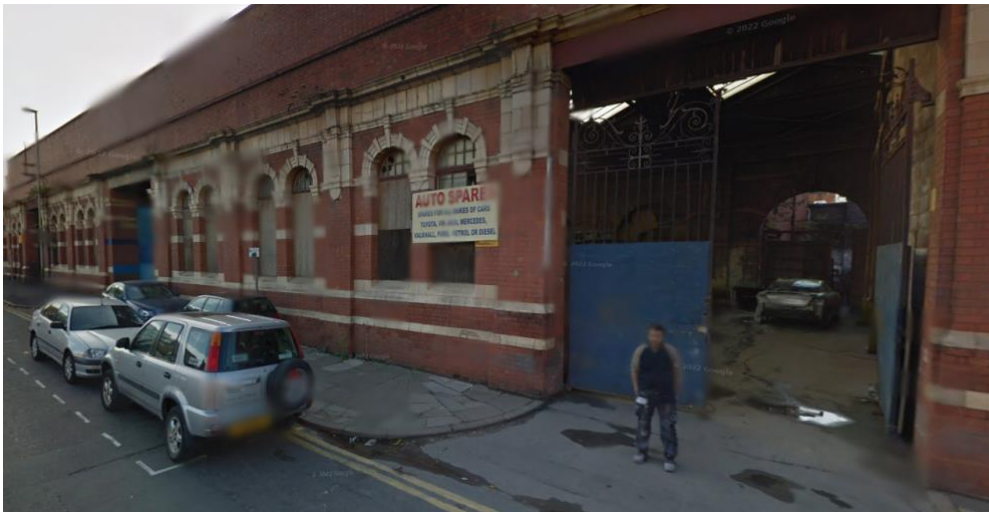


## **End of Life Vehicle Processing – Specific matters related to Leicester.**

End of Life (EoL) Vehicle Processing facilities have an important role within the waste hierarchy in Leicester. They are required to sustainably process the significant number of cars which reach the end of their lives each year in Leicester and its surrounding areas. However, these uses can also be problematic due to adverse impacts on the amenity of neighbouring uses and the wider environment, e.g., noise, visual impact, and the storage of hazardous materials and liquids.

The sites tend to be of poor quality and are often co-located with other similar uses on sites which the council would like to see regenerated.

This was and continues to be particularly problematic within the Waterside Regeneration Area and other former industrial regeneration areas as existing EoL vehicle processing facilities can prevent or delay sites coming forward for residential or other complementary uses. EoL vehicle processing facilities have tended to locate within these areas due to the cheaper rent when compared to the other industrial areas within the city. In Waterside, particularly regarding the Great Central Street scheme and the Keepmoat scheme, significant time was spent trying to find suitable alternative locations for these types of uses outside of these areas.



Example of previous EoL Vehicle processing uses at Great Central Street.



Example of previous EoL vehicle processing uses on Soar Lane (now Keepmoat).

On sites where the council hasn't been involved in the relocation of these uses, they have tended to move to areas where there are already clusters of existing 'end of life' uses. This makes it difficult to both find where they have relocated to and to ensure that the relocated use has the correct permission and facilities in place, particularly around decontamination and hazardous waste storage. Regarding the above, the draft policy in the plan is required to ensure that these relocated uses as well as other new EoL vehicle processing uses meet the requirements for this type of facility, and that the information required for monitoring these, and other waste uses are provided to the Council and can be included in its monitoring framework.

The policy will also be critical for potential enforcement cases where an EoL vehicle processing use is not in compliance with the requirements for this type of use, which has happened in the past. The Council has found it particularly difficult in the absence of a specific policy on EoL vehicle processing facilities to get such uses to retrospectively bring their facility into compliance.