RESUBMISSION

OF

PLANNING APPLICATION

BY

ALIBONE RECYCLING LIMITED

AT

THE RECYCLING CENTRE
GRENDON ROAD, EARLS BARTON
NORTHAMPTON

FOR

AN EXTENSION TO THE MRF BUILDING AND
INCREASE IN ANNUAL WASTE IMPORTS

PLANNING, DESIGN AND ACCESS STATEMENT
(INCLUDING FLOOD RISK ASSESSMENT)

January 2009
1. **THE PROPOSED DEVELOPMENT**

1.1. **Background**

This application is a resubmission of the previous proposal for an extension to the waste transfer and materials recycling building. The previous application, reference 08/00083/WAS, was withdrawn following an objection by the Highways Agency. DT Transport Planning has carried out further investigations, to demonstrate that the concerns of the Highways Agency can be overcome; these investigations are described in an additional report, which is attached as Appendix 3.

The opportunity of resubmitting this application is being taken to include details of a substation required to supply electricity to the site. Eon require the provision of a concrete base 4m by 4m on which a substation 3m by 3m by 2m will be placed. The substation will be enclosed in a steel structure for security reasons. Its siting is shown on Drawing GPP/ARL/EB/08/20.

The application site is being developed by Alibone Recycling, in accordance with planning permission 07/00027/WAS, for the operation of a waste transfer and materials recycling facility. The site is shown on Location Plan GPP/ARL/EB/07/01 and the approved layout is shown on Site Outline Plan GPP/ARL/EB/07/02. A copy of the planning permission is included in Appendix 1.

Since the planning permission for this development was granted, Alibone Recycling has reviewed the proposed operations of the site. As a consequence, the activities at the site need to be modified, to fit in with the company’s expansion plans. The company is intending to complete its move from the premises at Moulton by the end of this year.

1.2. **The Development**

The proposal for which planning permission is being sought comprises the extension of the Materials Recycling Facility and Transfer station by the addition of four 6m wide bays, together with an increase in waste inputs from 85,000 tonnes per annum (t.p.a.) to 150,000 t.p.a.

The infrastructure changes involved in the above proposals are shown on the proposed layout plan 0719-01C; the internal building layout is shown on plan 0719-02C and the revised elevations are shown on plan 0719-03C.

Inside the extended building there will be three principal processes.
• A bulking up area for dry recyclables (plastics, glass, metals, paper, card); to handle 20,000 t.p.a.; this replaces the permitted sorting operations, and seeks to increase the tonnage by 5,000 p.a.. The dry recyclables will be received from local authority collection rounds, in small quantities and bulked up in to 20 tonnes loads for transfer to a specialised sorting facility elsewhere in the county.

• Paper and card bulking up and baling, with internal storage for paper bales, and an external walled area for the card bales; this operation is already permitted, but this proposal seeks to increase the throughput from 65,000 t.p.a. to 100,000 t.p.a.

• Mixed waste (timber, aggregates, concrete, soils, stones, metals, plastics, paper and card) to sort and bulk up for onward movement off site. Any materials suitable for inclusion with dry recyclables will be added to the materials being removed off-site for sorting off-site and paper and card will be removed to add to the baling operation. An increase in the tonnage is sought, from 15,000 t.p.a. to 30,000 t.p.a.

Planning permission was granted for operations at the site
Monday – Friday 06:00 - 20:00
Saturdays 07:00 - 13:00
Sundays 08:00 - 13:00
Bank Holidays 08:00 – 13:00 (Except Christmas Day and Boxing Day)

For information the applicant includes final plans for the offices, which were previously approved. They remain of the same footprint and are over two floors as previously. The overall height remains the same, but a redesigned roof arrangement is included. Drawings 0829-01B and 0829-02B accompany this application.

2 PLANNING POLICY CONTEXT

A detailed assessment of the relevant planning policies was contained in the application for the main site development and is not repeated in this submission.

2.1 Northamptonshire Adopted Waste Local Plan

The relevant policy for the consideration of this proposal to expand the operations at the site is Policy 2 - The Location of Waste Development, which states that

Development of waste management facilities in Northamptonshire will be permitted in the following locations:

• those sites identified in the Plan and shown on the Proposals Map as existing Main Sites;
• sites that may come forward for the development of local waste facilities in accordance with Policy 4;
• sites within existing housing, industrial or commercial developments, or incorporated into
proposals for new housing, industrial or commercial developments, to serve those developments as neighbourhood facilities;
and provided that the proposed development accords with the other policies of the Plan.

The site at Earls Barton is listed in the Adopted Local Plan as a Main Site, therefore it complies with the principle of this policy. The original planning application demonstrated why development to provide a large building for Waste Transfer and Materials Recycling accorded with the other policies of the plan. The changes proposed in this application do not introduce issues of policy, but the additional impacts that will result from them are addressed in the next section.

2.2 Design criteria compliance

Compliance with the County Councils adopted policy on Design of new waste sites was clearly demonstrated in the application for the development now under construction. The same principles will apply to the extension of the building, therefore this information is not duplicated in this submission.

3. ASSESSMENT OF ENVIRONMENTAL EFFECTS BY TOPIC

3.1 Landscape and visual impacts.

A detailed assessment of the impacts of the construction of a large building was included in the original application for development at this site and is not repeated. The findings of that assessment have informed the layout of the site and the mitigation proposed for the original building will also be applied to the extended structure.

The Nene Valley generally represents a service corridor for large scale roads, substantial numbers of power lines, and occasional industrial and commercial developments, along with the historic and current large scale mineral related activities, all of which feature in close proximity to the application site. It is considered therefore that the application site is not inconsistent with its surroundings in terms of the nature of the activities, but would benefit from significant visual improvement in the form of the detailed landscaping scheme approved in connection with the original permission.

Although the proposed extension to the building will slightly increase its visibility from the north and south, the shape of the building and its proposed green roof will minimise the impact when seen from the north.

A lighting scheme was developed in association with the original application, and this will be
retained under this application. The External Lighting is to be Trac Laser 3 400w High Pressure Sodium Lamps mounted on 6 metre columns. In addition, three lighting poles inherited from the previous owner have been retained as follows:

1. two lamps adjacent to the site entrance gateway near the pumping station

2. in the southwest corner of the site

3. two lamps on a pole located approximately half way along the southern boundary.
3.2 Surface and groundwater

The site is not located on a Groundwater Protection Zone. A detailed drainage scheme for the site has been prepared and approved by the Environment Agency, in connection with the development of the first phase of the MRF; this scheme took into account the additional building area, and therefore no further scheme is now needed.

3.3 Flood Risk Assessment

A Flood Risk Assessment compliant with the requirements of PPS25 is included in Appendix 2.

3.4 Highway and traffic impacts

A detailed technical note on the highway and traffic impacts is included in Appendix 3. The traffic impact implications of the proposal have been the subject of discussions with the Highways Agency who have confirmed that additional off-site analysis and capacity assessments are not necessary. A copy of the emailed response from the Highways Agency is attached at Appendix A of the Technical Note.

Sustainable transport

Car movements will be minimised by the provision of a minibus for the movement of most of the employees, in accordance with the statement made in support of the proposal for the building under construction.

The sustainability of the site location was considered in detail in the Supporting Statement that accompanied the original application. Sites suitable for modern waste handling operations are few and far between. The reason for choosing this site is due solely to the lack of availability of suitable sites within Northampton, Wellingborough or Kettering. A statement on the search that was made was included in the previous planning application.

The nature of a waste site is such that it does not generate visits by the general public, for whom alternative transport should be available. Where traffic movements to the site can be predicted and controlled, such as the provision of a minibus for employees this should be sufficient to demonstrate the sustainability of the location.
4 CONCLUSIONS

It has been demonstrated by the previous grant of planning permission that the site for the Materials Recycling Facility is ideally situated to serve the needs of the communities of Northampton, Wellingborough, Kettering, and the rural districts in that area.

Increasing the throughput will support the Council’s stated need to increase the rate of recycling in the County, and divert increasing quantities of waste away from landfill. In addition the facility will support the requirement (drawn from the Landfill Directive) for commercial and industrial waste to be pre-treated before landfilling is permitted.

The site layout, building type and landscaping scheme will minimise the impact of the operation upon its surroundings, while facilitating the efficient operation of the site.
DESIGN AND ACCESS STATEMENT

Use of Site

Planning permission has been granted for the use of the site as a Waste Transfer and Materials Recycling Facility.

Amount

The proposal is to increase the throughput of the site from 85,000 tonnes per annum to 150,000 t.p.a.. It is proposed to extend the building by four bays, each 6m wide, creating an additional floor area of 960 m².

Layout

For the detailed site layout plan see drawing 0719-01C.

The arrangement of the site has been developed with a view to maximising both the efficiency and safety, and limiting the impacts upon the surrounding landscape and environment. The implementation of a one-way system will allow movements around the site to be carried out in a manner that will limit the number of crossing vehicle paths and the pedestrian/vehicle crossings. Careful attention has been paid to the siting of weighbridges within the site layout to ensure that no delays are caused in site operation by queuing delivery vehicles. Equally the internal layout is conducive to the efficient receipt, processing and despatch of materials.

Scale

The building extension is of the same height and width as the permitted building that is now under construction.

Landscaping

A comprehensive landscaping scheme has been approved by the County Council; it involves a bund of 2.5m height along the majority of the northern and eastern boundaries (the points from which principal views of the site are available) to be planted with trees. The existing tree planting around the remainder of the site boundary will be reinforced to further screen the site and structures. The roof of the waste reception building will also form a part of the landscaping, featuring as it does a
planted ‘green’ sedum based covering, with the intention of creating a visually green finish to the development.

The work will be carried out later this year, with planting completed by the end of March 2009.

**Appearance**

The building and site arrangement have been designed to create a minimal impact upon the surrounding countryside and receptors.

As previously detailed the roof of the principal site structure is to be covered with a living sedum roof, which reflects the green agricultural characteristics of the surroundings. The walls will be clad in dark materials to avoid excessive reflection and visual intrusion. Translucent material is to be used on the eastern and western faces under the gable ends to provide internal natural daylight. Low reflective materials will be used.

**Access**

The site has access on to the strategic highway network (A45) via a short stretch of Station Road. Visibility from the site onto the minor road, and then onto the A45 is excellent, with 15m radii kerbs on the access to the road from the site.

No access for members of the public to the site is to be provided, other than as a part of an organised educational visitor party, when tours would be conducted under the supervision of members of staff.

Provision has been made for 3 disabled access parking bays immediately adjacent to the site offices. However, as a consequence of the nature of activities on the site, namely the movements of heavy goods vehicles and the operation of processing machinery, it is not anticipated that the site would be suitable for access other than for those of full mobility.

Easy access is available between the principal car park and the site offices, and in terms of vehicular movement around the site a clockwise one way system will be imposed to reduce conflicts between vehicles and pedestrians using the site.
Appendix 1

Planning Permission 07/00027/WAS
Town and Country Planning Act 1990

PLANNING PERMISSION

Name and address of applicant
Albounce Recycling Limited
Sandy Hill Lane
Moulton
Northamptonshire
NN3 7JB

Name and address of agent (if any)
G P Planning Ltd
Mill House
Long Lane
East Haddon
Northamptonshire
NN6 8DU

Part I - Particulars of application

Date of Application
5th July 2007

Application No.
NCC – 07/00027/WAS
WBC – WP/2007/0443

Particulars and location of development

Materials Recycling Facility and Waste Transfer Station at the Recycling Centre, Grendon Road, Earls Barton, Northampton NN6 0RB in accordance with Drawing No. GPP/ARL/EB/07/01, GPP/ARL/EB/07/02, GPP/ARL/EB/07/03, 0719-01, 0719-02, 0719-03, 0719-04, Planning, Design and Access Statement, Flood Risk Assessment and Noise Assessment.

Part II - Particulars of decision:

The Northamptonshire County Council

Hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that permission has been granted for the carrying out of the development referred to in Part I hereof in accordance with the application and plans submitted subject to the following conditions:-

Time Limit

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Note: This permission only relates to planning permission and does not include consent under the Building Regulations for which separate permission may be required. The requirements of the Chronically Sick and Disabled Persons Act 1970, the Disability Discrimination Act 1995 and the Special Education Needs and Disability Act 2001 should also be adhered to wherever appropriate.
Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

**Scope of Permission**

2. The development hereby permitted shall not exceed an annual throughput of 85,000 tonnes per annum and the waste materials to be processed shall be confined to non-hazardous wastes in accordance with the submitted application.

Reason: To define the scope of the permission and in the interest of clarity.

**Hours of Working**

3. Except as may be otherwise approved in writing by the Waste Planning Authority the development and operations hereby permitted shall be restricted to between the hours of 06:00 and 20:00 on Monday to Fridays, 07:00 and 13:00 on Saturdays, and 08:00 and 13:00 on Sundays and Bank Holidays (other than Christmas Day and Boxing Day).

Reason: To ensure that working on site is carried out within reasonable hours so as to avoid disturbance to nearby residential properties and in accordance with Northamptonshire Waste Local Plan (2006) Policy 15.

**Floodlighting**

4. No permanent or temporary floodlighting shall be installed at the site, unless a scheme including details has been submitted to and approved in writing by the Waste Planning Authority.


**Landscaping**

5. Within 3 months of the date of this permission a comprehensive landscaping scheme shall be submitted to the Waste Planning Authority for its approval in writing. Details shall be provided of the location, numbers, types and species of trees and shrubs proposed to be planted and be in general accordance with the application material including plan reference 0719-01 and Section 4.5 and the Addendum to the "Planning, Design and Access Statement" by GP Planning Ltd and dated June 2007.

6. Planting shall take place in the first planting season following the approval of the scheme and be complete within 12 months of that date. All plants shall be appropriately maintained for a period of 5 years following planting and any plant which dies or becomes diseased within this period shall be replaced in the following planting season.

**Note:** This permission only relates to planning permission and does not include consent under the Building Regulations for which separate permission may be required. The requirements of the Chronically Sick and Disabled Persons Act 1970, the Disability Discrimination Act 1995 and the Special Education Needs and Disability Act 2001 should also be adhered to wherever appropriate.
Reason: To provide mitigation for visual effects and improve visual screening between the proposed development and surrounding properties and to enhance habitat and ecological connectivity (Northamptonshire Waste Local Plan (2006), Policy 7 and 15).

Monitoring

7. The operators of the site will at a minimum of 12 monthly intervals provide in writing, and upon request by, the Waste Planning Authority detailed information on the quantities and types of all waste materials brought onto the site for re-use, recovery and sent for. Such information will only be used in aggregated format as part of an Annual Monitoring Report produced by the Waste Planning Authority.

Reason: To be in keeping with the proximity principle, national waste policy and the imposition of the landfill regulations and future changes to the planning system and waste management system and to monitor the effect of the imposition of the directive regulations in accordance with Policy 17 of the Northamptonshire Waste Local Plan (2006).

8. The operating company shall keep records of the quantity of waste received by weight and its source and these records shall be provided to the Waste Planning Authority within seven days of written request. All such information supplied will be treated on a confidential basis.

Reason: To be in keeping with the proximity principle, national waste policy and the imposition of the landfill regulations and future changes to the planning system and waste management system and to monitor the effect of the imposition of the directive regulations in accordance with Policy 17 of the Northamptonshire Waste Local Plan (2006).

9. A copy of the terms of this permission, including all documents hereby permitted and any documents subsequently approved in accordance with this permission (or amendments approved pursuant to this permission) shall be displayed at the site office and shall be made known to any person given responsibility for the management or control of operations on the site.

Reason: To monitor the implementation of the conditions in accordance with Policy 17 of the Northamptonshire Waste Local Plan (2006).

Proximity Principle

10. All dry recyclable waste materials to be processed at the site shall originate from sources within a 20 mile radius of the site.

11. All skip waste materials to be processed at the site shall originate from sources within a 20 mile radius of the site.

12. All waste paper and card to be processed at the site shall originate from sources up to 50 miles radius of the site.

Note: This permission only relates to planning permission and does not include consent under the Building Regulations for which separate permission may be required. The requirements of the Chronically Sick and Disabled Persons Act 1970, the Disability Discrimination Act 1995 and the Special Education Needs and Disability Act 2001 should also be adhered to wherever appropriate.

Vehicle Sheeting/Mud on the Road

13. All waste transported to and from the site shall be securely sheeted to ensure that waste materials are not blown from vehicles and deposited on the public highway or surrounding land.

14. No mud or other debris should be deposited on the public highway.

Reason: In the interests of highway safety and local amenity in accordance with Policies 8 and 15 of the Northamptonshire Waste Local Plan (2006).

Drainage

15. Prior to the commencement of development, a scheme for the provision and implementation of surface water drainage shall be submitted to and agreed, in writing, by the Waste Planning Authority. The scheme shall include all principles of surface water drainage including the current drainage regime and a proposed drainage scheme to ensure the sustainable management of surface water and be constructed and completed before any part of the development is occupied.

Reason: To ensure a satisfactory method of surface water drainage and to prevent an increased risk of flooding in accordance with Policy 13 of the Northamptonshire Waste Local Plan (2006).

16. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Waste Planning Authority), a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved, in writing, by the Waste Planning Authority. That scheme shall include all of the following elements unless specifically excluded, in writing, by the Waste Planning Authority.

1. A desk study identifying:
   - all previous uses
   - potential contaminants associated with those uses
   - a conceptual model of the site indicating sources, pathways and receptors
   - potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for an assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and risk assessment (2) and a method statement based on those results giving full details of the remediation measures required and how they are to be undertaken.

4. A verification report on completion of the works set out in (3) confirming the

Note: This permission only relates to planning permission and does not include consent under the Building Regulations for which separate permission may be required. The requirements of the Chronically Sick and Disabled Persons Act 1970, the Disability Discrimination Act 1995 and the Special Education Needs and Disability Act 2001 should also be adhered to wherever appropriate.
remediation measures that have been undertaken in accordance with the method statement and setting out measures for maintenance, further monitoring and reporting. The scheme as approved in writing shall thereafter be implemented.

Reason: In order to ensure that measures are put in place to adequately address the possibility of contamination of the site and adjoining land, and in compliance with the advice contained within PPS23 Planning and Pollution Control (2004) and Policy 13 of the Northamptonshire Waste Local Plan.

**Construction Phase**

17. Prior to the commencement of the development, details of the hours of construction works shall be submitted to the Waste Planning Authority for agreement in writing. The construction works shall thereafter be controlled to the hours as agreed.


**Noise**

18. All mobile plant operating on the site shall be fitted with white noise audible reversing alarms.


**REASONS FOR APPROVAL**

The proposed development is to relocate an existing waste recycling business to a permitted waste facility which is already identified as a "Main Site" in the Northamptonshire Waste Local Plan (2006). The principle of its use is therefore established and it is considered to be acceptable and will not adversely impact upon the surrounding area and there are no significant environmental, amenity or highway safety issues which would justify the refusal of the application.

The proposed development is considered to be partly the relocation of a waste business already operating as a sub-regional facility however the new aspects of the business involving dry recyclable waste and skip waste is regarded as a local waste facility which is in line with the Development Plan in particular Northamptonshire Waste Local Plan (Adopted March 2006): Policy 1 (Principles for Waste Development); Policy 4 (Development of Local Waste Facilities); Policy 7 (Design); Policy 8 (Traffic and Access); Policy 15 (Local Amenity); Policy 17 (Waste Transfer, Recovery and Recycling).

Date: 14th October 2007

Signed: [Signature]

On behalf of the Chief Planning Officer

Note: This permission only relates to planning permission and does not include consent under the Building Regulations for which separate permission may be required. The requirements of the Chronically Sick and Disabled Persons Act 1970, the Disability Discrimination Act 1995 and the Special Education Needs and Disability Act 2001 should also be adhered to wherever appropriate.
Appendix 2

Flood Risk Assessment – Compliance with PPS25

1 Development description and location

Development type and location

The development comprises the construction of a building extension for use for waste transfer and recycling on the site of an aggregates recycling operation. A detailed description of the development and its location is included in the planning application submission, which contains a site location plan, site plan and proposed layout plans; this FRA should be read alongside these documents.

Flood vulnerability classification

In Table D2 of PPS25, waste treatment sites are classed as ‘Less Vulnerable’.

Compliance with the Local Development Documents

Compliance with policy on waste developments is set out in the Supporting Statement that accompanies the planning application, therefore the FRA should be read alongside this document.

Evidence that the Sequential Test or Exception Test has been applied in the selection of this site for this development type

There is no requirement to carry out the ‘Sequential Test’ as the site is in Zone 1, which is the Zone in which the Environment Agency encourages all development to take place.

There is no requirement to carry out an ‘Exception Test’; reference Table D3 of PPS25 shows that for the combination of the classification of the site use as ‘Less Vulnerable’ and its location in a Zone 1 area such a test is not needed.

2. Definition of the flood hazard

Identification of sources of flooding that could affect the site

The nearest waterbody to the site is the River Nene, which is 500m due south of the site. North of the river there is a large lake, created by the excavation of sand and gravel.
Rain water and ground water are also potential sources of flooding.

For each identified source a description of how flooding would occur with reference to any historic records wherever these are available.

Flooding of the site from the River Nene would only occur if a worse than a 1 in 1000 year rainfall event caused water levels to rise significantly more than they have ever done in the past. The previous landowner had not experienced any flooding from the river during his use of the site over the last 12 years and the current landowner has not experienced flooding since the recent purchase of the site.

The existing surface water disposal arrangements for the site, described below, have recently been designed and approved for the redevelopment of the site as a waste transfer and materials recycling facility. The design meets the very latest requirements of PPS 25 and was approved by the Environment Agency. The approved design is due to be constructed and completed by September 2008 and will therefore be in commissioned in advance of the proposed building extension.

No reports of flooding from elevated groundwater levels have been received.

Description of existing surface water drainage arrangements for the site

As stated above, the site is currently undergoing redevelopment. When complete, the site will consist of a large steel framed building with a concrete slab built up the perimeter of the site on three sides. On the southern side of the building, the slab extends 20m beyond the building and the remaining area extending to the southern boundary will be hardcore.

The building will have a sedum roof. However, for the purposes of the drainage design, this has been assumed as being impermeable. Rainwater falling on the roof and concrete slab is collected either by carrier drains or flows overland into a balancing pond/infiltration basin. Water falling onto the hardcore area will soak into the ground, with any surplus water discharging into the balancing pond/infiltration basin.

Surface water collecting in the balancing pond/infiltration basin will initially soak away. However, when the ground becomes saturated the water will build up in the pond and discharge into the River Nene via the existing surface water outfall. Flows are controlled to a discharge rate agreed with the Environment Agency by a vortex flow control. Surface water also passes through a total retention separator to control the risk of pollution.

3. Probability
Flood zone location

The site is situated in Flood Zone 1 which has an annual probability of flooding of less than 1 in 1000.

Strategic Flood Risk Assessment.

No Strategic Flood Risk Assessment has been carried out for this site as it is not part of an area that is at risk of flooding.

Probability of the site flooding

There is very little probability of the site flooding from elevated water levels in the river as it lies 5m above the height of the river to the south, and even the extreme extent of the flood plain (as shown on the Environment Agency’s web site) stops 50m to the south.

The new site drainage system has been designed to protect the site from flooding for rainfall events up to a 1 in 100 years. There is also an allowance of 20% added to the critical rainfall event to take account of climate change.

Existing rates and volumes of run-off generated by the site

The site drainage has been designed to discharge 41 l/s into the River Nene for rainfall events up to a 1 in 100 years plus an allowance of 20% for climate change. When an allowance has been made for surface water infiltration, the volume of water to be stored on site for the aforementioned event is 570 cubic metres. These parameters have been agreed with the Environment Agency.

4. Climate change

Affect on flood risk at the site by climate change.

The site is considered relatively well protected from the effects of climate change on river flooding because of its elevation above the flood plain. Furthermore, the drainage system has been designed to allow for the affects of climate change.

5. Detailed development proposals

Details of the development layout

The details of the proposals are shown on the plans included with the planning application; this FRA should be read alongside these documents. The proposed building extension will occupy an
impermeable area already designed to be accommodated into the existing drainage system. Therefore there will be no increase in run-off and no need to modify the existing drainage to take account of the extension.

Where appropriate, demonstrate how land-uses most sensitive to flood damage have been placed in areas within the site that are at least risk of flooding.

None of the site is at risk of any flooding from the river, therefore no consideration has been given in the site layout to this issue. The layout has been designed to minimize the impact on the landscape.

6. Flood risk management measures

Protection measures to manage flooding, including the potential impacts of climate change, over the development’s lifetime

The site will be protected from flooding by the existing balancing pond/infiltration basin drainage scheme. The effectiveness of the drainage will be maintained by routine inspection by the site owner.

7. Off-site impacts

Measures to ensure that the proposed development and the measures to protect the site from flooding do not increase flood risk elsewhere.

The proposed development will be protected from flooding by constructing the existing drainage system described above. This system is also designed to protect against the risk of flooding elsewhere.

Measure to prevent run-off from the completed development causing an impact elsewhere

The drainage system is designed to protect against the risk of flooding elsewhere.

8. Residual risks

Residual flood-related risks after implementation of the measures to protect the site from flooding

There will be no flood-related risks after the implementation of the measures set out above.

Management of residual risks over the lifetime of the development

The proposed drainage system will be maintained by the site owner to ensure that the system functions correctly.
Appendix 3

Transport Impact - Technical Note by DT Transport Planning
Alibone Recycling Ltd

Proposed Extension to MRF Facility
Grendon Road, Earls Barton, Northampton

Technical Note 2 – Transport Impact

January 2009
QUALITY CONTROL

### Project Details

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4.0 Summary and Conclusions

APPENDICES

A Response from Highways Agency confirming additional analysis is not necessary
1.0 Introduction

1.1 A waste transfer and materials recycling facility is currently under construction at a site off Grendon Road to the south of Earls Barton, Northamptonshire. The site has consent to handle 85,000 tonnes of waste per year, in accordance with planning permission 07/00027/WAS, and the company is intending to occupy the site by the end of 2008.

1.2 The site has access on to the main strategic highway network (A45) via a short stretch of Station Road. Visibility from the site on to the minor road, and then on to the A45 is excellent, with 15m radii kerbs at the site access junction. Consent has been obtained to widen the access track to 7.3 metres for the entire length of the route from the highway to the site.

1.3 Following receipt of planning consent, Alibone Recycling has undertaken a review of their requirements, and has determined that they would like to increase the capacity of the site at Grendon Road.

1.4 This Technical Note summarises the likely trip generation from the former use of the site, the consented development and the proposed extension, and discusses the likely traffic impact of the proposal.
2.0 **Trip Generation**

2.1 The site was formerly used for inert waste recycling and green waste composting. This involved importing significant volumes of aggregates and green waste. Neither of the planning permissions for these uses included a limit on the number of vehicle movements.

2.2 Inert waste recycling has been carried out at the site for the last decade, with the addition of green composting thus building up to a large scale facility in the last six years. Although no formal data is available for trip generation from the former uses, traffic data is available from weighbridge records obtained for Thursday August 9th 2007.

2.3 This data was collected during the working day, and is likely to represent the period from around 0700 – 1700 hours, although the exact time period is unknown.

2.4 On the day of the survey, 142 vehicles entered the site, comprising 67 HGVs, 61 vans and trucks, many with trailers, and 14 cars. This gives a 2-way trip rate of 284 vehicle trips per day. The survey was carried out during the main holiday period when activity is likely to drop off and the site was also being run down in advance of its sale to Alibone Recycling. It is therefore considered that this represents an underestimate of the trip generation associated with the site when it was fully operational. The previous operators of the site have advised us that there have been occasions when 180 – 200 vehicles accessed the site during one day, resulting in between 360 and 400 trips per day.

2.5 The site currently has planning consent to handle 85,000 tonnes of waste input per year, to arrive in a mix of 8 tonne and 25 tonne vehicles. It has been estimated that on average 50 loaded vehicles will enter the site each day, with a capacity of 8 tonnes, with a maximum of 75 vehicles per day. In addition, it is estimated that 15 loaded vehicles with a capacity of 25 tonnes will leave the site each day with a maximum of 25 vehicles. Table 1 summarises the trips forecast to be generated by the consented waste transfer station and materials recycling facility that currently has consent at the site.
2.6 The site has consent to operate for 18 hours per day, between 0600 – 2200 hours Monday to Friday, 0700 – 1300 on Saturdays and 0800 – 1300 on Sundays and Bank Holidays except for Christmas Day and Boxing Day.

2.7 The proposed extension to the site would involve increasing the quantity of waste input from 85,000 tonnes per annum to 150,000 tonnes per annum. This would increase the number of 8 tonne loaded arrivals at the site to 80 vehicles per day with a maximum of 120 vehicles. The number of 25 tonne loaded departures generated by the site would increase to an average of 105 vehicles, with a maximum of 160 vehicles per day. Table 2 summarises the total number of trips that are likely to be generated by the site with the proposed extension. It assumes that all 8 tonne vehicles depart the site empty, and that all 25 tonne lorries arrive at the site empty.

<table>
<thead>
<tr>
<th></th>
<th>Average</th>
<th>Maximum</th>
<th>Vehicle Capacity</th>
<th>2-Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arrivals</td>
<td>50</td>
<td>75</td>
<td>8 tonnes</td>
<td>100-150</td>
</tr>
<tr>
<td>Departures</td>
<td>15</td>
<td>25</td>
<td>25 tonnes</td>
<td>30-50</td>
</tr>
<tr>
<td>Total</td>
<td>65</td>
<td>100</td>
<td>-</td>
<td>130-200</td>
</tr>
</tbody>
</table>

Table 1 Forecast Daily Trip Generation from Consented Development

<table>
<thead>
<tr>
<th></th>
<th>Average</th>
<th>Maximum</th>
<th>Vehicle Capacity</th>
<th>2-Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arrivals</td>
<td>80</td>
<td>120</td>
<td>8 tonnes</td>
<td>160-240</td>
</tr>
<tr>
<td>Departures</td>
<td>25</td>
<td>40</td>
<td>25 tonnes</td>
<td>50-80</td>
</tr>
<tr>
<td>Total</td>
<td>105</td>
<td>160</td>
<td>-</td>
<td>210-320</td>
</tr>
</tbody>
</table>

Table 2 Forecast Daily Trip Generation from Consented and Proposed Development

2.8 The total number of staff trips associated with the site will not change as a result of the extension proposals. A minibus will be provided to transport employees to and from the site and it is therefore considered that the total number of staff car trips will be minimal.
3.0 Traffic Impact

3.1 Table 3 summarises the total number of trips generated by the site with the former use, the consented use and the proposed development, for both the average situation, and for the maximum daily movements.

<table>
<thead>
<tr>
<th></th>
<th>Average</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Former Use (from para 2.3)</td>
<td>284</td>
<td>400</td>
</tr>
<tr>
<td>Consent Use (from Table 1)</td>
<td>130</td>
<td>200</td>
</tr>
<tr>
<td>Proposed Use (from Table 2)</td>
<td>210</td>
<td>320</td>
</tr>
<tr>
<td>Change from former use</td>
<td>-74</td>
<td>-80</td>
</tr>
</tbody>
</table>

Table 3 Change in Daily Trips Generated by the Site

3.2 It can be seen that the forecast number of trips generated by the proposed development is lower than both the average and maximum level of trip generation associated with the former use of the site.

3.3 In 2007, White Young Green produced a Transport Assessment in support of their application to extend the Earls Barton Quarry. That Transport Assessment included an analysis of the proposal on the local road network. Their report summarised the results of the capacity analysis on the B573 Earls Barton Roundabout. The results are repeated below as Table 4 and show that the junction can operate well within its capacity in 2018, with no queuing or delay, with the Earls Barton Quarry extension.

<table>
<thead>
<tr>
<th>Year</th>
<th>Max RFC</th>
<th>Max Queue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007 (AM)</td>
<td>0.316</td>
<td>0.5</td>
</tr>
<tr>
<td>2007 (PM)</td>
<td>0.532</td>
<td>1.1</td>
</tr>
<tr>
<td>2018 (AM)</td>
<td>0.400</td>
<td>0.7</td>
</tr>
<tr>
<td>2018 (PM)</td>
<td>0.682</td>
<td>2.1</td>
</tr>
</tbody>
</table>

Table 4 B573 Earls Barton Roundabout capacity Assessment.

From White Young Green Transport Assessment
3.4 The traffic data for the White Young Green analysis was collected on 21 February 2007. This was at a time when the Grendon Road site was fully operational as a recycling centre and waste composting facility.

3.5 It can be seen from Table 3 above, that the former use of the Grendon Road site generated more vehicle trips than the proposed use at the site. In addition, the surveys undertaken to obtain data for the trip generation associated with the former use of the site were obtained at a time when the site was winding down pending the site’s sale to Alibone Recycling, and also during the holiday period when activity traditionally drops off. The trip generation at the site in February of 2007 is therefore likely to have been much higher than that that was observed in August 2007.

3.6 From the White Young Green analysis, we can see that the B573 roundabout junction can operate well within capacity with the extension to the quarry, and with the former use at the Grendon Road site. It therefore follows that the junction can also operate efficiently with the trip generation forecast from the proposed extension to the waste transfer and materials recycling facility. In fact the junction is likely to operate more efficiently than has been modelled, as the proposal generates fewer trips than the former use.

3.7 The White Young Green Transport Assessment states that observations ‘provided no evidence’ of queuing traffic at either the B573 Earls Barton roundabout or the A45 westbound off-slip/Station Road junction. There was also no sign of capacity problems or queues for merging traffic onto the A45 in both directions.

3.8 As the observations in 2007 were undertaken when the Grendon Road site was fully operational as a recycling centre and waste composting facility, it can be concluded that these parts of the highway network will not be adversely affected by the proposed extension to the waste transfer and materials recycling facility, which will generate fewer trips than the former use at the site.

3.9 The traffic impact implications of the proposal have been the subject of discussions with the Highways Agency who have confirmed that additional off-site analysis and capacity assessments are not necessary. A copy of the emailed response from the Highways Agency is attached at Appendix A of this Technical Note by way of confirmation.
4.0 Summary and Conclusions

4.1 It is proposed to increase the capacity of a waste transfer and materials recycling facility in Earls Barton, Northamptonshire. The proposals are predicted to result in a small increase in vehicular traffic in comparison with the consented scheme, but will generate fewer trips than the former use of the site.

4.2 Previous analyses undertaken by White Young Green in support of an application for an adjacent site have shown that the highway network can operate efficiently with the Grendon Road site fully operational with its former use, and with the extension to Earls Barton Quarry. The traffic data for the White Young Green analyses was collected in February 2007, at a time when trip generation rates associated with the former use of the Grendon Road site would have been considerably higher than was observed in August 2007. The analysis can therefore be considered to be robust.

4.3 It can therefore be concluded that additional trip generation associated with the proposed extension to the Grendon Road site can also be accommodated efficiently on the local road network. The Highways Agency has confirmed that further traffic assessments are unnecessary.
APPENDIX A
Hilary

Thank you for your letter of 19 December, which we have reviewed.

Although further supporting information would be desirable to accept your assumptions, I recognise that information is limited and therefore accept your letter of 19 December.

The Highways Agency accepts that an increase in tonnage to 150,000 tonnes/annum will not result in capacity issues at the nearby A45 junction. This has been demonstrated by the ARCADY assessment submitted by White Young Green to support an application at the nearby Earls Barton Quarry in 2007. This assessment used data collected in February 2007, when you state that the previous use of the site would have been in full operation, and which generated more traffic than the current proposals will.

In order to secure the interests of the HA I will direct that conditions along the following lines are placed on the application:

- The quantity of waste input to the site must not exceed 150,000 tonnes per annum
- The daily maximum two-way trip generation of the site must not exceed 320 movements in any 24 hour period.

Regards

Lisa

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GTN: 6189 8019

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A. Estimation of the type and quantity of waste anticipated to be produced at all stages of the development

Construction work on site will involve the following stages and waste arisings;

• Site preparation.

  This will have no waste generation as the site has previously been cleared in preparation for development.

• Excavation of services and building foundations.

  Little wastage will occur as the surface material is mostly hardcore from the previous use of the site. Any excavated stone will be retained for re-use for the completion of the yard. If there is excess material, it will be taken to the recycling facility at Pilot Road, Corby, which is run by a ‘sister’ company, where it will be processed for re-use as recycled aggregates. Clay will be retained on site for use in the construction of the screening bund.

• Access.

  The existing track provides a good sub-base for construction, therefore minimal excavation of material will be required to provide a surfaced road. Widening of the track will involve the stripping of soils, which will be utilised in the construction of the screening bund on the recycling site. Tarmac surfacing and concrete will be sourced from a nearby contractor; only sufficient volumes for the site will be ordered.

B. Identification of waste management targets (e.g. re-use, recovery, recycling and management of residual waste)

  100% of materials stripped in the construction process will either be reused on site or taken to the recycling site at Corby. Any materials discarded as waste during the construction process will be placed into skips for removal to the recycling site.

C. Identification of opportunities for site based waste minimisation and management, including practical measures to be implemented to ensure effective sorting, storage, re-use, recovery, recycling

  Site development is by a recycling company, therefore it is in its best interests to ensure that any surplus materials and waste are separated into dedicated skips e.g. timber, hardcore, paper/card/plastics, metals, for ease of recycling.
D. Off-site waste management methods to be employed, such as recovery and recycling measures and management of residual waste (including waste type and quantity, proposed transport method, distance and estimated number of trips, and identification of waste management sites and contractors used)

   All materials to be transported off site will taken to the recycling site at Corby.

E. Demonstrate how waste management measures identified form the most sustainable option

   Reuse of materials generated on site, and taking any materials excess to requirement or unsuitable for re-use to a recycling site constitutes best practice.

F. Demonstrate how the Principles for Development Related Waste Minimisation are to be addressed and opportunities for practical implementation. Including practical implementation of sustainable development, material resource efficiency and percentage (by value) of recycled products used

   The construction of a green roof building will make a significant contribution to the sustainable development of the site.

G. Identification of mitigation measures to reduce the impact of transportation of waste

   Local sourcing of the materials to be imported will minimise road miles.

H. Demonstrate how responsibilities under the Waste Duty of Care have been satisfied.

   The developer runs a waste recycling facility and skip hire business, therefore has the necessary authorisations and experience to minimise and manage the waste from the construction work at the site.