

Former Volvo Truck Centre,  
Pytchley Lodge Road Industrial Estate

Kettering

Planning, Design &  
Access Statement

*p.p.s.*

Phillips Planning Services Ltd.  
Town Planning & Development Consultants

Proposed change of use from truck sales and  
service centre to recycling of electrical products

October 2014

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## 1.0 INTRODUCTION

- 1.1 The following planning, design and access statement has been prepared in support of an application for the proposed change of use from truck sales and service centre to an electrical products recycling facility (B2) at the Former Volvo Truck Centre, Pytchley Lodge Road Industrial Estate, Kettering.
- 1.2 The site is not owned by the applicants, WEEE Environmental, but they intend to lease it subject to obtaining planning approval.
- 1.3 The site is currently vacant, having last been used by Volvo Trucks as a sales and service centre. Although the use proposed can be considered to fall within Use Class B2 General Industrial, the previous use appears to have had elements of B2 uses within it such as the workshops and paint spray booths, and the site is located within a general industrial estate, it is not clear from the planning history if the Volvo Truck Centre was approved as a B2 use – it also had elements of retail activities which means the site may be lawful as a sui generis use.

### **Description of Operation**

- 1.4 WEEE Environmental currently operate a recycling facility in Wellingborough, Northamptonshire, which processes commercial and domestic electrical and electronic equipment including household appliances, IT equipment, refrigeration and lighting. WEEE have contracts with companies that manufacture electrical products as well as supermarket chains to process their old refrigeration units.
- 1.5 Products are delivered to the site on articulated vehicles, and immediately weighed and recorded. The larger items are manually stripped down and sorted into different components for storage. Typically these would be plastics, glass, metals, cables/wires, piping, cardboard and other packaging waste. Any hazardous components are removed, such as mercury contained in fluorescent tubes, and stored separately.
- 1.6 Machinery utilised as part of their existing operation includes saws to cut down large refrigerator radiators, the aluminium will then go through a compactor and baler. Lengths of copper piping are also cut down into smaller pieces for the purposes of

storage and transportation. All of these activities take place within the processing building on the site.

- 1.7 The component products and materials are stored on site before being sold and transported to specialist processors who reclaim the various parts to be re-manufactured. Currently 99% of the products received by WEEE are recycled, with only 1% going to landfill.
- 1.8 The company are required to vacate their existing site in Wellingborough when their lease expires in 2014, and have subsequently submitted a change of use application for a currently vacant site within the Pytchley Lodge Road Industrial Estate, Kettering. This is a large site which consists of two industrial type buildings and would provide sufficient space for their external storage requirements. The applicants existing operation at Wellingborough employs 15 full-time staff, all relatively unskilled but within the 18 – 24 year old demographic. The relocation to Kettering will ensure that these jobs are retained. The site would be controlled by three managers holding WAMITAB 4TMH (Treatment of Hazardous Waste).
- 1.9 A large portion of the products delivered to the site will be redundant refrigeration units from the main supermarket chains. Due to the nature of refitting supermarkets, these need to be capable of being delivered to the site at any time of the day or night – on occasions this may require products to be delivered to the site during the night or the early hours of the morning. This is likely to occur during the months of April to October when the majority of supermarket refits occur. However, the products will simply be delivered to the site and left there – processing will only occur during normal operational hours 7.00am to 6.00pm, Monday – Friday and 7.00am to 2.00pm on Saturdays.
- 1.10 The existing operation at Wellingborough generates a maximum of 20 heavy goods vehicle loads per day during operational hours in the summer and autumn, and 12 per day in the winter and spring. They also receive a maximum of three overnight deliveries on weekends during the Summer/Autumn but none during the Winter or Spring. The level of deliveries described above will remain largely unaltered by the re-location.
- 1.11 Details of how the use will be organised on the site are shown on the application plan attached with the application. The main access will be used at the western end of the

site from Pytchley Lodge Road. The small building beside this access will be used as a security/reception office. The first of the large buildings B will be used for storage of products already processed or to be refurbished. Area P will be used for general parking of vehicles. The smaller building N will be used for general storage. The large building A is where the main recycling operations will occur while the area S immediately to the east of it will be used for storing products awaiting processing. A noise attenuation barrier is to be constructed at Z comprised of four 8ft x 40ft containers ( two containers high and two containers wide ) – this is to protect the residential area to the north on the opposite side of the railway line. A weighbridge is to be installed to allow vehicles entering and leaving the site with products to be weighed.



**Indicative catchment area**

- 1.12 The proposal is likely to process in the region of 15,000 tonnes of products per year and these 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 to be processed.
- 1.13 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 Design & Access Statement

7.0 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 will be ideal for the applicant's business operations and will not require any extensions or alterations. There is also a small office building on the east of the site which the site owners are looking to let out to different tenants.



*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.



***Northern Boundary***

2.4. There site is accessed from Pytchley Lodge Road at the southwest corner of the site.



***Existing access from Pytchley Lodge Road***

## 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

KET/1980/0432	Extensions to existing industrial premises
	APPROVED: 14/04/1980
KET/1980/0621	Erection of vehicle testing station forming extension to existing store
	APPROVED: 21/05/1980
KET/1987/0372	Erection of workshop
	APPROVED: 22/05/1987
KET/1988/1109	Toilet Block
	APPROVED: 26/10/1988
KET/1988/1160	Shower and toilet facility
	APPROVED: 10/11/1988
KET/1988/1164	Sales office building
	APPROVED: 19/12/1988
KET/2000/0360	Three bay extension to existing four bay steel framed building to accommodate spray paint facilities
	APPROVED: 04/07/2000

## 4.0 PLANNING POLICY

### NATIONAL 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.

### NATIONAL PLANNING POLICY FOR WASTE 2014

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- 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 principle<sup>2</sup>
  - 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

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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)

## LOCAL PLANNING POLICY

- 4.11. The Northamptonshire Minerals and Waste Local Plan was adopted on the 1<sup>st</sup> October 2014. This superseded all previous mineral and waste plans with the exception of the Development and Implementation Principles SPD 2011.

4.12. **Policy 11: 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:

Hierarchy Level	Management Method	Indicative Capacity Requirement (million tonnes per annum)	
		2021	2031
<b>Preparing for re-use and recycling</b>	Recycling (non-inert)	0.26	0.28
	Composting and Anaerobic Digestion	0.17	0.19
	Inert Recycling	0.74	0.74
	Hazardous Recycling	0.02	0.02
<b>Other recovery</b>	Advanced Treatment	0.86	0.92
	Hazardous Treatment	0.01	0.01
	Inert Fill or Recovery	0.16	0.16

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.

4.13. **Policy 12: Spatial strategy for waste management**

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.

4.14. **Policy 13: 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).

#### 4.15. **Policy 16: 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

4.16. **Policy 22: 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.

4.17. **Policy 23: 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.

**4.18. Policy 25: 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.

**4.19. Policy 27: 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.

**4.20. Policy 29: 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.

**4.21. 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 proposed use is an electrical products recycling centre. 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 present use of the site is 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 16 of the Northamptonshire Minerals And Waste Local Plan 2014 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 11 of the Northamptonshire Minerals And Waste Local Plan 2014 indicates the extent to which the County's waste management capacity needs to increase in the

period up to 2026. The current proposal will ensure that WEEE's current contribution towards this target will continue.

- 5.6 There is strong policy support at both national and local level to encourage the types of recycling activities proposed. 99% of products delivered to the site will be recycled and put to beneficial use – only 1% of products received at the site are likely to be deposited to landfill.
- 5.7 The relocation of the site to Kettering will protect the existing jobs at the Wellingborough site which currently employs 15 unskilled workers within the 18-24 age range, and three managers.

## VISUAL IMPACT

- 5.8 The proposal does not include plans to erect new buildings or extend or alter the existing ones. The outside bodies of refrigeration units will be stored outside once they have been processed. 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 and the northern boundary is partly screened by trees. As a general industrial use on an industrial estate, the proposal will fit in with the existing character of the area.

## NOISE IMPACT

- 5.9 Noise and Vibration Consultants Ltd were commissioned to undertake a Noise Impact Assessment for the proposal. Survey of existing noise levels within the residential areas to the north on Langley Way and Miler Close showed 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.

5.10 Processing operations will only occur on the site during the day Mondays to Fridays and in the mornings on Saturdays. There will be no processing during the evenings or at night time – the only potential noise impacts at night would be when supermarket refrigeration units are delivered to the site from supermarket refits from April to October. The assessment found that the highest weekday daytime noise levels resulting from the proposal are unlikely to create significant impacts on people living nearby. However, noise impacts on Saturday mornings from the operation of the business and at night time when deliveries may rarely occur are likely to be more significant without noise mitigation measures being introduced. With the implementation of noise control measures, the Noise Assessment concludes that noise impacts would be reduced to acceptable levels at the nearest residential receptors.

5.11 The mitigation measures 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 particularly when refrigeration units are being delivered
- Requirements that the processing of all recyclables is to take place within a building
- No processing is to take place during the night
- The provision of HGV turning circles to minimise the use of reversing alarms
- A range of site management procedures to minimise the noise impacts of the proposal.

5.12 Noise and Vibration Consultants Ltd concluded that 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. With the mitigation proposed, noise generated by general day time activities associated with the proposal will be below general background noise levels. Deliveries at night will only occur rarely but with the mitigation proposed, will be below levels likely to cause sleep disturbance for people living in the dwellings on Langley Way and Miler Close.

## DRAINAGE AND CONTAMINATION

5.13 No new buildings are proposed as part of the proposal which is a pure change of use application. The site already has a foul and surface water drainage system which will be made use of. The only part of the site where alterations are proposed to the surface water drainage system is the area where products to be processed are to be stored (area S). An interceptor tank is to be installed into the existing system to ensure that rainwater running off from this area is cleaned before discharging into the wider surface water drainage system. New kerbs are also to be installed to ensure that the runoff from this area drains into the interceptor. These details have been introduced at the request of the Environment Agency and are shown on drawing number PDL1.

## 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. 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. There will be occasional deliveries during the night from April to October but the goods will simply be dropped off on the site – no processing will commence until the following working day. This will be no different to broken down lorries being recovered to the site at night time when the site was previously used by Volvo as a truck repair and servicing centre.

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.

## LIGHTING

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

## 6.0 DESIGN & ACCESS STATEMENT

6.1 In accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2010 a Design and Access Statement must accompany planning applications of this nature. Many of the points have already been covered in the preceding sections and therefore this element will seek to summarise those findings in the format advocated by the CABE best practice guidance:

### USE

6.2 The site will be used as an electrical products recycling facility (B2)

### AMOUNT

6.3 The proposal will utilise the existing buildings on the site. There are no plans to alter or extend them or develop any new buildings.

### LAYOUT

6.4 No new buildings are proposed.

### SCALE

6.5 No new buildings are proposed.

### LANDSCAPING

6.6 No additional landscaping is proposed.

### APPEARANCE

6.7 The proposal is for an industrial use (B2) in an industrial estate and it will fit in with the character of the area.

## ACCESS

6.8 The site is accessed from Pytchley Lodge Road in the northwest corner of the site. This is an existing access which was used by large delivery vehicles during its previous use as a Truck Sales and Servicing Centre. There are no issues with highway safety or visibility.

6.9 Under the proposal, when delivery vehicles arrive they will stop for weighing at the weighbridge which is located near to the entrance at the southern edge of the site. They will then drive up to the unloading area at the eastern part of the site. The delivery vehicle will then be weighed once more at the weighbridge before exiting the site.

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## SUMMARY

6.10 The more in depth policy justification and further in-depth evaluation is included in the main body of the report, however all aspects of the scheme are considered acceptable.

## 7.0 CONCLUSIONS

- 7.1 It is proposed to change the use of the site from a truck sales and service centre to an electrical products recycling facility (B2)
- 7.2 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 16 of the Northamptonshire Minerals and Waste Local Plan 2014 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 facility the proposal also has the support of relevant national planning policy.
- 7.3 The relocation of the site to Kettering will protect the existing jobs at the Wellingborough site which currently employs 15 unskilled workers within the 18-24 age range, and three managers. It will bring a site back into use which is currently vacant.
- 7.4 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. The outside carcasses of refrigeration units will be stored outside before they have been processed. However this will have no greater visual impact than when trucks and trailers were stored on the site when it was used by Volvo. As a general industrial use on an industrial estate, the proposal will fit in with the existing character of the area.
- 7.5 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. On limited occasions, vehicles will have to visit the site overnight to deliver products to be processed but this will be no different to when HGV's were recovered to the site when it was in use as a truck repair and service centre by Volvo.

7.6 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.

7.7 We therefore commend the proposals to the Council.

Former Volvo Truck Centre,  
Pytchley Lodge Road Industrial  
Estate, Kettering

