Use of land and buildings for recycling of end of life vehicles

Wee Environmental LTD,
Pytchley Lodge Road Industrial Estate, Kettering

Planning Statement

August 2018
1.0 INTRODUCTION

1.1 The following planning statement has been prepared in support of a planning application to use part of the Wee Environmental site at Pytchley Lodge Road Industrial Estate, Kettering for the recycling of end of life vehicles (ELV).

1.2 Following the grant of the previous planning permission to use the site for the recycling of waste electrical products on 23rd January 2015 (Ref: 14/00081/WASFUL), the site has been leased by the applicants, WEEE Environmental, and has been trading since then recycling waste electrical products. This planning permission is quite strictly focussed. Condition 5 restricts waste materials to only those referred to in the application while condition 6 limits waste processing to within the buildings only. Planning permission is therefore required to introduce any other waste materials such as end of life vehicles while a small element of the process proposed (see section below will be outside).

Description of Proposed Operation

1.3 The recycling of waste electrical products will continue on the site as already approved by planning permission 14/00081/WASFUL. However, the extent of this operation within the site is not as extensive as originally envisaged by the applicant. Recycling of electrical products occurs within building B as shown on the application plans while area P is where the products such as redundant supermarket fridges are deposited to await recycling. A noise barrier has been installed along the northern boundary of area P to protect the residents living to the north on Wicksteed Close from noise impacts. Building A is currently only used for storage while area S is unused and the noise barrier Z originally proposed has not been constructed as this area has not been used to deposit and store refrigeration units awaiting recycling – this happens in area P.

1.4 The proposal is to use building A and area S for the recycling of end of life vehicles and erect a second noise attenuation barrier at Z. The rest of the site will continue to be used to recycle waste electrical products as already approved. The existing access from the cul de sac off Pytchley Lodge Road at the western end of the site will be used.

1.5 The recycling of end of life vehicles will involve the processing of vehicles such as cars and small vans which, as the description implies, have reached the end of their useful life. They will be comprised of vehicles which are unable to meet their MOT
requirements; insurance write-offs; vehicles incapable of economic repair; and reposessions. On arrival, the ELV vehicles are parked on area S to await processing. There are three main stages to the ELV process:

1) **Tyres and batteries removed**: these are removed within the building and are then sold and/or recycled.

2) **Depollution**: lubricant oil, fuel, hydraulic fluid, coolant and gas in any air condition systems will be removed from the vehicles. These will be stored in secure containers within the building and then sent off for reprocessing when sufficient volumes have built up.

3) **Vehicle carcasses**: metals and plastics are taken out of the vehicle carcasses and separated for recycling within the building. The carcasses are then taken outside the building and compacted into bales in a mobile bailer which is to be sited in area S.

**Example of mobile bailer**

This is a new piece of equipment which will only be hired and brought onto the site when there are enough vehicles to be processed which is likely to be no more than once a month. It has a small crane attached which lifts the carcases.
into the bailer where they are compacted into bales, and then out again to be deposited onto an articulated lorry. The lorry will take 18-24 bales with no more than 20 tonnes per load. Once full, the lorry will then transport the bails to a hammer mill where they will be recycled. A maximum of 100 vehicles are likely to be on the site at any one time stacked no more than two vehicles high.

1.6 A noise attenuation barrier is to be constructed at Z comprised of thirteen 8ft x 40ft containers (three containers high and three containers wide) – this is to protect the residential area to the north on the opposite side of the railway line from noise when the carcasses are being crushed and placed on the lorry for export from the site.

1.7 These ELV activities will only occur during the site’s existing working hours (0700 to 1800 Mon-Fri; 0700 to 1400 Sat; and not at all on Sundays or Bank Holidays) with the use of the mobile vehicle crusher restricted to weekdays only. ELV vehicles will only be delivered to the site during the normal working day which is when processing and export will occur. There will be no noise generated from ELV activities in the evenings or at night.

1.8 The existing weighbridge which has been installed will be used to weigh vehicles entering and leaving the site with products. It is anticipated that a maximum of 120 vehicles per week will be processed which will amount to an annual processing tonnage of 7,000 tonnes. ELV vehicles will be delivered to the site by repossession companies, insurance companies and private individuals. 90% of these are likely to arrive on low-loaders but these will be the single vehicle types rather than the larger articulated multi-vehicle low-loaders. Insurance and repossession companies are most likely to make use of small low-loaders for deliveries. Private individuals may drive the vehicles to the site.
Indicative catchment area

1.9 The ELV vehicles to be processed are likely to originate in the indicative catchment area shown above – an indicative catchment area plan is submitted with the application. This is defined by Leicester, Peterborough, St Neots, Northampton and Daventry which are the main places the applicant sources the electrical products being processed – the same catchment area will apply to the ELV processing.

1.10 The statement is set out as follows:

1.0 Introduction
2.0 Site Description
3.0 Planning History
4.0 Planning Policy
5.0 Planning Analysis
6.0 Conclusion
2.0 SITE DESCRIPTION

2.1. The site is located in the northeast corner of the Pytchley Lodge Road Industrial Estate in Kettering.

2.2. There are two large industrial buildings on the site which in the past have been used for workshops and have been easily adapted for the applicant’s business operations without any extensions or alterations. There is also a small office building on the east of the site facing the A509.

Existing Industrial Buildings

2.3. There is a train track on the northern boundary and a housing estate beyond this. The A059 Pytchley Lodge Road is on the western boundary. The site adjoins other industrial sites on the other two boundaries.
Building to be used for ELV recycling

2.4 Above is the front (east) elevation of building A which is to be used for ELV recycling. This has a small office suite where the current business is run from with the remainder of the building in use for storage although this was originally a vehicle repair workshop when used by Volvo.

Proposed site of vehicle baler
2.5 The vehicle bailer is to be positioned on the open area of tarmac in front of building A with the noise attenuation barrier located just behind it to shield the dwellings north of the site from any noise generated. Up to 100 vehicles are likely to stored in this area awaiting processing stacked no more than two vehicles high if necessary.

2.4 The site is accessed from Pytchley Lodge Road at the southwest corner of the site.
3.0 PLANNING HISTORY

3.1. The planning history for the former Volvo truck Centre at Pytchley Lodge Road Industrial Estate, Kettering is outlined below:

KB/1953/0179 Outline for bungalow, garage and boarding kennels
REFUSED: 20/03/1953

KB/1971/0705 Vehicle sale and repair
APPROVED: 15/12/1971

KE/1974/0240 Extension
APPROVED: 13/08/1974

KE/1975/0171 Extension
APPROVED: 25/03/1975

KE/1975/1302 New factory
APPROVED: 09/03/1976

3KE/1976/1195 Offices
APPROVED: 02/02/1977

KET/1977/0636 Vehicle store
APPROVED: 26/09/1977

KET/1978/0074 Erection of vehicle testing building
APPROVED: 21/04/1978
<table>
<thead>
<tr>
<th>Reference</th>
<th>Project Description</th>
<th>Approval Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>KET/1980/0432</td>
<td>Extensions to existing industrial premises</td>
<td>14/04/1980</td>
</tr>
<tr>
<td>KET/1980/0621</td>
<td>Erection of vehicle testing station forming extension to existing store</td>
<td>21/05/1980</td>
</tr>
<tr>
<td>KET/1987/0372</td>
<td>Erection of workshop</td>
<td>22/05/1987</td>
</tr>
<tr>
<td>KET/1988/1109</td>
<td>Toilet Block</td>
<td>26/10/1988</td>
</tr>
<tr>
<td>KET/1988/1164</td>
<td>Sales office building</td>
<td>19/12/1988</td>
</tr>
<tr>
<td>KET/2000/0360</td>
<td>Three bay extension to existing four bay steel framed building to accommodate spray paint facilities</td>
<td>04/07/2000</td>
</tr>
<tr>
<td>14/00081/WASFUL</td>
<td>Proposed change of use from truck sales and service centre to recycling of electrical products at Volvo Truck and Bus Ltd, Pytchley Lodge Road Industrial Estate, Pytchley Lodge Road, Kettering, Northant NN15 6JJ</td>
<td>23/01/2015</td>
</tr>
</tbody>
</table>
4.0 PLANNING POLICY

4.1. The National Planning Policy for Waste was adopted in October 2014 and sets out detailed waste planning policies.

4.2. The Waste Management Plan for England provides an analysis of the current waste management situation in England, and evaluates how it will support implementation of the objectives and provisions of the revised WFD.

4.3. Paragraph 1 states that Positive planning plays a pivotal role in delivering this country’s waste ambitions through:

- delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy (see Appendix A);
- ensuring that waste management is considered alongside other spatial planning concerns, such as housing and transport, recognising the positive contribution that waste management can make to the development of sustainable communities;
- providing a framework in which communities and businesses are engaged with and take more responsibility for their own waste, including by enabling waste to be disposed of or, in the case of mixed municipal waste from households, recovered, in line with the proximity principle2
- helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment; and
- ensuring the design and layout of new residential and commercial development and other infrastructure (such as safe and reliable transport links) complements sustainable waste management, including the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste.
4.4. Paragraph 7 states that when determining waste planning applications, waste planning authorities should: consider the likely impact on the local environment and on amenity against the criteria set out in Appendix B. The criteria are:

- Protection of water quality and resources and flood risk management
- Land instability
- Landscape and visual impacts
- nature conservation
- Conserving the historic environment
- Traffic and access
- Air emissions, including dust
- Odours
- Vermin and birds
- Noise, light and vibration
- Litter
- Potential land use conflict

WASTE MANAGEMENT PLAN FOR ENGLAND 2013

4.5. This document states that we are working towards moving beyond our current throwaway society to a ‘zero waste economy’ in which material resources are reused, recycled or recovered wherever possible and only disposed of as the option of last resort. It means reducing the amount of waste we produce and ensuring that all material resources are fully valued – financially and environmentally – both during their productive life and at ‘end of life’ as waste. The benefits will be realised in a healthier natural environment and reduced impacts on climate change as well as in the competitiveness of our businesses through better resource efficiency and innovation – a truly sustainable economy. (p.1)

4.6. The way in which waste is managed has changed dramatically over the last twenty years in the UK, as have attitudes towards waste management. There has been a major decrease in waste being disposed of to landfill and an increase in recycling. The key aim of the waste management plan for England is to set out our work towards a zero waste economy as part of the transition to a sustainable economy. In particular, this means using the “waste hierarchy” (waste prevention, re-use,
recycling, recovery and finally disposal as a last option) as a guide to sustainable waste management. (p.1)

4.7. In England, the waste hierarchy is both a guide to sustainable waste management and a legal requirement, enshrined in law through the Waste (England and Wales) Regulations 2011. The hierarchy gives top priority to waste prevention, followed by preparing for re-use, then recycling, other types of recovery (including energy recovery), and last of all disposal (e.g. landfill). (p.11)

4.8. In the industrial and commercial sectors, less waste is generated, less waste sent to landfill and more recycled than in the past. In total, 47.9 million tonnes of commercial and industrial waste were generated in England in 2009, compared with 67.9 million tonnes in 2002-3. A total of 25 million tonnes (52%) of commercial and industrial waste was recycled or reused in England in 2009, compared with 42% in 2002/3. A total of 11.3 million tonnes (24%) of commercial and industrial waste were sent to landfill in 2009, compared with 41% in 2002/3. (p.10)

4.9. The Producer Responsibility regime in the UK covers waste electrical and electronic equipment (WEEE), batteries and vehicles. All Producer Responsibility Regulations share a common financial obligation for producers to bear the costs of collecting, treating and recycling / recovering a proportion of their waste products/packaging to meet legal targets and minimum standards, and establish similar administrative processes such as producer registration, approvals of compliance schemes and the authorisation of treatment facilities.

4.10. The Government's aim is to reduce the amount of waste produced across the economy whilst supporting economic growth. We measure the total amount of raw materials used and waste produced alongside the commercial, industrial and household waste produced per unit of Gross Value Added (GVA). This shows how quickly we are moving along a pathway to a zero waste economy. (p.12)

4.11. National Planning Policy Guidance for Waste was also published in October 2015 but this is not directly relevant to the current proposal.
4.12. The Northamptonshire Minerals and Waste Local Plan was adopted in 2017 and was a review of sites and allocations in the previous MWLP 2014. This superseded all previous mineral and waste plans with the exception of the Development and Implementation Principles SPD 2011.

NORTHAMPTONSHIRE MINERALS AND WASTE LOCAL PLAN 2017

4.13. **Policy 10: Northamptonshire’s waste management capacity**

The development of a sustainable waste management network to support growth and net self-sufficiency within Northamptonshire will involve the provision of facilities to meet the following indicative waste management capacity requirements during the plan period:

<table>
<thead>
<tr>
<th>Hierarchy Level</th>
<th>Management Method</th>
<th>Indicative Capacity Requirement (million tonnes per annum)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2021</td>
</tr>
<tr>
<td>Preparing for re-use and recycling</td>
<td>Recycling (non-inert)</td>
<td>0.26</td>
</tr>
<tr>
<td></td>
<td>Composting and Anaerobic Digestion</td>
<td>0.17</td>
</tr>
<tr>
<td></td>
<td>Inert Recycling</td>
<td>0.74</td>
</tr>
<tr>
<td></td>
<td>Hazardous Recycling</td>
<td>0.02</td>
</tr>
<tr>
<td>Other recovery</td>
<td>Advanced Treatment</td>
<td>0.86</td>
</tr>
<tr>
<td></td>
<td>Hazardous Treatment</td>
<td>0.01</td>
</tr>
<tr>
<td></td>
<td>Inert Fill or Recovery</td>
<td>0.16</td>
</tr>
</tbody>
</table>

This provision will come from a mix of extensions to existing sites, intensification or redevelopment of existing sites and new sites, providing they all meet the spatial strategy for waste management and are assessed as meeting environmental,
amenity and other requirements. Allocations for waste development will also contribute to meeting this provision.


Northamptonshire’s waste management network, particularly advanced treatment facilities with a sub-regional or wider catchment, will be focused within the central spine and the sub-regional centre of Daventry. Development should be concentrated in Northampton, Wellingborough, Kettering, Corby and Daventry. Development in the smaller towns should be consistent with their local service role.
Facilities in urban areas should be co-located together and with complementary activities.

At the rural service centres, facilities with a local or neighbourhood catchment will provide for preliminary treatment in order to deal with waste generated from these areas.

In the rural hinterlands only facilities with a local or neighbourhood catchment providing for preliminary treatment, or that are incompatible with urban development, should be provided. Where it is the latter they should deal with waste generated from identified urban areas and be appropriately located to serve those areas.

Facilities in rural areas should, where possible, be associated with existing rural employment uses.

4.15. Policy 12: Development criteria for waste management facilities (non-inert and hazardous)

Proposals for waste management facilities on non-allocated sites (including extensions to existing sites and extensions to allocated sites) must demonstrate that the development:

- does not conflict with the spatial strategy for waste management,
- promotes the development of a sustainable waste network and facilitates delivery of
- Northamptonshire’s waste management capacity requirements,
- clearly establishes a need for the facility identifying the intended functional role, intended catchment area for the waste to be managed, market base for any outputs, and where applicable the requirement for a specialist facility,
- is in general conformity with the principles of sustainability (particularly regarding the intended catchment area),
- facilitates the efficient collection and recovery of waste materials, and
- where intended for use by the local community, is readily and safely accessible to those it is intended to serve.

Development should also, where appropriate, and particularly in the case of advanced treatment facilities:
• ensure waste has undergone preliminary treatment prior to advanced treatment,
• integrate and co-locate waste management facilities together and with complementary activities,
• maximise the re-use of energy, heat and residues, and
• maximise the use of previously developed land (particularly existing and designated industrial land, and derelict, despoiled, or brownfield urban land) or redundant agriculture and forestry buildings (and their curtilages).

**WL14: Kettering - Pytchley Lodge**

4.16. **Policy 13: Industrial area locations for waste management uses**
The following general industrial area locations are acceptable in principle for those waste management uses appropriate to be located in an urban area

- WL1: Daventry - Drayton Fields / Royal Oak
- WL2: Daventry - Long March
- WL3: Brackley - Boundary Road
- WL4: Towcester - Old Greens Norton Road
- WL5: Northampton - Lodge Farm
- WL6: Northampton - St. James / Far Cotton
- WL7: Northampton - Moulton Park
WL8: Northampton - Brackmills
WL9: Northampton - Round Spinney
WL10: Wellingborough - Park Farm
WL11: Wellingborough - Denington
WL12: Wellingborough - Finedon Road
WL13: Kettering - Telford Way
WL14: Kettering - Pytchley Lodge
WL15: Corby - Oakley Hay
WL16: Corby - Earlstrees
WL17: Corby - Weldon Road
WL18: Corby - North Eastern Industrial Areas
WL19: Rushden / Higham Ferrers - Sanders Lodge
WL20: Rushden / Higham Ferrers - West of Bypass
WL21: Oundle - Nene Valley

4.17. **Policy 18: Addressing the impact of proposed minerals and waste development**

Proposals for minerals and waste development must demonstrate that the following matters have been considered and addressed:

- protecting Northamptonshire’s natural resources and key environmental designations (including heritage assets),
- avoiding and / or minimising potentially adverse impacts to an acceptable level, specifically addressing air emissions (including dust), odour, bio aerosols, noise and vibration, slope stability, vermin and pests, birdstrike, litter, land use conflict and cumulative impact,
- impacts on flood risk as well as the flow and quantity of surface and groundwater,
- ensuring built development is of a design and layout that has regard to its visual appearance in the context of the defining characteristics of the local area,
- ensuring access is sustainable, safe and environmentally acceptable, and
- ensuring that local amenity is protected.

Where applicable a site-specific management plan should be developed to ensure the implementation and maintenance of mitigation measures throughout construction, operation, decommissioning and restoration works.
4.18. **Policy 19: Encouraging sustainable transport**

Minerals and waste related development should seek to minimise transport movements and maximise the use of sustainable or alternative transport modes. Where possible minerals and waste related development should be located, designed and operated to enable transport by rail, water, pipeline or conveyor.

Minerals and waste related development should be well placed to serve their intended markets or catchment area(s) in order to reduce transport distances and movements in order to support the development of sustainable communities that take responsibility for the waste that they produce and work towards self-sufficiency.

Proposals for new development or development that would result in a significant increase in transport movements should include a sustainable transport statement to demonstrate how the above has been taken into consideration.

4.19. **Policy 21: Landscape character**

Minerals and waste development should seek to reflect Northamptonshire’s landscape character. Development should mitigate potentially adverse impacts on the local character and distinctiveness of Northamptonshire’s landscape where necessary during the development, operational life, restoration, aftercare and after-use. Opportunities for enhancement should be maximised through restoration, aftercare and after-use.

Proposals for minerals and waste development will be required to undertake a landscape impact assessment (where appropriate) based on the landscape character assessment in order to identify:

- the presence of landscape values (including their nature, extent and level of importance) and determine any potential impacts,
- any necessary measures to mitigate potentially adverse impacts, and
- opportunities to protect and enhance particular features that create a specific aspect of local distinctiveness or character.

4.20. **Policy 23: Layout and design quality**

The layout and overall appearance of waste management facilities, and where appropriate minerals development, will be required to demonstrate that the development:
• supports local identity and relates well to neighbouring sites and buildings,
• is set in the context of the area in which it is to be sited in a manner that enhances the overall townscape, landscape or streetscape (as appropriate),
• utilises local building materials as appropriate,
• incorporates specific elements of visual interest, and
• builds-in safety and security.

4.21. **Policy 25: Implementation**
The implementation of minerals and waste development will be controlled and managed through the use of the following measures:

- planning conditions,
- planning obligations and / or legal agreements to:
  - ensure that requirements are met (but only where the use of planning conditions alone is not adequate), and / or
  - provide benefits to compensate the local community affected by the development (where appropriate),
- requirements by the owner and / or operator to monitor minerals extracted and waste managed, including information on catchments, and to provide summaries of this information to the Minerals and Waste Planning Authority,
- monitoring of permitted operations by the planning authority to ensure compliance with planning conditions,
- establishment of a Local Liaison Group (where appropriate), and
- service of prohibition orders at minerals sites where winning and working has not been carried out for at least two years and where, in the planning authority’s opinion, working is unlikely to be resumed.

4.22. **Box SPD3: Design principles for minerals and waste development**

Proposals for development must incorporate the following principles:
**High quality design** – High quality design that accommodates the nature of operations and is in context with and complementary to the surrounding landscape and townscape.

**Holistic design** – Holistic design incorporating all components of the built form into a consistent architectural treatment. Including all buildings (operational, offices, reception, security, etc), building components (ventilation, extractor grills, service pipes, etc), storage areas, structures, secure boundary treatments (gates and fences), service infrastructure, wash bays, weigh bridges, etc.

**Local distinctiveness** – Support local distinctiveness and character.

**Environmental protection and enhancement** – All design aspects (built form, site layout, lighting, access, landscaping, etc) should seek to avoid and where necessary mitigate adverse impacts on the surrounding environment and human health (including air, water, land, noise, odour, amenity, landscape, biodiversity, heritage assets, geodiversity, and flood risk) whilst maximising beneficial outcomes.

**Sustainable development** – Incorporate sustainable development practices that promote the prudent use of natural resources, waste minimisation, and energy efficiency.

**Strategic site layout** – Seek to reduce impact on both the immediate surrounds and the broader landscape level through strategic site layout.

**High quality landscaping and boundary treatments** – High quality landscaping and boundary treatments that are in context with and complementary to the surrounding landscape character. Landscaping and boundary treatments should be maintained to a high standard and positively contribute towards amenity, biodiversity, heritage assets, and nature conservation where possible. Landscaping and boundary treatments should seek to balance the needs of both the historic and natural environment, and not compromise heritage assets.

**Effective buffers** – Provision of adequate and effective buffers to reduce adverse impacts on sensitive receptors or areas. Buffers are to be in context with and complementary to surrounding landscape or townscape, and may include aspects of the built form, landscaping, and boundary treatments. Buffers should seek to positively contribute towards amenity, biodiversity, heritage assets, nature
conservation, habitat enhancement, and catchment conservation where possible. Buffers should balance the needs of, and protect, both the historic and the natural environment. Access opportunities within buffer areas should be maximised where safe.

**Lighting** – Minimise light pollution (includes sky glow, glare, light spill, and trespass).

**Site access** – Site entry and public access areas are to be well maintained and act to reduce the visual impact of the site. Public rights of way should be retained where possible. Access to the major transport network should seek to reduce impacts on sensitive receptors.

**Sustainable transport** – Incorporate sustainable or alternative transport options where appropriate (e.g. rail and water transport).

**Integrated development** – Maximise opportunities to locate complementary operations and activities together.

**Public safety** – The design, layout, and landscaping components should seek to „plan out crime“ by creating safe and secure environments, increasing the risk of detection of criminal or antisocial activity, and make crime more difficult to commit.
5.0 PLANNING ANALYSIS

5.1 The main issues for consideration are:

- The principle of the proposal in relation to planning policy.
- The visual impact of the proposal.
- Noise impacts
- Surface water drainage and contamination
- Impact on residential amenity
- Effect of lighting

PRINCIPLE OF DEVELOPMENT

5.2 The site is in the Pytchley Lodge Road Industrial Estate, and therefore the site and surrounding area are industrial in nature. The proposal is to add end of life vehicle recycling to the existing recycling operations currently operating lawfully from the site. This is classified as a general industrial use (B2) and this use will clearly fit in with the character of the area.

5.3 The previous use of the site was a mixed sui generis vehicle sales and repair centre, which was established under a 1971 permission (1971/0705). Vehicle sales are classified as sui generis, and vehicle repairs are B2. There have also been several planning approvals since this date which are B2 in nature. This includes the erection of a new factory, erection of vehicle testing building, erection of workshop, extensions to existing industrial premises, and a three bay extension to accommodate spray paint facilities.

5.4 Policy 13 of the Northamptonshire Minerals And Waste Local Plan 2017 identifies Kettering Pytchley Lodge (WL14) as an industrial area location for waste management uses. Waste management uses are acceptable in principle in these areas.
5.5 Policy 10 of the Northamptonshire Minerals And Waste Local Plan 2017 indicates the extent to which the County's waste management capacity needs to increase in the period up to 2026. The current proposal will contribute towards this target.

5.6 There is strong policy support at both national and local level to encourage the types of recycling activities proposed. Kettering is clearly seen as a focus for the location of new or expanding waste recycling facilities while the specific industrial area which the site is located within is allocated as a location for waste recycling.

VISUAL IMPACT

5.7 The proposal does not include plans to erect new buildings or extend or alter the existing ones. At most 100 vehicles to be processed will be stored externally while they await processing, at most stacked two vehicles high. The vehicle bailer will also be sited in the open. However, this will have no greater visual impact than when trucks and trailers were stored on the site when it was used by Volvo. The site will have the appearance of what you would expect to see on an industrial site. There are houses to the north of the site but these are behind a large embankment next to the railway line while the northern boundary is already partly screened by trees – the additional noise attenuation barrier proposed will provide additional screening. As a general industrial use on an industrial estate, the proposal will fit in with the existing character of the area.

NOISE IMPACT

5.8 The Independent Environmental Consultancy was commissioned to undertake a Noise Impact Assessment for the proposal. Existing survey data of noise levels within the residential areas to the north on Langley Way and Miller Close show that background noise levels in the daytime during the week were quite high largely due to noise generated from the existing industrial activities on the industrial estate and within the town. However, at the weekends, background noise levels were significantly lower during the day on Saturdays and Sundays and at night time.

5.9 Noise from ELV activities carried out within building A will have little impact on the closest dwellings as long as normal noise reduction measures are used such as
keeping the roller shutter doors closed. Noise levels from a mobile vehicle compactor have been measured on-site and these have been shown to be quite high particularly, as one would expect, during the act of compaction. Without mitigation, the Assessment concludes that noise impacts are likely to be adverse during weekdays and significantly adverse on Saturdays.

5.10 A second scenario was therefore modelled with the introduction of mitigation taking the form of an acoustic screen formed by metal containers stacked on top of each other sited along the northern boundary of the site (Z on the application plan) between where the mobile compactor will be sited (S on the application plan) and the houses to the north on Miller Close and Langley Way. With this in place, noise impacts are reduced to not noticeable during the week. However, adverse impacts will still remain on Saturdays mainly because existing background noise levels reduce over the weekends and so noise from the vehicle compactor would be more noticeable.

5.11 Originally, the applicant wanted the flexibility to be able to use the vehicle compactor on Saturday mornings as well as week days but in the light of the results of the Noise Assessment this has been removed from the application.

5.12 The total package of mitigation measures proposed in the Noise Assessment include:

- The implementation of an acoustic screen running parallel with the northern boundary which will shield the dwellings on Langley Way and Miler Close from noise generated by the mobile vehicle compactor when it is on site
- Keep doors closed during depollution of ELV’s
- Use of broadband reversing alarms on vehicles within the site
- Orientate the vehicle grab/compactor exhaust to face away from sensitive receptors to the north
- Minimise drop heights from ELV processes

DRAINAGE AND CONTAMINATION

5.13 No new buildings are proposed as part of the proposal which is a pure change of use application which simply adds a recycling activity to those which are already occurring on site. The site already has a foul and surface water drainage system which will be made use of.
RESIDENTIAL AMENITY

5.14 The business will operate within restrictive hours - processing will only take place during normal operational hours during the day Monday to Friday and on Saturday mornings as stated in the existing planning permission with the mobile vehicle compactor only being brought onto the site for use on weekdays. The proposal will not generate noise during the most sensitive times of the day ( in the evenings and at night ) and so the occupiers of the dwellings to the north will largely be unaffected by the proposal. Existing background noise levels during the day are already quite high largely due to the general industrial activity occurring within the industrial estate. All ELV activities will occur within building A with the exception of vehicle bailing which by its nature needs to take place outside. This is unlikely to be noticeable to residents to the north given the existing background noise levels and the noise mitigation proposed within the application and will only occur one day per month. There will be no activity from the ELV activities in the evenings or at night.

5.15 The Noise Impact Assessment has established that the proposed noise mitigation measures would provide adequate protection for residential amenity.

5.16 The processing activities on the site will not create issues of dust or smells. The details of the activities will controlled by the normal Environment Agency permitting process.

LIGHTING

5.17 The site has an existing lighting system which will be made use – no new lighting is proposed.
6.0 CONCLUSIONS

6.1 It is proposed to add recycling of end of life vehicles to the existing use of the site as an electrical products recycling facility (B2) which has already been consented and is in operation.

6.2 The site is in the Pytchley Lodge Road Industrial Estate. The site and surrounding area are industrial in nature and the proposed use will clearly fit in with the character of the area. Policy 13 of the Northamptonshire Minerals and Waste Local Plan 2017 identifies Kettering Pytchley Lodge (WL14) as an industrial area location for waste management uses. Waste management uses are acceptable in principle in these areas. The proposal therefore has the direct support of recently adopted development plan policy. As a recycling operation which will help to recycle vehicles in a sustainable manner, the proposal also has the support of relevant national planning policy.

6.3 The visual impact of the proposal will not harm the surrounding area. The proposal does not include plans to erect new buildings or extend or alter the existing ones. At most, about 100 vehicles at any one time may be awaiting processing and their carcasses will be stored outside before they have been processed but with a limited stacking height of no more than two vehicles. However this will have no greater visual impact than when trucks and trailers were stored on the site when it was used by Volvo. The mobile vehicle bailer will only be brought onto the site about once per month when enough carcasses are ready and will be removed when this part of the processing is finished. As a general industrial use on an industrial estate, the proposal will fit in with the existing character of the area.

6.4 Taking account of the operating hours, site layout and proposed mitigation measures, the resultant noise levels would comply with relevant standards and would provide adequate protection for residential amenity. The use will only operate during normal working hours Monday to Friday and on Saturday mornings with vehicle compaction only occurring during weekdays. There will be no ELV processing outside of these times.
6.5 There will be no dust or smells as a result of the proposal, the business will operate within restrictive hours and the proposed noise mitigation measures have been carefully designed to provide adequate protection for residential amenity.

6.6 We therefore commend the proposals to the Council.
Wee Environmental LTD,
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