



Rutland County Council

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A G E N D A

5) PLANNING APPLICATIONS

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PLANNING & LICENSING COMMITTEE

20TH OCTOBER 2020

ADDENDUM REPORT

Report no.	Item no.	Application no.	Applicant	Parish
125/2020	4	2020/0961/RG3	RUTLAND COUNTY COUNCIL	MORCOTT

Further consultation responses

6 further objections have been received directly from local residents. In addition to this, 7 letters of objection have been received from local residents sent to the Portfolio Holder for Planning (some of these are from residents who have objected separately to the planning application).

The issues raised in the objections are the same as previously set out in the main report.

The Highway Authority has also offered the following further comments;

The site operates under its extant planning permission and within its permitted rights for overall tonnage. Whilst during certain periods it has been less or more busy it has always operated within its legally defined parameters and, most notably, within its planning consent. At the time planning was consented the impact of the development would have been assessed and mitigated.

As such, the current level of activity falls within existing consents. The proposals to improve access and circulation will not change the level of activity but will minimise the impacts on the highway. Having given that matter significant consideration it would not be wholly unreasonable to place a condition on the application for a routing strategy, which whilst previously agreed in principle does not form part of the extant consent. As access is the primary matter being revised it would not necessarily be incorrect to review routing and establish any alternatives, as well as making the matter enforceable in planning, given the time difference between the original consent and the proposed. However, I will reiterate that the activity in both cases will be the same.

In terms of strategic planning, we would always identify our strategic road network to carry the highest volumes of traffic and establish new sites that reduce the impact on local roads, from both a sustainability and maintenance position. We will work with our colleagues in Environmental Services and Planning to assist them with any spatial planning expertise relating to transport.

Officer comments

As set out in the main report further information has been sought regarding how the site would operate. This has now been supplied in the form of an 'Operating Models Document', which details both the existing 'COVID 19 restrictions' model currently in use, as well as how the site would operate once these restrictions can be lifted. Condition 2 (approved plans/details) has been amended to include this document (and is also attached as Appendix 1).

Additionally, in light of the further comments from the Highway Authority, a routing strategy condition has been included (condition 4).

Amended/new conditions

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers; 001 (block plan), 003 (layout proposed), 004 (layout proposed with visibility splays shown), and the details within the submitted 'North Luffenham HWRC Operating Models Document 7 October 2020'.

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

4. Prior to the new access coming into use, a routing strategy shall be submitted to, and approved in writing by the Local Planning Authority. The development shall then proceed in accordance with the agreed strategy.

Reason: To review existing routing of traffic to and from the site, and establish any alternatives, in the interests of local amenity and highway safety.

North Luffenham HWRC

Present operating model-to be continued during imposition of current Covid 19 restrictions:

No.	
1	The site configuration allows c. 6 vehicles to queue off the highway. Upon entering the site customers are stopped at a controlled barrier manned by a Biffa operative (our contractor who manages the site). They are asked what materials they wish to dispose of and it is explained that there is a one way round system in operation, and they are then directed either to the top of the site or the bottom depending on what they have to deposit.
2	If there is a need for them to visit both parts of the site, they are advised by the Biffa operative at the barrier that they need to visit the top of the site first, and unload everything relevant there, before getting back into their vehicle to proceed to the bottom of the site to complete their unloading before leaving via the exit back onto the highway
3	Visitors are advised that there are additional Biffa operatives positioned at both the top and bottom of the site to answer any other concerns or questions they might have during their visit and that they only need to ask. There will normally be 4 operatives present on the site
4	There are a small number of bollards positioned to separate incoming and outgoing traffic and to generally facilitate the one-way system around the site.
5	Visitors are prohibited from walking around the site to assist in both maintaining social distancing and to mitigate any potential conflict between pedestrians and traffic
6	Site operations may be temporarily suspended in the event of the following being required: <ul style="list-style-type: none"> ○ Servicing vehicles needing to collect/deliver containers or otherwise remove materials from site during normal operating hours ○ The undertaking of essential cleaning routines during normal operating hours

Former operating model-possible reintroduction upon removal of current Covid 19 related restrictions:

No.	Task
1	Access to the site is controlled by a permit system, there is no limit to numbers on site at any one time. The site is usually manned by two operatives at all times during opening hours. They are to guide and assist visitors when necessary, they are also responsible for visitors not contaminating the containers to ensure high recycling rates.
2	Residents are free to access both sides of the site in their vehicle. As long as they remain on the correct side of the road they can safely pass from one side of the site to another. However they are restricted from walking through containers and to other parts of the site
3	Visitors are then free to leave the site safely passing incoming traffic.

4	Site operations may be temporarily suspended in the event of Servicing vehicles needing to collect/deliver containers or otherwise remove materials from site during normal operating hours
5	Aspects of the current operating model will potentially be incorporated to improve the customer experience at the discretion of the Senior Environmental Services Manager