

© Crown copyright and database rights [2013]
Ordnance Survey [100018056]



Rutland County Council

Catmose,
Oakham,
Rutland
LE15 6HP

Application:	2020/0961/RG3	ITEM 4	
Proposal:	Regulation 3 application to create a new vehicular exit route from the site.		
Address:	Civic Amenity Site, North Luffenham Road, Morcott		
Applicant:	Rutland County Council	Parish	Morcott
Agent:	N/A	Ward	Braunston & Martinsthorpe
Reason for presenting to Committee:	Regulation 3 (Council Application)		
Date of Committee:	20 October 2020		

EXECUTIVE SUMMARY

This is a Council application to create a new vehicular exit to the North Luffenham Household Waste and Recycling Centre. The proposal has received objections from local residents and the Parish, however the development would not have a detrimental impact upon the highway network or highway safety, local amenity, or the surrounding area.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. The development shall be begun before the expiration of three years from the date of the permission.
REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.
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).
REASON: For the avoidance of doubt and in the interests of proper planning.
3. Once the development hereby approved is completed and in operation, the existing vehicular entrance/exit to the site shall only be used as an exit for vehicles exceeding 3.5 tonnes.
REASON: In the interests of highway safety.

Site & Surroundings

1. The site is North Luffenham's Household Waste and Recycling Centre (HWRC), which is located in the open countryside, approximately 1km north of Morcott, and 1.5km south of North Luffenham. To the north of the site is a small spinney of trees.
2. The HWRC has reopening following lockdown with a reduced service, and numerous safety measures in place, including a one-way road system to reach and leave the site. Its sister site in Cottesmore remains closed due to staffing constraints, and North Luffenham is the bigger of the two sites.

Proposal

3. The proposal is an application under Regulation 3 of the Town & Country Planning General Regulations (1992), where the County Council is the applicant and is carrying out the development itself. This means that only the Council can undertake the development.
4. The proposal is for the creation of a new vehicular exit to the site. Currently a single access is used for both ingress and egress. This would involve the removal of approximately 5 metres of the boundary hedge. Vehicles would enter via the existing south-east entrance, follow a one-way system, and exit via the new access in the north-east corner of the site. Surfacing would be tarmac with kerbing, and gates to match the existing palisade fencing that is present around the site.
5. The existing and proposed plans are attached as Appendices.

Planning Guidance and Policy

National Planning Policy Framework (NPPF)

Chapter 9 - Promoting sustainable transport

Chapter 12 - Achieving well-designed places

Chapter 15 - Conserving and enhancing the natural environment

Site Allocations and Policies DPD

SP7 - Non-residential development in the countryside

SP15 - Design and Amenity

SP19 - Biodiversity and Geodiversity Conservation

SP23 - Landscape Character in the Countryside

Core Strategy DPD

CS19 - Promoting Good Design

CS21 - The Natural Environment

Neighbour and Parish Representations

6. **Morcott Parish Council**
Recommended for refusal, for the following reasons:
7. With the temporary closure of the Cottesmore Civic Amenity Site and reliant on North Luffenham site as the sole provider of facilities will impose an unacceptable burden on Morcott village and surrounding villages.
8. The unreasonable imposition of a singular CA site for Rutland at North Luffenham and the expenditure proposed in creating a new access is unnecessary if the pre-Covid 19, operation is resumed. e.g. 4 days per week. The excuse seems to be staff shortage during this pandemic and yet if the North Luffenham Site returned to 4 days a week, staffing could be seconded to the Cottesmore site two days a week using an appointment system for trailers only. This would not only save money but have less impact on the residents of Morcott.
9. The decision to close Cottesmore tip and rely upon North Luffenham as the sole provider of facilities will impose an unacceptable burden on Morcott village and surrounding villages.
10. Morcott and South Luffenham particularly have shouldered the burden of extra traffic to the CA site during the temporary Covid-19 arrangements. To replace these provisions with a permanent 6-7 days per week operation, is too much.

11. Increased car and light vans with trailers driving through the village centres with increased weekend traffic.
12. Inadequacy of the existing roads and lack of footpaths to and from the site to cope with any increase in traffic.
13. Danger to village residents, pedestrians, children, dog walkers and the increase in noise and debris on the roads (all of which are encountered now).
14. The increase in HGV traffic from Biffa lorries accessing the site. They are using country roads which are narrow and where vehicles cannot pass without taking to the grass verges.
15. The HGV access from the A47 into Morcott via Fydell's Row/Wing Road and Willoughby Road is already dangerous both from a blind bend (at the end of the Cockpit) and manoeuvring at the village crossroads with poor visibility splays and restrictions from legally parked vehicles on the village road.
16. The footpaths in the village of Morcott are narrow and in critical places such as the High Street/Wing Road/ Fydells Row junction and Willoughby Road they are non-existent. Any increase in traffic will have pedestrian safety issues. Villagers use all these roads for access, to footpaths, dog-walking, and leisure use.
17. **Highway Authority**
No objection. I'm satisfied with the access arrangements and the site maximising its internal capacity for vehicles, subject to condition for an operations management scheme, and also that the 'in' can only be used as an 'out' for larger vehicles.
18. **LCC Ecology**
No objections to this planning application, providing the adjacent site is not impacted by the works.
19. 7 objections received from local residents, on the following grounds;
 - Increase in usage as a result of COVID/Cottesmore HWRC currently closed
 - Impact on highway safety from increased use/traffic management
 - Impact of increased traffic on surrounding roads/villages
 - Narrow road network surrounding the site/no analysis of highway network
 - Remote location of site/not sustainable
 - Impact on the environment
 - Reduction in waste recycling/increase in fly-tipping
 - Will lead to loss of employment
 - Lack of neighbour letters
 - Western part of the site on the plans not annotated.
 - Request reversal of proposed ingress and egress points
 - Application should be considered in a wider context/further assessment of impacts of strategic proposals needed/alternative solutions

Planning Assessment

20. The main issues are highway considerations, and impact upon surrounding amenity/open countryside

Highway considerations

21. The objections received from the Morcott Parish Council and local residents are noted and have been given due consideration.
22. One of the key concerns raised in these objections is the increase in usage of the site due to COVID shutting down the Cottesmore HWRC, and the resultant issues that go with this. While noted, the application site is already well established, and for the avoidance of doubt this application is confined to the creation of a new exit access in order to rationalise the existing established use. The use of the site as a waste and recycling centre would continue regardless of the outcome of this application.
23. The wider issue that has generated the majority of the objections received (relating to how the Council manages its waste facilities going forward) is a strategic one and not a material planning consideration for this specific application (i.e. in terms of strategic planning it's not this application's responsibility to understand the county wide / national need for disposal of items).
24. Notwithstanding this, further information has been sought to set out how the new layout would operate (an operations management scheme), which will be received ahead of the meeting, and Members will be updated on this in the addendum report. Without prejudice to this, it is considered that the in /out as proposed would be a more efficient arrangement than the existing layout, and creates length internally for queues relating to ingress / egress.
25. There is suitable visibility in both directions, and the Highway Authority have no objection to the proposal, subject to conditions for the operations management scheme, and that the 'in' can only be used as an 'out' for larger vehicles.
26. The proposal would create a satisfactory access and would not have an unacceptable adverse impact on highway safety in accordance with the Section 9 of the NPPF (2019), Policy CS19 of the Rutland Core Strategy (2011) and Policy SP15 of the Site Allocations and Policies Development Plan Document (2014).

Amenity/open countryside

27. As stated above, the site is a well-established waste and recycling centre. The impacts in terms of traffic and noise associated with such a use on the surrounding area are therefore existing and, with or without the current proposal, would not change. The proposed new exit access seeks to rationalise the layout of the site, but would not exacerbate any existing impacts upon surrounding amenity.
28. The removal of part of the boundary hedge to facilitate the access would be limited and would not adversely affect wider views or the character and appearance of the open countryside. Additionally, while adjacent to the site, the neighbouring spinney would not be detrimentally affected by the works.
29. One of the grounds of objection related to lack of neighbour letters; for clarification, the application has been publicised in accordance with statutory requirements and the Council's Statement of Community involvement. Neighbour notifications will normally be limited to properties sharing a common boundary with an application site. There are no neighbouring properties that share a common/shared boundary with the site, and the proposed access would be sited further away from the boundary of the closest residential property than the existing access. Notwithstanding this, the residential properties on the other side of the road to the south of the application site have submitted comments.

30. The new access would not have a detrimental impact upon the residential amenity of local residents or the wider area, in accordance with the Sections 12 & 15 of the NPPF (2019), Policy CS19 of the Rutland Core Strategy (2011) and Policies SP7, SP15 & SP23 of the Site Allocations and Policies Development Plan Document (2014).

Crime and Disorder

31. It is considered that the proposal would not result in any significant crime and disorder implications.

Human Rights Implications

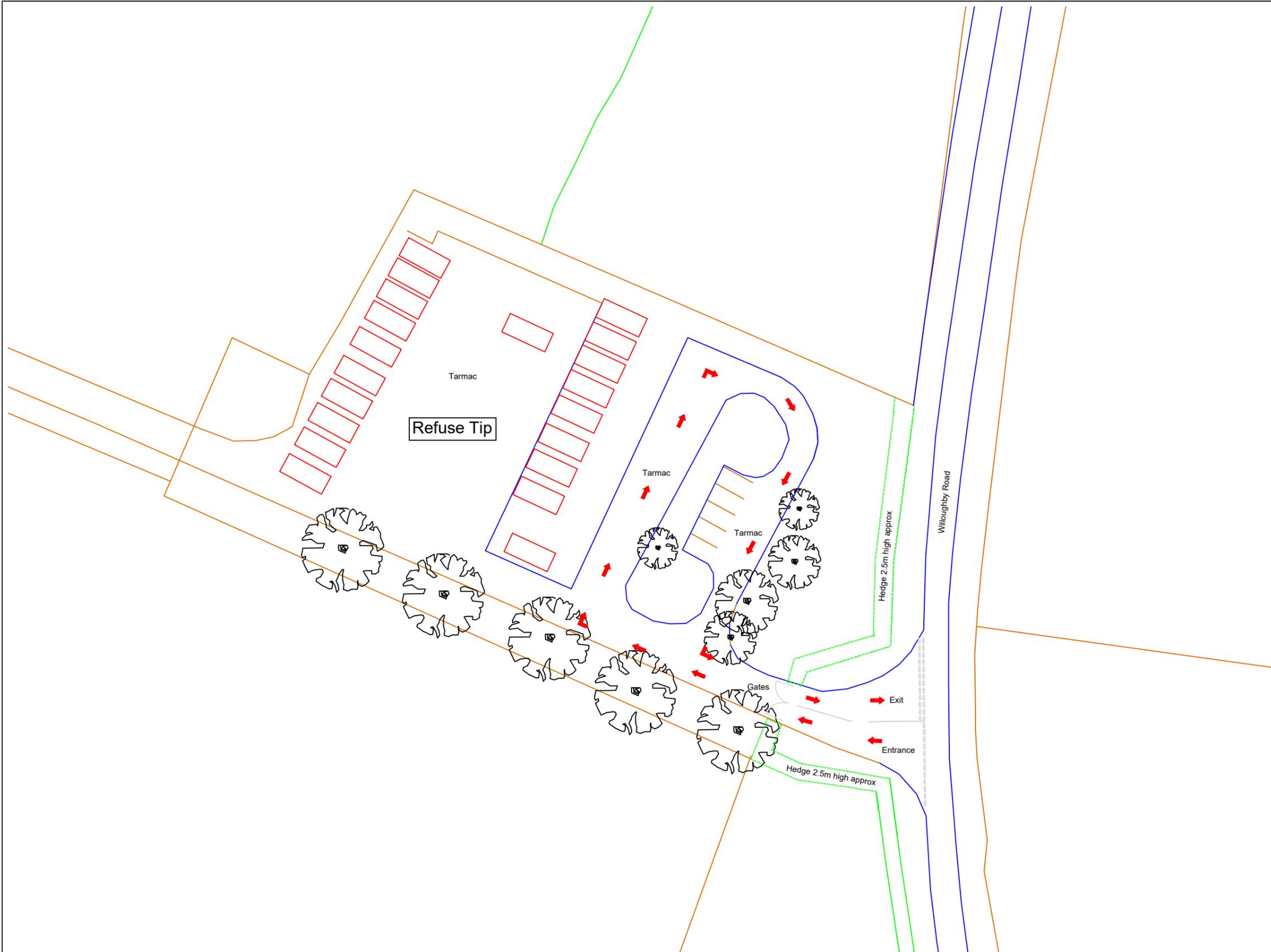
32. Articles 6 (Rights to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation.
33. It is considered that no relevant Article of that act will be breached.

Conclusion

34. The proposal has been assessed against the local and national planning policies and would not have a detrimental impact upon the highway network or highway safety, local amenity, or the surrounding area.

Notes
 Drawing taken from OS map
 Minor details included
 Red arrows show current vehicular circulation

Appendix 1



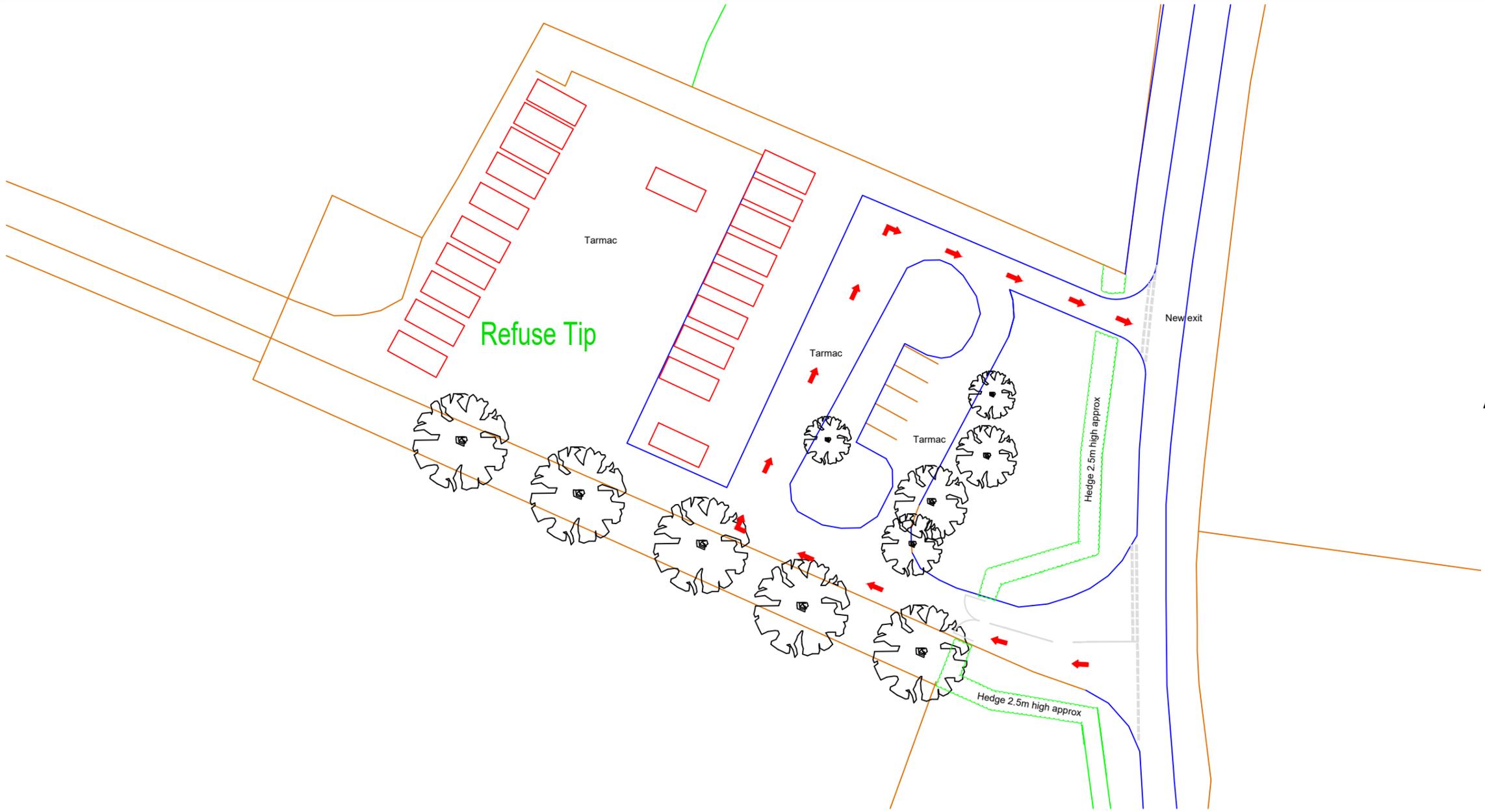
Revision	Description	Date
Rutland County Council		

**Property Services
 Building Surveying**
 Catmose, Oakham, Rutland
 T:01572 758393 E:property servicedesk@rutland.gov.uk

Asset
 North Luffenham Civic Amenity Site

Title
 Layout
 Existing

Drawn by LH	Checked	File
Drawing Number 002	Revision	Scale 1:500 A3
		Date 20.7.20



Notes
 Drawing taken from OS map
 Minor details included
 Red arrows show proposed new exit with vehicular circulation

Photographic views taken from Google Street Map - Willoughby Road LE15 9DW

View A
 View to North from proposed vehicular entrance

View B
 View to South from proposed vehicular entrance

Appendix 2

A



B



Revision	Description	Date
Rutland County Council		

Property Services
 Building Surveying
 Catmose, Oakham, Rutland
 T:01572 758393 E:propertyservices@rutland.gov.uk

Asset
 North Luffenham Civic Amenity Site
 Title
 Layout
 Proposed

Drawn by LH	Checked	File
Drawing Number 003	Revision	Scale 1:500 A3
		Date 20.7.20