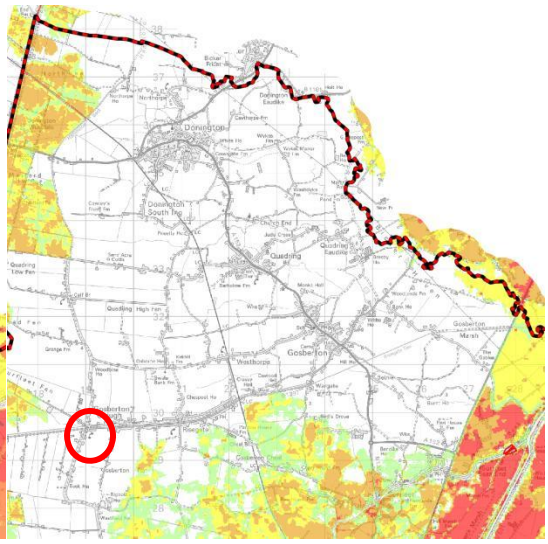
Access to & from the site would be gained via the existing access which fronts onto the B1397, which is a large double carriageway used by mixed traffic including heavy agricultural machinery & HGV's, including those based at the nearby transport, agricultural tyre sales & timber sales businesses. There is good visibility in both directions when exiting the site.

The applicant intends to also substantially widen the existing gateway to accommodate a sliding 9m wide entrance gate to further aid entry & exit from the site.

Flood Risk

The site lies within Flood Zone 1 according to the Environment Agency's Flood Map for Planning (Rivers & Sea) Additionally on the 2115 South Holland Strategic Flood Risk Mapping the site is not shown to be impacted by increased flood hazard or flood depth.





Environment Agency

Flood map for planning

Your reference	Location (easting/northing)	Created
183-01	**519031/329656**	**21 Oct 2022 9:29**

Your selected location is in flood zone 1, an area with a low probability of flooding.

You will need to do a flood risk assessment if your site is **any of the following:**

- bigger that 1 hectare (ha)
- In an area with critical drainage problems as notified by the Environment Agency
- identified as being at increased flood risk in future by the local authority's strategic flood risk assessment
- at risk from other sources of flooding (such as surface water or reservoirs) and its development would increase the vulnerability of its use (such as constructing an office on an undeveloped site or converting a shop to a dwelling)

Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

Flood risk data is covered by the Open Government Licence **which** sets out the terms and conditions for using government data. https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/

Use of the address and mapping data is subject to Ordnance Survey public viewing terms under Crown copyright and database rights 2021 OS 100024198. https://flood-map-for-planning.service.gov.uk/os-terms

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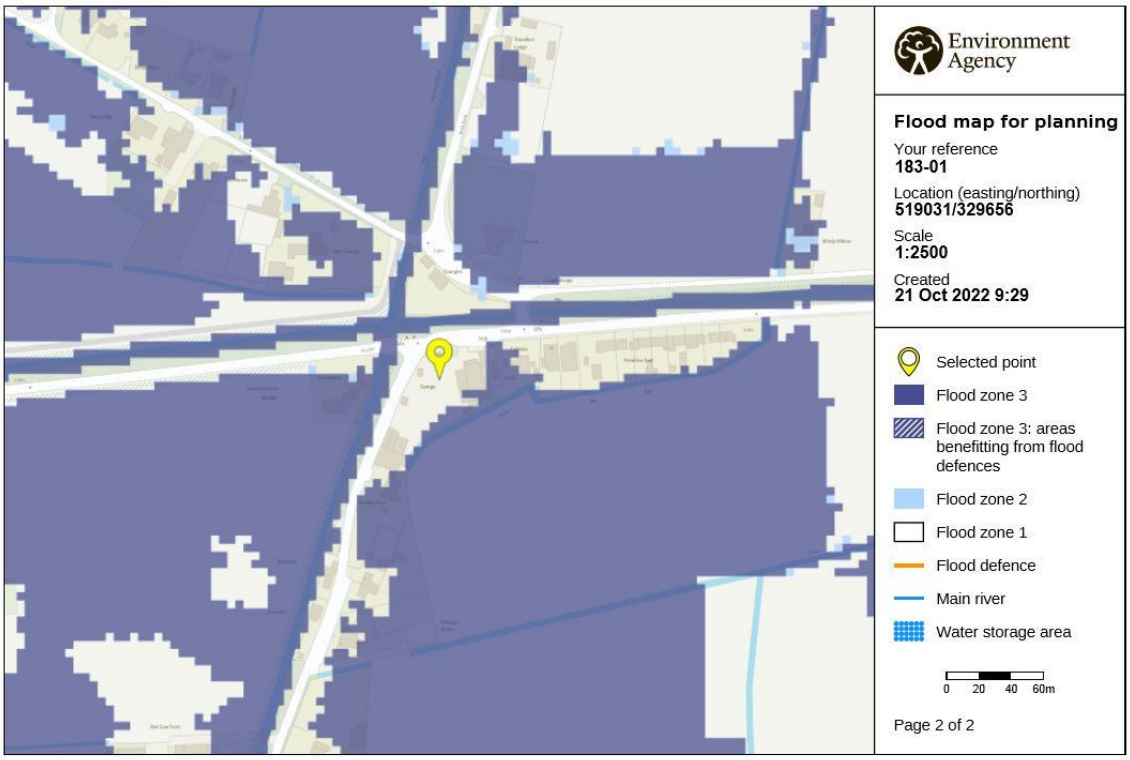

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Air Quality

We have considered air quality as part of this development and do not consider there is mitigation that can be implemented as part of this development other than the fact operations & vehicle movements on site will be greatly reduced from previous uses & all proposed operations will be within the existing building on site.

Drainage Assessment

No changes are proposed to the existing surface of the site and no new concrete or impermeable surfaces are proposed to be created or any formal drainage installed.

Planning Summary

The proposal will develop a vacant brownfield site previously used as a courier/transportation business with garage facilities on land within the Defined Settlement Boundary of Inset Map No 42 of the South East Lincolnshire Local Plan & is classed as a 'Other Service Centre and Settlement' meaning the authority consider the site sustainable for certain uses.

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The local authority historically also supports the effective use of unused, underused or derelict land and buildings within defined settlement limits and sustainable development where the quality of life for residents is unimpaired or enhanced. Therefore the principal of development for these proposals is considered to be acceptable

The local plan paragraph 3.3.2 states;
The policy is intended to be relevant to any type of proposal whether large or small. New development should be appropriate to the site, achieve a high quality of design and efficient use of land and

buildings, and should respond creatively to the character and distinctiveness of the surrounding area.

All new development, including residential and commercial proposals, should also reflect the area's distinctive development form and patterns of building, spaces, and means of enclosure, townscape and landscape, and incorporate in the design those features which are important to the history and form of the area.

Whilst the proposal site is within an 'Other Service Centre and Settlement' defined boundary & does not lie within an urban area as preferred for such operations, the land is in a poor condition due to its historical and former use. The application site may also technically be near residential properties, but due to its location & hierarchy within the local plan for residential development (usually siting such sites as unsustainable locations for housing), along with the physical size, shape and condition of the land, likely suffering contamination issues from previous use not conducive for housing developments, mean that in practice this land is incapable of being put to a viable use other than that which is proposed or similar. This application therefore provides an opportunity to enable an otherwise unproductive and redundant parcel of land to be put into beneficial use.

To emphasize the fact the local authority would not deem residential development acceptable at this location, the following applications & appeals for dwellings on land immediately to the south, also within the defined settlement limit of Inset map No42, were refused/dismissed stating "the site is not considered to be a suitable site for housing with particular regards to the principles of sustainable development". Applications H08-0918-16 & H08-0484-17

In regard to the policy W3 of the Minerals & Waste Local Plan, small-scale waste management facilities are considered suitable outside of main urban areas when compliance with the criteria under Policy W7 can be demonstrated;

• there is a proven need to locate such a facility outside of the main urban areas; and
• the proposals accord with all relevant Development Management Policies set out in the Plan; and
• the facility would be well located to the arisings of the waste it would manage; and
• they would be located on land which constitutes previously developed and/or contaminated land, existing or planned industrial/employment land, or redundant agricultural and forestry buildings and their curtilages.

The applicant was unable to find a suitable site in the local main urban areas due to the space constraints of those that were available. Furthermore, due to the nature & scale of the business, the rental costs associated with a suitable industrial site in an urban area would not be economically viable for the business to be profitable.

Policy W1 supports the development of waste management facilities where these are necessary to meet an identified capacity gap for wastes arisings in the County. Even though small scale facilities such as this are not identified at a strategic level, there is arguably a capacity gap for waste arisings in the local area. A popular ELV scrapyard was previously located nearby until a few years ago when it closed due to owner retirement. The scrapyard in question was Selwyn Lloyd Dobney, Glebe Farm, Dowsby Fen, Dowsby, Lincolnshire, PE10 0TU. The scrapyards established catchment area included Spalding, Bourne, Sleaford, Donington & all the surrounding villages. The new proposed site, only 2.5 miles east along the B1397, would no doubt pick up where they left off and therefore support the view that this site is well located to the market or source of wastes that is intended to serve.

In addition to the local need for an ELV facility, the applicant also has an established business model for sourcing specific vehicles in the area for export demand, including lucrative agricultural vehicles such as 4x4's & pickups, for which there is a good supply locally available due to the agricultural nature of both Lincolnshire and nearby neighbouring counties.
Having previously worked for a similar successful business in the Peterborough area, the applicant has a healthy demand from contacts abroad for various vehicle parts along with a large network base in the local area to source vehicles from, along with the usual local car auctions and online consumer outlets when required.

This additional specific vehicle sourcing for parts side of the business helps to bolster the main ELV facility, therefore keeping vehicle supply & collection within a reasonable radius of the site.
It has been previously discussed in this statement how the other two bullet points of policy W7 have been complied with. Namely, due to the current permitted use of the site being already developed and/or contaminated and issues of impact such as hours of use, limited external storage, noise & visual impact have all been reduced/controlled to an acceptable level in order to comply with relevant Development Management policies.

In line with the NPPF the proposal is believed to be sustainable development contributing;

- ***economically*** to the existing & possible future local businesses through increased expenditure, expansion & joint employment opportunities,
- ***socially*** by meeting the need for business growth to accommodate current & future residents, with future employees/occupants contributing to the community & making use of the local services and facilities on offer,
- ***environmentally*** through refurbishment & reuse of a redundant, unproductive parcel of land unsuitable for any other use therefore enhancing the local environment, with the help of additional planting/screening relating well with the existing settlement and not having an adverse effect on the character and appearance of the locality.

In summary, as the proposals are in the same location & of a similar nature (but with less perceptible impact) to the current permitted use, which has existed on this site for many years without having any significant adverse environmental or residential amenity impacts, it is considered the proposed operations are acceptable within this location complying with planning policy. The site is well located to the market/source of wastes that is intended to serve and a proven local need has been established along with a sufficiently robust case to justify the establishment of such a facility in this rural location. The proposed development therefore complies with Policies 1 & 2 of the South East Lincolnshire Local Plan and Policy W7 of the Lincolnshire Minerals and Waste Local Plan.