SUPPORTING PLANNING STATEMENT
(Revision A)

Application under s73 of the Town and Country Planning Act 1990 (as amended) on behalf of Enterprise Plc to vary the authorised hours of working of an existing waste transfer/recycling station located at 27 High March, Long March Industrial Estate, Daventry, NN11 4HB

26 July 2011

80 Deakins Mill Way
Deakins Park
Bolton
BL7 9YT

T: 01204 301129
M: 07971 330063
E: davidmillerassociates.org@gmail.com
W: www.davidmillerassociates.org
1. **INTRODUCTION**

1.1 This statement is written in support of an application under s73 of the Town and Country Planning Act 1990 (as amended) to vary the authorised hours of working at an existing waste transfer/recycling station located at 27 High March, Long March Industrial Estate, Daventry, NN11 4HB.

1.2 The freehold of the application site is owned by Daventry DC but it is operated by SITA UK (www.sita.co.uk) in partnership with Enterprise (www.enterprise.plc.uk). Enterprise holds a contract for providing waste collection services for both Daventry DC and Northampton BC, the detail of which is discussed below in sections 2 and 3.

2. **WHO ARE ENTERPRISE?**

2.1 This application is made on behalf of Enterprise Plc. Enterprise are the UK’s largest dedicated provider of maintenance and front-line services to the public sector and utility industry, employing over 13,000 people working from over 150 locations nationwide. The company delivers over 100 different services to more than 15 million people across the UK, which is 25% of the population.

2.2 Enterprise has over 40 years’ experience maintaining and improving the UK’s utility infrastructure on behalf of utility companies, including some 25 years’ experience working in partnership with the public sector to ensure that their front-line services are delivered to respond to local needs, while providing the best possible value.

2.3 Technology and innovation are an important part of Enterprise’s service delivery. By making sure that they are up to date and responding to new innovation they can guarantee the efficiency of their services whilst maximising carbon reduction opportunities and reducing environmental impact.

3. **ENTERPRISE IN NORTHAMPTONSHIRE**

3.1 Enterprise are delighted to announce that they have very recently signed a seven year Environmental Services contract with Daventry District Council and Northampton Borough Council to deliver a range of front line services across the two council areas.

3.2 The environmental services contract will provide services including:

- Residual waste, recyclable materials and food waste collections
- Street cleansing and Street Scene
- Parks, open spaces, allotments, cemeteries, public conveniences and grounds maintenance
3.3 The two authorities will share back office and management functionality, thus delivering efficiency gains whilst maintaining and improving front line service delivery. Enterprise commenced service delivery in June 2011 and has made plans with the councils to introduce a food waste collection service across the two areas later this year. Other new developments in the service have been agreed with both councils to ensure that the areas are maintained in a clean and community friendly manner for all to use. The new developments in the service include:

- Deep cleaning regimes in Northampton and Daventry town centres
- Assisted collections
- ‘Grot spot’ helpline
- Neighbourhood meetings
- New, efficient fleet of waste collection vehicles
- Improvements to parks and cemeteries

3.4 Enterprise recognises the fantastic opportunity it has in working with both of these councils and the practices that they are able to introduce in order to provide a truly resident-focused service, whilst also achieving efficiency gains for the councils. David Kennedy, Chief Executive of Northampton Borough Council, welcomed the signing of the contract, saying:

“Entering this partnership has allowed us to protect jobs and means that we can continue to deliver high quality services to local people. Enterprise has shown it is able to use economies of scale to reduce costs while still investing in these important front line services. This is a positive step and we are expecting to see changes that will make a real difference in our town.”

3.5 Ian Vincent, Managing Director and Officers’ Equalities Champion at Daventry District Council, said:

“This ground breaking partnership with Northampton Borough Council and Enterprise will enable us to make our environmental services more efficient while improving value for money for residents. Daventry District has a national reputation for innovative work in environmental services and, thanks to the efforts of residents, an excellent track record in recycling. This new contract will allow us to build further on these achievements.”
4. **PLANNING CONSIDERATIONS**

4.1 The balance of this statement will:

- Describe the site and surroundings
- Set out the relevant planning history
- Describe the application proposals
- Consider the relevant planning policy framework
- Set out the planning considerations

4.2 It will be shown that the application proposals are wholly reasonable and appropriate to allow the applicant to deliver an efficient service to its client local authorities, taking into account the development plan, the site’s location and the relevant planning history.

5. **SITE AND SURROUNDINGS**

5.1 The application site is located at unit 27 High March, within the established Long March Industrial Estate, which is approximately 2.4km (1.5 miles) to the SE of Daventry. The Long March Industrial Estate is a designated employment/business/industrial area in the adopted Daventry District Local Plan of June 1997, and contains a range of B1, B2, B8 and sui generis land uses of a nature one would reasonably expect to find in such a location.
5.2 The application site is approximately 0.5ha (1.3 acres) in area, roughly rectangular in configuration and comprises an administration building running some 50% of the site frontage to High March; a covered bailing machine; weighbridge and open hard standing for the parking of refuse and associated commercial vehicles; covered storage bays to the NW end of the site; and open storage bays along the rear boundary towards the southern corner of the site.

5.3 Views into the site from High March are limited due to the location of buildings on the site itself allied to the location and proximity of neighbouring commercial buildings. From the rear (the A425), the site is totally screened by substantial and mature planting.

5.4 A series of photographs of the existing site and surroundings is included with the application as a separate document for information and as a reference tool.

6. **PLANNING HISTORY**

6.1 The existing facility was established back in 1997 following the grant of planning permission by Northamptonshire County Council to Daventry DC (DA/97/42C dated 9 April 1997).

6.2 Since 1997, a number of further applications have been made, the last of which was DA/05/1008C, which sought the modification of condition number 3 (nature of material types to be stored) to DA/97/42C. In terms of the relevance of this history to the current application, it is application DA/05/1008C that is material given that this is the latest planning permission to have been granted.

7. **APPLICATION PROPOSALS**

7.1 Condition number 5 to planning permission DA/05/1008C controls the authorised hours of working as follows:

- **Site operations** – 0630-1800 Monday to Friday; 0700-1300 on Saturdays with no operations permitted on Sundays or Public Holidays
- **Use of depot** – 0630-1800 Monday to Friday; 0630-1230 on Saturdays; 0630-1230 on Sundays and Public Holidays

7.2 The reason given on the decision notice for condition 5 is as follows:

“To ensure that working on site is carried out within reasonable hours so as to avoid disturbance to adjacent properties” (NCSP Policy W3).

7.3 The Northamptonshire County Structure Plan (NCSP) 1996-2016 was adopted on 29 March 2001. Policy W3 was (it has since been deleted) a generic, county-wide policy
designed to look at the criteria for assessing new waste management facilities across Northamptonshire. The considerations at the time were as follows:

- The Best Practicable Environmental Option (the protection and conservation of the environment across land, air and water. The BPEO procedure establishes for a given set of objectives, the option that provides the most benefits or the least damage to the environment, as a whole, at acceptable cost, in the long term as well as in the short term)
- The waste hierarchy
- Regional self-sufficiency
- Local and regional requirements for the management and disposal of waste
- The waste planning policies and proposals of neighbouring areas
- The proximity principle
- Proximity to other development
- The impact on the environment, human health, natural resources, local amenity and traffic
- Where appropriate, the suitability of the restoration and aftercare proposals and the potential after-use of the site

In developing location-specific proposals consideration will need to be given to a number of detailed matters, in addition to the more strategic issues of the waste hierarchy, proximity principle and Best Practicable Environmental Option. These detailed matters will include:

- Transport, traffic and access issues
- Protection of surface and underground water
- Nature and archaeological conservation/historic environment
- Visual and other potential intrusions (noise, litter, dust, lighting etc.)
- Compatibility with adjacent development
- Duration of use and subsequent re-instatement
- Health and safety issues

The policy concludes by stating that these considerations should apply for all waste management facilities from bottle banks to that for energy recovery.

7.4 The current application seeks to secure variations to the authorised hours of working and to combine the site operational and use elements of the depot as follows:

- **Use of depot and site operations** – 0600-1800 Monday to Saturday; no requirement for Sundays; 0600-1800 on Public Holidays (but excluding Christmas Day, Boxing Day and New Year’s Day)
8. **PLANNING POLICY AND GUIDANCE**

8.1 **Introduction**

8.1.1 The current statutory development plan comprises the following:

- East Midlands Regional Spatial Strategy (2009)\(^1\)
- Northamptonshire County Structure Plan 1996-2016\(^2\)
- Daventry District Local Plan (1997)
- Northamptonshire Minerals and Waste Development Framework Location for Waste DPD (March 2011)
- Northamptonshire Minerals and Waste Development Framework Control and Management of Development DPD (June 2011)

\(^1\)Following the decision of the Court of Appeal issued on the 27 May 2011 not to support the challenge made by CALA Homes that the Government's intention to abolish RSS could not lawfully be taken into account in any way in relation to planning applications and appeals at least until such time as the Localism Bill becomes law, DCLG issued a statement on the same day stating that LPAs and planning inspectors can take the Coalition Government's intention to abolish Regional Strategies into consideration in deciding planning applications and appeals.

\(^2\)Only policy SDA1 now remains saved following the publication of the East Midlands Regional Spatial Strategy (2009) and this policy is not considered to be material to the application the subject of this statement.

9. **PLANNING CONSIDERATIONS**

9.1 **Introduction**

9.1.1 The principle of using the site as a waste transfer station/recycling centre and refuse vehicle depot is clearly established and not for consideration during the determination of the current application. Rather, it is the increased flexibility of the hours of working that are sought that is for direct consideration.

9.1.2 The component parts of the development plan that are considered to be relevant to the determination of the current application are:

- East Midlands Regional Plan (2009)
9.2 **East Midlands Regional Plan (EMRP) 2009**

9.2.1 Whilst much of the spatial strategy for minerals and waste in Northamptonshire is addressed in the above referenced Waste Development Framework DPDs, policy 38 of the EMRP can be a material consideration when determining applications for waste management matters in the county.

9.2.2 Paragraph 3.3.72 to the EMRP discusses the southern sub-area (Northamptonshire) and acknowledges that, over the next 20 years, the county is expected to see the greatest level of growth of all counties in the region. Inter alia, more sustainable waste management facilities are encouraged with well-planned recycling and recovery infrastructure incorporated within future development as an essential element of working towards more sustainable communities.

9.2.3 Within the text of policy 38 itself the southern sub-area should see a centralised pattern of waste management facilities based around the expanding urban centres.

9.2.4 In general terms, therefore, and whilst the current application site is already established, facilitating more flexible working as proposed would be consistent with the aim of maximising the outputs of waste management and recycling facilities in the urban area.

9.3 **Northamptonshire Minerals and Waste Development Framework Core Strategy DPD (May 2010)**

9.3.1 Paragraph 6.14 seeks to encourage significant integrated facilities and the majority of advanced treatment facilities being located within the central spine. Preliminary facilities that serve the central spine and its hinterlands, and which are compatible with or complementary to urban development, should also be provided within these areas. As an emerging sub-regional centre, and a secondary focus for growth in the county, **Daventry should also be a focus for advanced and preliminary treatment facilities.** As such, the application site, and providing the operational flexibility to facilitate its use and efficiency, would be consistent with this objective.

9.3.2 Paragraph 6.15 then talks about the central spine and the **sub-regional centre of Daventry**, with areas of general industrial use being favoured locations for integrated and advanced treatment facilities.
9.3.3 Policy CS14 addresses the impact of proposed minerals and waste development and stipulates various matters that must be demonstrated to have been addressed. These are discussed in section 9.7 of this statement.

9.4 Northamptonshire Minerals and Waste Development Framework Location for Waste DPD (March 2011)

9.4.1 Paragraph 2.4 sets out the relationship between this DPD and the Core Strategy and its function of allocating sites and identifying locations in line with the spatial strategy for waste management that will deliver the required waste management capacity to support growth within Northamptonshire throughout the plan period.

9.4.2 Paragraph 2.10 to the DPD states that, inter alia, recycling capacity for municipal, commercial and industrial waste will need to increase by 229,000 tonnes by 2026.

9.4.3 Paragraph 3.4 then discusses a number of issues pertaining to where waste management facilities should be located. The intensification of existing sites within urban areas is referenced, including sites within industrial estates.

9.4.4 Policy W3 then identifies Long March Industrial Estate as a general industrial location which is acceptable in principle for waste management uses.

9.5 Northamptonshire Minerals and Waste Development Framework Control and Management of Development DPD (June 2011)

9.5.1 This final DPD is designed to control and manage the impacts of individual mineral and waste development sites given that the Core Strategy looks at the wider strategic level.

9.5.2 Whilst the application site is already committed, reference to policy CMD12 (preventing land use conflict) is worth mentioning in that the site, whilst having been in situ since 1997, nonetheless remains a wholly acceptable location should the current application have sought to establish a new waste management facility as opposed to merely looking to revise its hours of operation.

9.6 PPS10 – Planning for Sustainable Waste Management

9.6.1 In considering planning applications for waste management facilities waste planning authorities should consider the likely impact on the local environment and on amenity. These considerations can also be matters for the pollution control authorities and there should be consistency between consents issued under the planning and pollution control regimes.

9.6.2 Given that the facility in question has operated for some 14 years, and in any event would be a suitable location for a new facility based upon the current waste development
planning framework, it is with regard to any increase in noise and vibration that is pertinent to the current application, a matter that is addressed at part j to Appendix E to PPS10.

9.6.3 Notwithstanding that the proposed changes to the current authorised hours of working are limited, pre-application consultation was nonetheless undertaken with both the minerals and waste planning authority and the environmental improvement team at Daventry DC. The response that has been received is such that they have no objection in principle to relaxing condition 5 of the existing planning permission.

9.7 Use and operation of the site by Enterprise

Introduction

9.7.1 The central thrust of the current suite of minerals and waste planning policy for Northamptonshire is, quite understandably, geared towards new development. However, whilst the principle of using the site as a waste transfer station/recycling centre and refuse vehicle depot is clearly established and is not for further consideration during the determination of the current application, the increase in operational flexibility that is sought does need to be assessed in so far as this has the potential to impact upon adjacent land uses.

9.7.2 As discussed in section 6, the site was first established back in 1997, some 14 years ago. Since then, SITA UK has become involved in managing the facility and, from June 2011, Enterprise joined them as a direct consequence of their ground breaking partnership with Daventry DC and Northampton BC.

9.7.3 Since the original grant of planning permission in 1997 (DA/97/42C dated 9 April 1997), a number of further applications have been approved, the last of which was DA/05/1008C, which sought the modification of condition number 3 (nature of material types to be stored) to DA/97/42C. In terms of the relevance of this history to the current application, it is application DA/05/1008C that is material given that this is the latest planning permission to have been granted.

9.7.4 In addition to these planning permissions, the acceptance, control and despatch of materials is also controlled in detail under the terms of a site licence from the Environment Agency under s37 of the Environmental Protection Act 1990. This is, as one would expect, pretty rigorous.

Existing authorised hours of working

9.7.5 Condition number 5 to the existing planning permission (DA/05/1008C) controls the authorised hours of working as follows:

- Use of depot – 0630-1800 Monday to Friday; 0630-1230 on Saturdays; Sundays and Public Holidays
• **Site operations** – 0630-1800 Monday to Friday; 0700-1300 on Saturdays with no operations permitted on Sundays or Public Holidays

The reason given on the decision notice for condition 5 is as follows:

“To ensure that working on site is carried out within reasonable hours so as to avoid disturbance to adjacent properties” (NCSP Policy W3).

**Proposed changes to the authorised hours of working**

9.7.6 The current application seeks to vary the authorised hours of working to the following:

• **Use of depot and site operations** – 0600-1800 Monday to Saturday; no requirement for Sundays; 0600-1800 on Public Holidays (but excluding Christmas Day, Boxing Day and New Year’s Day)

**Net changes to the authorised hours of working**

9.7.7 Monday to Friday (use of depot and site operations) – a proposed increase of 30 minutes in the am period each day such that the use of the depot and site operations can commence at 0600 as opposed to the currently authorised 0630.

9.7.8 Saturdays (use of depot) – a proposed increase of 30 minutes in the am period such that the vehicle storage area can be used from 0600 as opposed to the currently authorised 0630; and to 1800 in the pm period from the currently authorised 1230.

9.7.9 Saturdays (site operations) – a proposed increase of 60 minutes in the am period such that site operations can commence at 0600 as opposed to the currently authorised 0700; and to 1800 in the pm period from the currently authorised 1300.

9.7.10 Sundays (use of depot) – the currently authorised hours of working of 0630-1200 are no longer required.

9.7.11 Sundays (site operations) – not currently authorised and no changes are proposed to this.

9.7.12 Public Holidays (use of depot) – a proposed increase of 30 minutes in the am period each day such that the use of the depot can commence at 0600 as opposed to the currently authorised 0630; and to 1800 in the pm period from the currently authorised 1230.

9.7.13 Public Holidays (site operations) – the proposed introduction of working between 0600 and 1800 (excluding Christmas Day, Boxing Day and New Year’s Day).

**Operations – June 2011**

9.7.14 Turning now to current operational matters, the recent arrival of Enterprise as partner operator with SITA UK is the sole driver behind the requirement to secure variations to the authorised hours of working.
9.7.15 Since early June 2011, when Enterprise’s contract commenced, vehicular movements to and from the depot have been as follows:

<table>
<thead>
<tr>
<th>Date</th>
<th>24 hour clock - range of vehicle movements</th>
<th>Breach of current planning condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday 6</td>
<td>0753-1509</td>
<td>No</td>
</tr>
<tr>
<td>Tuesday 7</td>
<td>0748-1653</td>
<td>No</td>
</tr>
<tr>
<td>Thursday 9</td>
<td>0754-1706</td>
<td>No</td>
</tr>
<tr>
<td>Friday 10</td>
<td>0755-1719</td>
<td>No</td>
</tr>
<tr>
<td>Monday 13</td>
<td>0800-1644</td>
<td>No</td>
</tr>
<tr>
<td>Tuesday 14</td>
<td>0818-1657</td>
<td>No</td>
</tr>
<tr>
<td>Wednesday 15</td>
<td>0920-1755</td>
<td>No</td>
</tr>
<tr>
<td>Thursday 16</td>
<td>0859-1650</td>
<td>No</td>
</tr>
<tr>
<td>Friday 17</td>
<td>0756-1516</td>
<td>No</td>
</tr>
<tr>
<td>Saturday 18</td>
<td>0921-1606</td>
<td>Yes – anything beyond 1230</td>
</tr>
<tr>
<td>Monday 20</td>
<td>0905-1725</td>
<td>No</td>
</tr>
<tr>
<td>Tuesday 21</td>
<td>0910-1521</td>
<td>No</td>
</tr>
<tr>
<td>Wednesday 22</td>
<td>0920-1736</td>
<td>No</td>
</tr>
<tr>
<td>Thursday 23</td>
<td>0904-1636</td>
<td>No</td>
</tr>
<tr>
<td>Friday 24</td>
<td>0800-1514</td>
<td>No</td>
</tr>
<tr>
<td>Saturday 25</td>
<td>0937-1516</td>
<td>Yes – anything beyond 1230</td>
</tr>
<tr>
<td>Monday 27</td>
<td>0916-1614</td>
<td>No</td>
</tr>
<tr>
<td>Tuesday 28</td>
<td>0752-1629</td>
<td>No</td>
</tr>
<tr>
<td>Wednesday 29</td>
<td>0748-1724</td>
<td>No</td>
</tr>
<tr>
<td>Thursday 30</td>
<td>0806-1510</td>
<td>No</td>
</tr>
</tbody>
</table>

(Weighbridge report – June 2011)

As can be seen from the table, of the 20 vehicle movement days in June, there have been but two instances out with the authorised hours of working. These were not done intentionally and this application seeks to regularise the position.

**Enterprise requirements going forward**

9.7.16 The Enterprise contract with its two local authority partners is such that working practices will evolve from the current SITA operation over the next 12 months or so until such time as the operation reaches optimum efficiency. For this transition to be able to take place smoothly, and whilst it may well transpire over time that Enterprise do not necessarily need to work to the extremities of the proposed hours of working, it is nonetheless reasonably necessary to request such hours as have been set out at paragraph 9.7.5, both for the use of the depot itself and for waste management operations, then the business is able to operate with requisite flexibility.
Waste operations
9.7.17 The various forms of waste material received and handled by Enterprise include:

- Cans
- Plastics
- Card
- Paper
- Green waste
- Glass
- Daily residual waste

Segregation takes place on site using mechanised shovels and this is then bailed under cover and stored in the covered or uncovered bays (subject to material sensitivity to the elements) in readiness for onward transfer.

In terms of household collection rounds, the Enterprise fleet are targeted with completing 1300 dwelling units per day (excluding Sundays) over two collection runs of 650 units each. This collection figure is the principal reason for seeking an extension to the authorised hours of working, and makes provision for:

- The preparation of vehicles for daily collection rounds prior to, in between, and post daily collections
- Time capacity for processing the various materials on site for onward transfer

Impact of the proposed changes
9.7.18 As s73 (2) to the Town and County Planning Act 1990 (as amended) states, it is the question of the condition(s) that the local planning authority shall consider when determining applications to ‘vary’ them. In this particular case, then, the material question is one of whether seeking a different scope to the authorised hours of working remains reasonable and will it avoid disturbance to adjacent properties?

9.7.19 Policy CS14 to the Northamptonshire Minerals and Waste Development Framework Core Strategy DPD (May 2010) seeks to address the impact of proposed minerals and waste development. Paragraph 9.32 states that:

“All development wherever it is sited, and whether it is specifically allocated in the MWDF or comes forward through the development control process through the submission of a planning application, has some form of local impact. This has to be addressed before any development can be allowed to proceed. This will also apply to its operation.”

9.7.20 Policy CS14 has five strands to it, each of which is to be addressed with minerals and waste development proposals. Of these, the first four are considerations of land use principle, which would need to be applied to any new development before it was first
approved in any given location. Indeed, if a new waste transfer station were being proposed at the current application site, then it would be reasonable to demonstrate compliance. However, as the site is well established, has planning permission and the associated EA site licence, then it is not considered necessary to address them further as the land use is clearly an appropriate one.

9.7.21 The fifth strand, however, relates to amenity and looks to ensure that amenity is protected. As such, this consideration is clearly material to any application that has the potential to bring about changes in local amenity levels by, for example, introducing changes to hours of working.

9.7.22 Whilst amenity is a broadly applied term in land use planning parlance, and indeed it can be interpreted in numerous ways depending upon the situation, impact upon amenity in so far as it is relevant to the current proposal is considered to be avoiding disturbance to neighbouring land uses relative to the site’s location and the nature of the said neighbouring land uses.

Planning permission DA/05/1008C.

9.7.23 In addition to the hours of working condition, the current planning permission has attached to it other amenity conditions relating to noise control, dust management, litter control, pollution/waste control and site security. These controls are then reinforced by the EA site licence.

9.7.24 Whilst the current s73 application seeks to extend the hours of working it does not follow that such increases will give rise to negative impacts upon amenity. Merely assuming that this is the case is, in itself, unreasonable and presumptuous. In the absence of a scientific noise transmission related objection, which does not exist, then objections to the proposed changes would be based on perception and assumptions.

9.7.25 Looking in turn at what is proposed; the first change is that of requesting an increase of just 30 minutes in the am period (Monday to Friday) for the use of the depot and for site operations. Whilst being a modest change, this will nonetheless provide a much needed preparation window, particularly so for mobilising vehicles in readiness for their daily rounds of servicing 1300 homes.

9.7.26 Turning now to Saturday, it has been stated earlier in this statement that Saturdays are now a working day for many people and that inherent flexibility is required by numerous commercial and retail activities. Therefore, bringing Saturday into alignment with the proposed hours of operation for Monday to Friday will provide much needed flexibility to the Enterprise operation.

9.7.27 Sundays – the current application is prepared to relinquish the existing authorised hours of working for Sundays as they are not required. This is not to say, however, that operating the site on Sundays is inappropriate.
9.7.28 Public Holidays – a number of Public Holidays, as is the case with Saturdays, are now worked by many people (e.g. Bank Holiday Mondays). Again, with flexibility, efficiency and effective service delivery in mind, the application seeks to secure the same hours of work provision for some Public Holidays as is sought for Monday to Saturday. For the avoidance of doubt, however, this does not include Christmas Day, Boxing Day or New Year’s Day).

9.7.29 It has been demonstrated earlier in this statement that the location remains an appropriate one for a waste transfer station. Indeed, if an application were made now to establish one, it would be consistent with the adopted suite of minerals and waste planning policy. This view would also apply to the requisite EA site licence.

9.7.30 The application site sits within a very well established industrial estate surrounded by commercial land uses that, being grouped as they are, provide a physical and aesthetic barrier to the application site. To the rear, the site borders an A road and is screened by mature tree cover.

9.7.31 Appropriate controls are in place in the form of planning conditions and the EA site licence to regulate the use of the site in the public interest. Pre-application comment from the Environmental Improvement Team at Daventry DC supports this view. Indeed, the comment includes a statement such that the nearest residential properties, which are clearly a noise sensitive land use, are some 175m away and are shielded by other buildings.

9.7.32 The adopted policy rationale, when considering the sub-regional centre of Daventry, seeks to concentrate waste facilities in areas of general industrial use such as High March. Imposing unnecessary operating parameters on existing facilities, in such appropriate locations, would simply neither be reasonable or necessary and would, over time, necessitate the development of new facilities in locations that may not be readily available, suitable or indeed appropriate.

9.7.33 Given the location, therefore, which is most critical, allied to the planning history and the EA regulatory provisions currently in place, there is no planning requirement or indeed justification to consider Saturday and some Public Holiday working any differently than that of Monday to Friday.

9.7.34 Without prejudice to the applicant’s case, and in the event that for some reason there is concern that there might be a risk of a negative impact upon the amenity of neighbouring land uses, then it is requested that a “trial run” is considered in accordance with paragraph 111 to DCLG Circular 11/95, the detail of which would need to be discussed.
10. **SUMMARY AND CONCLUSIONS**

10.1 The site is located in what is a bespoke industrial estate and this type of location is explicitly referenced in the current suite of waste development plan policy as being appropriate and acceptable.

10.2 The site was established over 14 years ago and working practices generally have changed significantly since then with, for example, weekend working being common place in a number of sectors. Allied to this, Enterprise has signed an environmental services contract with Daventry District Council and Northampton Borough Council to provide a range of front line services across the two council areas, delivering efficiency gains whilst maintaining and improving front line service delivery. The changes that are required will allow Enterprise the necessary flexibility they reasonably require to operate the site efficiently and to provide the appropriate level of service rightly expected by their client local authorities, residents and other customers.

10.3 Enterprise recognises the fantastic opportunity it has in working with both of these councils and the practices that they are able to introduce in order to provide a truly resident focused service, whilst also achieving efficiency gains. This approach is fully endorsed by both of its partner local authorities as has been set out earlier in this statement.

10.4 The changes in hours of working that are sought are not significantly different from the current authorised hours. Rather, all that is proposed is a realignment of the existing position to reflect current working practices (e.g. Saturday afternoons and some Public Holidays now being a full working day for many companies, which may not have been the case back in 1997). The existing provision for Sunday operations is no longer required.

10.5 There is no tangible planning requirement to consider the use of the site in a different light when looking at Saturday or Public Holiday working v Monday to Friday working given the location, neighbouring uses, existing planning/EA conditions governing noise control, dust management, litter control, pollution/waste control and site security. This view is reinforced by the pre-application comment from the Environmental Improvement Team at Daventry DC such that:

“The application is for a change of hours and not a change of use of the yard. The yard is already an established use and operated under a permit from the Environment Agency. The nearest residential property is approximately 175 meters away from the premises and is shielded by other buildings. The Environmental Improvement Team has no objection in principal to relaxing condition 5 of this planning permission. This is without prejudice to any formal comments given on the application from this department and is also without prejudice to any consultation response which may come from Daventry District Council as a consultee on the application.”
10.6 It is therefore concluded that the application proposals are wholly appropriate and constitute an acceptable form of development.
PHOTOGRAPHS OF THE EXISTING SITE AND SURROUNDINGS

Application under s73 of the Town and Country Planning Act 1990 (as amended) on behalf of Enterprise Plc to vary the authorised hours of working of an existing waste transfer/recycling station located at 27 High March, Long March Industrial Estate, Daventry, NN11 4HB

July 2011
1. **INTRODUCTION**

1.1 This document provides a photographic record of the site and its immediate surroundings as it currently exists. It should be viewed and considered alongside the submitted application and planning statement.

Photograph 1 – Enterprise working in partnership with Daventry DC and Northampton BC

Photograph 2 – site entrance
Photograph 3 – view from the site entrance to the north west

Photograph 4 – view from the site entrance to the south east
Photograph 5 – view from the site entrance to the north

Photograph 6 – view from the site entrance to the north east
Photograph 7 – view to the rear site boundary from the north west

Photograph 8 – internal vehicle hard standing area looking west
Photograph 9 – internal vehicle hard standing area looking south west

Photograph 10 – internal vehicle hard standing area looking south
Photograph 11 – enclosed storage bays containing recycled material

Photograph 12 – open storage bays with containment fencing