



Rutland County Council

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Ladies and Gentlemen,

A meeting of the **PLANNING AND LICENSING COMMITTEE** will be held in the Virtual - <https://zoom.us/j/96355699139> on **Tuesday, 28th July, 2020** commencing at 6.00 pm when it is hoped you will be able to attend.

Yours faithfully

Helen Briggs
Chief Executive

Recording of Council Meetings: Any member of the public may film, audio-record, take photographs and use social media to report the proceedings of any meeting that is open to the public. A protocol on this facility is available at www.rutland.gov.uk/my-council/have-your-say/

ADDENDUM

6) PLANNING APPLICATIONS

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PLANNING & LICENSING COMMITTEE

28 JULY 2020

ADDENDUM REPORT

Report no.	Item no.	Application no.	Applicant	Parish
88/2020	1	2020/0287/MAF	HINCH ENTERPRISES	MARKET OVERTON

Additional letters have been received from Market Overton Parish Council and The Lodge Trust which have already been sent to members.

On the issue of Manure disposal, further clarification on disposal has been sought from the agent. He has stated as follows:

The applicant has a number of poultry farms and his manure disposal practices differ.

Some manure is utilised on the farm as a fertiliser, and some is sold.

The applicant doesn't have the capacity on the farm to utilise all of the poultry manure produced across all his poultry units as a fertiliser and there is a requirement to export manure for disposal through other sources.

The applicants farm is currently subject to poultry manure spreading, thus spreading the manure from this proposed unit on his farm would have a nil impact above the baseline in terms of the potential for adverse amenity impacts during the spreading process.

The reality is that the applicant could keep all of the manure from this unit for use on the home farm as a fertiliser, but this would then displace other existing manure produced in the other units, producing a requirement for export.

Manure export from farms is absolutely normal and around 69% of all poultry units in the U.K. export all of their manure. I have previously forwarded you the DEFRA rules on this subject.

There are various options including sale to farmers as a sustainable fertiliser, sale to AD plants as a fuel source, and sale to biomass power stations.

The applicant currently sells surplus manure to an AD plant and to other farmers. There is also the option of selling to the biomass power stations.

Providing precision on this matter is virtually impossible as the manure is not a waste, but a saleable commodity with a monetary value and a strong market. The final disposal method and location of the manure disposal is not fixed, as it depends on the local market at the time and who buys it.

However the manure is ultimately disposed of, the method is controlled through regulation. If the manure is spread to land, the process must follow the NVZ regulations and the Code of Good Agricultural Practice, Protecting our Soil, Water and Air, and if it is disposed of through AD or Power Stations, these facilities have already been assessed and hold Environmental Permits to operate.

The field in question is currently used for arable production and the agent confirms it has been used for manure spreading this year. The Environmental Protection Officer is not aware of any complaints about spreading. This permission would limit that disposal which would be beneficial to the amenities of local residents.

Highway Safety

Councillor Harvey has raised the issue of highway safety at the junction of Cottesmore Road and the B668 in Cottesmore.

As set out in the main report, traffic levels associated with this proposal are low and infrequent, including the use of tractor and trailer. Such machinery and larger will already visit this site in connection with arable production so the overall traffic from the proposal would only have a marginal impact on traffic volume on this road and junction and would not exceed its capacity.

Traffic heading to Greetham may use Mill Lane as an alternative to the junction referred to above.

The highway authority has considered this point again and made the following comments:

The following is provided to substantiate the no objection position, with minor amendments

The proposed development will require vehicle movements associated with the following:

Table 10.1

Activity	Vehicle Type	Frequency Per Flock
Chick Delivery (1)	16.5m Articulated HGV	2
Feed Delivery (2)	Tractor and Trailer (15 T)	32 (2 per week)
Manure Removal (3)	Tractor and Trailer (15 T)	14
Bird Collection (4)	16.5m Articulated HGV	10
Wood Shavings Delivery	16.5m Articulated HGV	1
Gas Delivery	HGV Tanker	2
Dirty Water Removal	Tractor and Tanker	2
Casualty Bird Removal	7.5 tonne lorry	16
Total Per Flock		79 (158 movements) per flock cycle
Total per Annum (3 flocks)		237 (474 movements)

(1) Lorry Capacity = 75,000 chicks.

(2) 5.85 kg per bird per flock = 468 tonnes.

(3) 2.6 kg per bird per flock = 208 tonnes.

(4) 180 crates of 45 birds per load = 8100 per load.

No information has been submitted in relation to the construction – a condition for a construction method statement would be supported

The site will only employ 1 full time and 1 part time member of staff

The proposed routing for vehicle movements is:

'All commercial traffic associated with the development will be routed too / from the B668 at Cottesmore. Chick Deliveries will access the site from the A1 following the B668 and Cottesmore Road. Feed Deliveries will originate at Greetham House Farm where the applicant operates his own mill and mix unit and will be routed following the B668 and Cottesmore Road. Point of Lay Pullets Reared at the proposed development will be moved to the applicants laying farms as replacement laying hens. These farms are located at Greetham, Stretton and Ryhall. The bird collection lorries will be routed along Cottesmore Road to the B668, then follow the B668 to the Greetham and Stretton Farms. Bird deliveries to the Ryhall Farm will join the A1 southbound at Stretton.'

I see no reason to condition the routing of vehicles in this instance.

Whilst not usual, unless related to a planning consent or existing agricultural use, I would not consider the number of HGV movements to be extraordinary and require any uptake of highway powers in terms of the highway safety or cumulative capacity impacts associated with this development.

No objections subject to:

1. A Construction Method Statement.
2. Access – not to be brought into operation including construction until such time the access is completed in accordance with a plan to be approved in writing by the LPA. (modification of Condition No.3)

The applicant has agreed to accept these additional requirements as conditions

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