rdc
Robert Doughty
Consultancy

32 High Street, Helpringham,
Sleaford, Lincolnshire NG34 0RA
Tel: 01529 421646
Email: admin@rdc-landplan.co.uk
Web: www.rdc-landplan.co.uk

Your ref: PP:12739931
Our ref: 1589-1 LMS SB

11 June 2024

Chief Planning Officer
South Holland District Council
Council Offices
Priory Road
Spalding
Lincolnshire
PE11 2XE

Dear Sir

FRANKLIN BROS LIMITED
APPLICATION FOR THE USE OF LAND TO OPERATE A MOBILE ASHPHALT MANUFACTURING PLANT
GREENWORLD PARK, SUTTON BRIDGE, SPALDING, PE12 9RN

We have been instructed by Franklin Bros Limited to submit a full planning application in respect of the above, which we have completed via the Planning Portal ref: PP:12739931.

The application site forms part of the operational base for Nene Transport (Lincs) Limited consisting of an area of tarmac and concrete used for the parking and turning of HGV's, trailers, materials, all of which are associated with the large storage building further west.

The site boasts well-maintained surfaces, existing utilities, services, and security infrastructure, minimising the need for heavy construction. The use of this existing Brownfield site therefore avoids the need to develop a site from scratch and is compliant with local plan Policy 7.

A former railway line and tree planting lies to the north and this separates the site from the remainder of the settlement of Sutton Bridge, with access to the site via the existing roadway, off the A17 to the south.

The location of the site is strategically positioned to facilitate both the collection and delivery of asphalt to customers. Given the presence of established asphalt plants in Lincoln, Peterborough, and Norwich, the application site represents an optimal site to service the surrounding areas.

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The proximity of the site to key road networks, such as the A17 accessing Lincoln to the north and the A47 connecting Peterborough and Norwich, ensures great accessibility and connectivity. Moreover, the accessibility of the nearby port presents opportunities for importing raw materials, thereby providing business resilience and a modal shift away from the use of heavy goods vehicles.

Following the recent closure of Bakkavor, there is an opportunity to access a skilled workforce proficient in plant operations, facility management and engineering. This resource pool could be instrumental in ensuring the effective operation and maintenance of the proposed manufacturing facility. In addition, the potential future demands for asphalt delivery to local highways, supported by Nene Transport Haulage, may require an expansion in the existing workforce, creating opportunities while aiding in the maintenance of the local infrastructure.

Sutton Bridge therefore represents a highly advantageous location for the operation and growth of the applicant company. Through the Greater Lincolnshire Local Enterprise Plan, Lincolnshire County Council aims to assist businesses across the county increase productivity and create new commercial and employment opportunities. The maintenance of Lincolnshire's highways is vital to ensure the continued growth in the local economy.

The entire site is identified in the South East Lincolnshire Local Plan as allocation 'SB004' (Railway Lane East) which is an 'Established Employment Site' and suitable for B1 (now use class E), B2 (general industry) and B8 (warehousing or storage). The proposed use falls within use class B2 and is compatible in principle with the designated use of the site and therefore compliant with local plan Policy 7: Improving South East Lincolnshire's Employment Land Portfolio.

The Proposal

The proposal essentially involves the stationing of semi-mobile asphalt plant on the site, with a temporary fence and gates erected around it for security reasons. An array of plant and machinery, together with aggregate storage bays make up the installation.

The operation is straightforward in that aggregate and additives are brought to the site, stored in a variety of open storage bays and silos and then mixed together to produce asphalt which is then taken from the site, to order, for use in highway maintenance and construction around the area.

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Environmental Impact

In order to assess the impact of the operation of the plant, a Noise Assessment, Air Quality Assessment and Odour Assessment have been commissioned in support of the application.

The Noise Assessment has included data collected from a similar site in Derbyshire and has been carried out in accordance with British Standard 4142 : Methods for rating and assessing industrial and commercial sound.

The application site forms a small part of an existing haulage yard which benefits from a planning permission with unrestricted hours of use. The proposal will operate between the hours of 05:00 and 18:00 and the conclusions of the report indicate that the operation of the plant will have 'low impact' in BS4142 terms. It is considered that planning permission can be granted for the plant to operate in this location.

An Air Quality Assessment (pollution) has been carried out to assess atmospheric emissions from the proposal in order to consider the impact on sensitive locations during normal working operations. The conclusions of the assessment identify that pollutant concentrations at sensitive locations are below the relevant Air Quality Objectives and that impacts are predicted to be either **slight** or **negligible** at all receptors and overall the impact is considered to be **not significant**.

An Odour Assessment (odour) has been prepared to consider the impact on sensitive locations in the vicinity of the site. The assessment concludes that the predicted effect was **slight** at one receptor and **negligible** at nine others and therefore the overall effects are **not significant** and do not therefore represent an impediment to the granting of planning permission.

The proposed plant and machinery is sheeted in order to prevent noise and dust leaving the site and the proposal therefore complies with local plan Policy 2: Development Management in that the proposal will not have a detrimental impact on nearby land uses by reason of noise or odour.

Having regard to the nature of the material used in the production of asphalt, there is the potential for dust to be produced as part of the process and this is considered below.

<u>Aggregate/Sand Storage</u>

There is the potential that dust could be created in this area by the loading shovel filling the hoppers with fine dusty material, which in turn could create airborne dust when dry. A canopy has therefore been added to three sides together with a roof to minimise this potential.

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Plant Delivery Conveyor

The plant delivery conveyor could potentially allow airborne dust in strong winds and so the conveyor will be covered to ensure that this risk is eliminated.

Dryer Drum/Bag Filter

The dryer heats the sand and aggregates up to a temperature of 200°C, the drying effect causes dust within the drum, this dust is collected within the Bag Filter and reused within the mixes via a Filler Silo.

Vibrating Screen/Mixer

The vibrating screen and mixer can potentially create dust, however, dust take-off points in both areas will be installed which carry dust into the Bag Filter.

External Traffic Areas

Based on a tried and tested dust management process, the only other dust that may be created is lorry deliveries and this will be kept clean through regular water spraying of the yard areas when the surfaces become dry.

Ultimately, the material used in the process is relatively 'heavy' and therefore even when dry would not travel much beyond the boundaries of the site. The nearest residential property is some 130m to the north east, beyond a line of mature trees.

Highways

The proposal will occupy a small section of the existing site which is currently used as a transport and storage depot with access onto the A17. There are significantly more traffic movements associated with the existing use of the site and so the proposal will not result in a demonstrable increase in vehicles entering and leaving the site. This in turn will have an even smaller impact (increase) on the volume of traffic using the A17. The overall site is allocated for employment use and therefore the impact of the proposal in highway terms is negligible and complies with local plan Policy 2(4).

Flood Risk

Sutton Bridge lies within Flood Zone 3a and a separate Flood Risk Assessment considers the impact arising from tidal and fluvial flooding. The proposal complies with local plan Policy 4: Approach to Flood Risk in that the proposal is not at risk from flooding. Having

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regard to the fact that the site is already sealed and drained, it will not result in flooding to adjoining land uses or users.

Ecology

The entirety of the site is currently sealed and drained and accordingly there is no impact on ecology or loss of ecological value resulting from the proposal.

Conclusions

The proposal is located on a site that is allocated for employment use in the south-east Lincolnshire Local and the proximity to the A17 and the Port of Sutton Bridge is strategically important for this new business in relation to not only other asphalt plants but the surrounding marketplace.

Assessments in relation to Noise, Air Quality and Odour conclude that there is no detrimental impact arising from the operation of the plant and operation of other plants provide evidence how dust can be managed on site.

There will be no other detrimental impact on areas of acknowledged importance and the proposal is wholly compliant with the provisions of the development plan.

Should you have any queries, please do not hesitate to contact us.

Yours faithfully

Lewis M Smith MRTPI

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