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APPENDIX A – CONSULTATION MATERIAL
1.0 INTRODUCTION

1.1 Background

Daventry District Council (DDC) is entering into a new Environmental Services contract which will commence operation in June 2018. The new waste operator will be a joint venture titled ‘Daventry Norse’. Norse are the provider of several waste collection/processing contracts in the UK.

As part of this new contract, the existing Waste Transfer Station (WTS) and yard at High March, Daventry will be redeveloped to provide a new purpose built facility to modern standards.

2.0 SITE AND EXISTING BUILDINGS

2.1 Site History

The proposed site is currently in use by Daventry District Council as a Waste Transfer Station.

A search of Daventry District Council’s online planning application register record the following planning history of the site.

- DA/2012/0939 NMA to previous application 11/00044/WAS
- DA/2011/0932 NMA to Condition 5 of previous application 11/00044/WAS
- DA/2005/1008 Modification of Condition 3 of DA/97/42C

A search for applications 11/00044/WAS and DA/97/42C returned no results.

2.2 Site Location

The High March Industrial Estate is to the south east of Daventry approximately 1.5KM from the town centre. The Industrial estate is occupied by a number of large industrial and storage buildings and a range of businesses. Access to the estate is from the A45 London Road to the south or A425 to the north.
2.3 Context

The site is surrounded by a range of large span industrial and storage buildings which appear to have been constructed independently over a period of time. Typically these buildings are constructed with facing brickwork at low level with a mixture of profiled fibre cement and metal cladding and roof finishes. Other than the type of material used there is very little commonality between the buildings.

Plots are separated by large areas of hardstanding used for parking and manoeuvring for large vehicles creating a low density development.

The High March carriageway is wide with footpaths and large grass verges to each side. Consequently most of the buildings are set back some distance from the road. A small number of trees have been planted in the grass verges on what appears to be an ad-hoc basis.

2.4 Description and Use

The existing site is occupied and in use as a Waste Transfer Station by Daventry District Council.

Much of the site is covered with hardstanding and is used for open stage of various waste streams and parking for a range of vehicles including light vans, cars and refuse vehicles. A large proportion of the hardstanding is given over to manoeuvring space for large articulated vehicles and small items of mobile plant.

Two industrial storage buildings are currently on the site both are open fronted and are in use as a large waste store / transfer facility, and fuel storage area respectively. Both buildings are constructed with a steel frame and are clad with dark green profiled metal sheeting.

A weighbridge is located in the centre of the site which is operated from a single storey brick built building located along the High March boundary.

Access to the site is gated and via a large junction from High March which has been designed to accommodate large articulated vehicles. A separate pedestrian access is provided from the High March footpath onto the site.

Boundaries are formed with green palisade fencing which has been fitted in some areas with tall netting to avoid waste being carried off the site by the wind. To the South West are a large number of tall trees which form a planted boundary between the site and the adjacent A425 road. A small area of planting and trees is provided around the site entrance.
3.0 ENGAGEMENT

The design team and applicant have consulted the following stakeholders during the development of this application:

Local Neighbours
A letter with information on the proposed application was sent by the applicant (Daventry District Council) to local neighbours explaining the proposed development and giving the opportunity to make comments. Information was sent on the 7th August and the consultation was closed on the 14th September. Two responses were received which made the following comments:

’My comment would be to aim to start work sooner than June 18. We have lived with this issue for years, I have worked within 400 metres of the location for 6 years and it really has been a major problem that I believe was going on long before this’

’good idea.thanks’

Copies of the information sent for consultation is included within appendix A

District and County Council Officers
Pre-application advice has been sought from the following officers:

- Helen Marsden – Northamptonshire County Council Planning Officer
- Michael Jephcott - Northamptonshire County Council Environmental Health Officer
- Pankit Shah - Northamptonshire County Council Surface Water Assessment Team (LLFA)
- Verity Chilver – KierWSP - Northamptonshire County Council Highways
4.0 DESIGN

4.1 Use

The site is currently used by Daventry District Council as a Waste Transfer Station, it is located in an industrial estate surrounded by large industrial and storage buildings.

This application does not propose to change the use of the site, given that the use will not change the proposed application can be regarded as being identical in this regard.

Care has been taken during the design of the facility and detailing of the proposed buildings to avoid the transmission of odour, wind-blown waste and contamination to surrounding areas. Further detail is provided in the relevant sections of this document.

An overview of the proposed function of each of the proposed buildings is provided below:

4.1.1 Waste Transfer Building

The following activities will take place in the Waste Transfer Building:

- Local refuse collection vehicles reverse into the building via doors 1 and 3, waste is unloaded into one of two holding areas, dependent on whether the waste is recyclable or non-recyclable. Refuse vehicle leaves the building, forwards.
- Large articulate vehicles reverses into the building via door 2.
- Small mobile plant fitted with front load shovels pick up the waste and load it into the articulated vehicle.
- Articulated vehicle leaves the building, forwards.

4.1.2 Vehicle Workshop

The vehicle workshop will be used to maintain and service refuse vehicles, it will be capable of accommodating two vehicles at a time. The building will also include an area of stores and machines as well as basic staff changing facilities and WCs. A number of external stores will accommodate hazardous waste materials.

4.1.3 Weighbridge Office

The weighbridge office will be used for the administration of the weighbridge. This will be a prefabricated building.

4.2 Scale

The surrounding context is characterised by low density, large footprint industrial buildings, the proposed buildings will respond to this approach ensuring that suitable separation is provided between the proposed buildings and existing neighbouring buildings. Large grass verges line the existing High March roadway, the positioning the new buildings on the site will respect these wide verges.

4.3 Amount

As described the two proposed buildings are:

- A new, modern Waste Transfer Building
- A Vehicle Workshop capable of accommodating two refuse vehicles.

The Waste Transfer Building proposed floor area is 1095 Sq M
The Workshop Building proposed floor area is 450 Sq M
Which compares to an existing total floor area of 1100 Sq M

In addition the prefabricated weighbridge office is proposed which has a floor area of, 32 Sq M
4.4 Layout

The current layout of the site is arranged around large open spaces which allow the movement of vehicles around the site. The proposal will retain an existing weighbridge and add a second, and largely follow the same principles as currently exist. A number of areas will be created across the site for specific waste streams as indicated on the proposed site plan.

The buildings have arranged on the site to create the optimum space for vehicle movement, with vehicle tracking diagrams used to locate buildings and openings to ensure the most operational efficient layout.

The proposal will retain the existing landscaped areas on the and around the site, this includes:

- Trees to south western boundary
- Small trees and shrubs around the site entrance.
4.5 Site Access

The existing access arrangements will be retained and remain unchanged for both vehicles and pedestrians / cycles. Pedestrian routes will be clearly marked on the site to ensure suitable separation of vehicles and pedestrians.

4.6 Occupancy and Hours of Operation

Proposed number of staff based on site – 4-5

Typically this will include a Weighbridge Operator/Loader, a Loader Driver, and two mechanics associated with the workshops.

At any one time it is estimated that around 8 people will be on the site, the site based staff plus drivers and refuse crews carrying out loading / unloading activities.

Proposed hours of operation to be agreed with the planning authority and a planning condition applied to any permission restricting operational hours.

4.7 Parking Provision

Four parking spaces are proposed including one designated disabled parking space (to meet part M requirements)

All parking spaces will be 2.4m x 4.8m and provide a minimum of 6.0 clear reversing space as required. The space nearest to the building entrance will be designated as a disabled parking.

4.8 Cycle Provision

Staff will be encouraged to cycle to the building where appropriate. A covered cycle store is proposed adjacent to the vehicle workshop. Three Sheffield type hoops will be provided in the cycle store to allow for secure parking for six staff cycles. The staff changing area of the building includes a shower for use by staff who cycle to work.

4.9 Appearance

4.9.1 Waste Transfer Building and Vehicle Workshop

Both the Waste Transfer Building and Vehicle Workshop have been designed with steel frames and low pitched roofs, materials and detailed proposed are as follows:

External Walls

- Profiled metal cladding system, with profiles arranged vertically.
- Metal to be colour coated, dark green to match existing cladding adjacent.

Roofs and Associated Details

- Profiled metal cladding system to match external walls.
- Eaves and verge details simple with fascias and soffits pressed metal, colour coated dark green to match.
- Aluminium gutters and rainwater pipes as indicated on the proposed elevations.

Doors, Windows and Wall Protection

- Large metal roller shutter doors to vehicle entrances
- Aluminium personnel doors and windows as indicated on proposed drawings.
- Metal ‘Armco’ type barriers to all areas where vehicles likely to come into contact with the buildings.
- Metal bollards to corners and around vehicle doors.

4.9.2 Weighbridge Office

To provide maximum future flexibility the weighbridge office is proposed as being a pre-fabricated building.

4.9.3 External Works

Much of the existing hardstanding will be retained and repaired as required, a small area of new concrete hardstanding is proposed to the north of the site

The existing palisade fencing to the boundary will be retained, where required it will be repaired new fencing to match will be provided where any sections are missing. The debris netting above the palisade fence on the southern boundary is to be removed.
4.10 Access

The design has been developed to allow all potential users to access the site easily and safely. As described a disabled parking space has been provided and located near to the building entrance. Drop kerbs will be provided to allow level access to the building. The staff entrance door will be designed to comply with part M of the building regulations allowing suitable access for a range of users.

The building will be fully compliant with all parts of the building regulations including approved document part M2 (Access to and Use of Buildings, volume 2: buildings other than dwellings.) Internally the building includes a disabled WC as part of the staff changing areas which will be designed to Part M standards.

4.11 Sustainability

Both buildings have been designed along sustainable principles, the Waste Transfer Building is unheated and therefore energy use of the building will be minimal.

The Vehicle Workshop will be heated and the external walls will be insulted to meet the requirements of Part L of the Building Regulations.

All buildings will be fitted with low energy lighting and material choices will be influenced by their sustainable credentials.
5.0 DEMOLITION, CONSTRUCTION AND OPERATION

5.1 Demolition Impact

Demolition of the site would take place prior to redevelopment. The following elements are included in the scope:

- Termination of utility supplies at site boundary
- Removal of building flooring tiles containing asbestos (Crysolite) prior to demolition works
- Removal of Precast concrete barrier blocks forming waste storage bins from site – potential for reuse to be considered
- Removal of External lighting units from buildings, and debris netting on site boundary
- Removal of internal fixtures and fittings from weighbridge office/depot building
- Stripping of cladding from depot building
- Deconstruction of steel frame to depot building – to be removed from site for recycling
- Demolition of brick and blockwork walls to depot building – remove from site
- Break out existing foundations to buildings to full depth where these will foul the installation of the new foundations to proposed buildings. Foundation concrete to be retained on site for crushing and reuse. Foundation steel reinforcement to be separated and removed from site for recycling.
- Break out of concrete yard slab in areas of proposed buildings, weighbridge, drainage attenuation ‘crates’, and where full depth repair is required (subject to condition assessment) – to be crushed and retained on site

The site is within an industrial estate area on the south eastern outskirts of Daventry, with the closest residential properties located over 150m from the site, to the northwest.

In terms of noise and vibration impact the demolition would generate increased noise levels at later stages of the works, particularly the breaking up of areas of the concrete slab, but for much of the work listed above the noise levels will be no greater than the typical operation of the site. Restrictions on demolition hours, similar to those related to the existing operation of the site, would ensure that noise levels are not increased outside the operating hours of the site.

Delivery of plant, access of demolition workers, and removal of demolition waste from the site would generate vehicle movements, but these are also anticipated to be no greater than those currently generated by the use of the site.

The demolition of the building and breaking up of the concrete slab have the potential to generate dust. The selection of the demolition contractor will take account of past performance, and commitment to minimising disturbance, through the use of the Considerate Contractors Scheme.

5.2 Construction Impact

Construction activities will include the following elements:

- Install additional drainage, connections for new building roof drains, and attenuation storage below ground
- Install service supply connections, and ducting for telemetry, communications, lighting and CCTV
- Excavate and construct base for second weighbridge
- Excavate building slabs and foundations and remove soil from site
- Build up floor slab areas using crushed concrete from demolition phase
- Cast building foundations and floor slabs
- Erect building frames
- Install wall and roof cladding to buildings, and external doors
- Construct internal blockwork walls, and WTS push walls
- Install utilities, CCTV, alarm systems and internal fixtures and fittings
- Install WTS ventilation system
- Install heating to workshop and lighting
- Install M&E plant to workshop
- Install external lighting (subject to survey of existing and design)
- Repairs to external concrete slabs (subject to condition survey)
- Install weighbridge and monitoring in office

As with the demolition phase, the construction will typically generate no more noise than the current operation of the site. Compaction of aggregate and placing of concrete may generate additional noise, and as with demolition this would be restricted to the current operating hours of the site. Delivery of materials to site will, at peak construction periods, generate significant large vehicle movements, but in the context of an industrial estate with good highway access, this is unlikely to have a significant impact on the surrounding area.
5.3 Operational Impact

The site is currently in operation as a waste transfer site, and the catchment area for the site is not changing as a result of the redevelopment. The purpose of the scheme is to deliver an improved facility to coincide with the new waste management contract, and no change in use is envisaged.

By enclosing the waste storage areas, the proposals address the currently existing amenity impacts associated with the site, particularly visual impact, noise, odour and dust and birds and vermin.

The scale of the proposed buildings will have an increased visual impact on the surrounding areas. However, by enclosing the waste the negative impact of rubbish being dispersed around the site by wind is removed. Likewise, noise, dust and odour associated with the operation of the site is largely shielded from the surrounding areas. A ventilation system will be installed in the Waste Transfer building to vent air into the site, and upwards, aiding dispersion of odours.

6.0 ARCHAEOLOGY

Initial discussions with the LPA have confirmed that since the existing development of the site is similar in nature to that proposed, the proposals are considered unlikely to have an impact on any potential archaeological remains should they be present.

7.0 ECOLOGY

The site is already developed and is largely covered by concrete hardstanding, or existing buildings and therefore has little or no ecological value. Initial discussions with the LPA have confirmed that the proposals are considered unlikely to have an impact on ecology.

8.0 FLOOD RISK AND DRAINAGE

A separate Flood Risk Assessment and Drainage Strategy report has been prepared to support this application. The report reaches the following conclusions:

This Flood Risk Assessment (FRA) has been prepared by Peter Brett Associates LLP (PBA) to support a planning application for the redevelopment of High March Waste Transfer Station at Daventry.

In accordance with the fundamental objectives of the National Planning Policy Framework (NPPF), the FRA demonstrates that:

(i) The development is safe;
(ii) The development does not increase flood risk; and,
(iii) The development does not detrimentally affect third parties.

The Environment Agency (EA) Flood Zone map shows the site lies within Flood Zone 1 ‘Low Probability’ (as defined in NPPF Planning Practice Guidance (PPG) ‘Flood Risk and Coastal Change’ Table 1) as follows:

Flood Zone 1 ‘Low Probability’ (less than 1 in 1000 (0.1%) annual probability of river or sea flooding

The proposals for sites used for waste management facilities for hazardous waste constitute a More Vulnerable land use, which is considered appropriate within Flood Zone 1 (reference NPPF PPG Tables 2 and 3).

The proposed surface water drainage strategy for the development consists of a geocellular storage tank with an outlet control to the onsite foul water sewer, and results in a reduction in peak runoff rates discharging from the site. In summary, the FRA demonstrates that the proposed development is safe and in accordance with the requirements of national and local planning policy.
9.0 HEALTH IMPACT ASSESSMENT

The potential impact on residential properties is low, with the site located some 150 metres away from the nearest residential area located to the north west. The site is located on an industrial estate, and there is history of EA enforcement on the site. Discussions with the EHO have identified that should more detailed assessments of these impacts be required, this can be achieved through a suitable condition, such as requiring the agreement of an air quality assessment and mitigation scheme prior to construction.

9.1 Noise

The proposals for the site will result in the tipping and loading of waste materials taking place inside a closed building, the Waste Transfer building. Currently these operations take place either in the open, or within a covered but partially open area. This will significantly reduce the noise impact of these activities.

The magnitude of vehicle movements and personnel on the site, and the hours during which the site is operational are not anticipated to change from the current usage. No additional noise impact is anticipated from trips to and from the site.

The ventilation of the Waste Transfer building will require the use of fans which will generate some noise impact. These will be located within the building, and the selection of the plant will take account of the impact on operatives within the building.

The workshop facility included within the application will generate an additional noise impact, particularly from the operation of a compressor to power air tools and the servicing of vehicles, which will require vehicle lifts and some powered tools. This noise would be generated within the building, and the sound levels limited to reduce impact on operatives.

It is anticipated that noise levels associated with the site would be reduced following redevelopment.

9.2 Odour

Odours generated through the storage of waste will be contained within the building, with the doors to remain closed during regular operations and only opened to admit vehicles. Odours will be dispersed through the use of an active venting system set at the front face of the building above the doors ensuring that air from the building is discharged into the site and upwards to aid dissipation.

9.3 Dust

As with odours, the dust generated through storage and movement of waste materials will be managed by containing this operation within the Waste Transfer building, representing a significant improvement over the current operation of the site.

9.4 Pollutants

With waste being stored in a covered area, there is little risk of leachate generation through runoff of rain water. The floor slab is arranged such that water flows to a sump within the building, and does not flow over the threshold at the entrance doors. This sump is not connected to the site drainage network, and would be pumped to a tanker for removal and disposal off site. External areas will be drained through a series of gullies, via an existing fuel separator, subject to an inspection of the separator to confirm that it is in satisfactory condition.

The workshop building will contain substances such as greases and other lubricating oils, the management of which will comply with COSHH and Environmental regulations.

9.5 Vermin and Birds

Locating storage areas within the Waste Transfer Building provides a potential habitat for rats to occupy. The internal arrangement of the building has been designed to ensure that there is sufficient access space between the internal pushwalls and the structural frame and cladding that it is possible for an operative to enter these spaces. This will permit regular sweeping to remove potential nesting materials and to allow the placement of control measures.

Storing the waste in an enclosed space, with doors closed other than when allowing vehicle access, will significantly limit the potential for birds to create nuisance in comparison to the current operation.

10.0 GROUND CONTAMINATION

Waste is to be stored in a covered area and the Waste Transfer building slab drained to a sump not connected to the site drainage network. In this way the risk of leachate runoff entering the ground and leading to contamination is minimised.

No specific assessment of existing ground contamination has been made, but samples from the site geotechnical investigation have been retained to permit future testing.

11.0 TRANSPORT ASSESSMENT

A separate Transport Statement has been prepared and submitted in support of the development.

The Statement records that the use of the site will not be intensified by these proposals, the trip generation being a function of the area covered by refuse collections. Therefore, no significant impact is anticipated on the transport network. Despite the proposed development having none/negligible impact on the external highway network, swept path tracking of appropriate vehicles has been undertaken. This exercise confirms the new layout continues to meet design standards internally and at the site access whilst offering a more efficient site layout. The proposals has no impact on accessibility for existing staff. Injury Accident records are considered, as are national and local transportation policies. The Transport Statement concludes that there are no reasons for refusal of the application on the basis of transportation policy or impact.
12.0 UTILITIES

Utility requirements for the development are similar to those for the existing use, and it is anticipated that existing supplies entering the site from High March will serve the proposed redevelopment. Capacity assessments are in progress, and we are awaiting advice on the need for off site reinforcements.

The water supply requirement for the site will be limited to basic welfare facilities in the Workshop, with a canteen, showers and changing areas available in the adjacent site, also owned by DDC, and to supply the sprinkler system serving the Waste Transfer building. A storage tank is situated to the southwest of the building to ensure sufficient supply for the required duration.

The power requirement for the site will increase from the current usage due to the plant requirements of the workshop.

13.0 WASTE AUDIT AND WASTE MANAGEMENT

A Waste Audit and Waste Management Strategy report has been prepared and submitted in support of the application setting out the strategy that will be followed during the redevelopment of the High March Waste Transfer Site to reconfigure the existing operation of the site.

The report concludes that the proposed development will not have a detrimental impact on the operational waste generation of the site and that future deconstruction and sustainability has been considered throughout the design.

The report also notes that shorter-term waste impact of the demolition and construction of the site has been carefully considered, with reference to the hierarchy of waste management options to minimise the impact and that this impact is against the wider environmental benefits of the scheme.

14.0 LIGHTING

Since the development is neither in the vicinity of a residential property, a Listed Building or a Conservation Area the Local List Requirements do not specifically require a full lighting assessment. Nonetheless, an assessment of existing lighting levels will be undertaken prior to demolition, and the external lighting design for the site will take account of all relevant guidance, including Guidance for the Reduction of Obstructive Light 2011 and Lighting in the UK 2012.

15.0 FIRE PREVENTION SCHEME

The proposal will continue the current use of the site, which includes the storage of combustible waste within the Waste Transfer building. In order to obtain a waste storage permit from the EA the submission of a Fire Prevention Plan is required. This plan is currently under development by the applicant. The Fire prevention strategy for the building is therefore enforceable under the EA licence. The following elements have been incorporated into the design to address fire prevention and management, and address the anticipated requirements of the FPP.

15.1 Preventing Fires

The total volume of waste storage will be limited by the FPP to ensure that a fire within either of the waste storage piles could burn for no more than 4 hours.

Stock rotation of the stored waste will follow the ‘first in, first out’ principle to ensure that the total storage duration of any waste does not exceed 6 months, including time stored on other sites.

Storage of wastes within a building will limit the opportunity for solar heating of the waste, and provide a secure environment to minimise the risk of Arson or vandalism, with CCTV coverage of the site and waste building.

Refuse vehicles will not be stored within the Waste Transfer building, and plant operating within the building will be fitted with extinguishers.

Smoking will be prohibited within the site to minimise the risk of accidental ignition. No heaters are sited within the Waste Transfer building.

The internal arrangement of the Waste Transfer building provides sufficient space between the building frame and the internal pushwalls to admit an operative. This facilitates regular inspection and cleaning of this space to ensure that waste materials are not allowed to build up in this area leading to a potential hazard.

Storage cages are provided for gas cylinders on site, both those that arrive as waste, and those used within the workshop operation. Fuel and lubricating oils will be stored within the existing fuel storage area.

Waste acceptance procedures will be in place to ensure hot loads are not tipped within the Waste Transfer buildings.

15.2 Reducing the Impact of a Fire

The two segregated waste piles are separated by 6 metres and concrete push walls. All material storage bays and building walls within 6m of the site boundary or workshop building have been designed to provide a minimum fire resistance period of 2 hours.

a quarantine area is provided in the service yard to allow the isolation of burning waste. The area is sufficient to hold 50% of the volume of the largest storage pile, and is located 6 metres away from all buildings and boundaries. It is within the vehicle manoeuvring area, and will not therefore be used for storage, and deliveries and collections will not be taking place in the event of a fire so will be clear of vehicles.

The Waste Transfer building will incorporate a fire suppression system in the form of a sprinkler system. A storage tank is located at the south western corner of the site to ensure that the necessary water flow can be provided for a 3 hour duration.
Dear Occupier,

PRE-APPLICATION PLANNING CONSULTATION
Re-development of the Waste Transfer Station (Depot) at High March,
Daventry

Daventry District Council wishes to make you aware of a proposal to redevelop the waste transfer station (depot) at High March, Daventry, and to invite your comments.

A scheme for the redevelopment of the site will be submitted to Northamptonshire County Council (Planning) in September 2017 for consideration at Planning Committee in December 2017. If the scheme receives the necessary approvals, the construction works will take place between June 2018 and January 2019.

You are invited to forward your comments regarding this proposal via the following weblink, where you can view a scheme drawing and additional information:

https://www.daventrydc.gov.uk/your-council/council-consultations/current-consultations

Alternatively you can email comments to rcaple@daventrydc.gov.uk. Please note the recipient of this email will be on leave until late August 2017 but will respond (if requested) to messages after that time.

No access to this weblink?

If you do not have access to this weblink, you can view a copy of the drawing ‘Depot- Pre App Planning’ at the Council offices (Lodge Road) during normal opening hours. Please ask at reception. You will also have the opportunity to write your comments down and leave them at reception for consideration by the project team.

Thank you for your time in considering this consultation.

Regards
Richard T Caple
Daventry District Council
PRE-APPLICATION PLANNING CONSULTATION

Re-development of the Waste Transfer Station (Depot) at High March, Daventry

7th Aug 2017

Dear Sir/Madam,

Daventry District Council wishes to make you aware of a proposal to redevelop the waste transfer station (depot) at High March, Daventry, and to invite your comments.

A scheme for the redevelopment of the site will be submitted to Northamptonshire County Council (Planning) in September 2017 for consideration at Planning Committee in December 2017. If the scheme receives the necessary approvals, the construction works will take place between June 2018 and January 2019.

To assist you in identifying this site, the photographs below are taken from High March road looking at the existing site.

1. The Proposal – Waste Transfer Station

It is proposed to demolish the existing waste transfer station (WTS) and associated buildings, and build a new WTS. The existing WTS is open-fronted and approximately 8m to 9m high, please see the photograph below.

2. The Proposal – commercial vehicle workshop

The second proposed new building is a new vehicle (servicing) workshop to be located adjacent to the new WTS. The design of this will be in keeping with the style of the new WTS.

3. Size and position of buildings

The approximate dimensions of the two new buildings are;

- Waste Transfer Station 35m x 28m 10m (high)
- Vehicle Workshop 30m x 16m 8 to 10m (high)

The position and orientation of the buildings can be seen on drawing ‘Depot - Pre App Planning’ at the following weblink.

https://www.daventrydc.gov.uk/your-council/council-consultations/current-consultations

4. Comments

You are invited to forward you comments regarding this proposal at the following weblink

https://www.surveymonkey.co.uk/r/SKFP9H

or by emailing rapple@daventrydc.gov.uk. Please note the recipient of this email will be on leave until late August 2017 but will respond (if requested) to messages after that time.

No access to this weblink?

If you do not have access to this weblink, you can view a copy of the drawing ‘Depot - Pre App Planning’ at the Council offices (Lodge Road) during normal opening hours. Please ask at reception.
5. **How will the Council use your comments?**

Your comments on this scheme are welcome. Your comments may be shared with others during the Planning process and may be used to inform the design of the scheme. Your personal details WILL NOT be shared by the Council. Any personal details (name, contact details etc) will be redacted from the comments form prior to the comments (only) being shared.

If you have any concerns please do not hesitate to contact rcaple@daventrydc.gov.uk. Responses should not be expected until late August/early September 2017.

Richard T Caple MICE IEng AAPS
Daventry District Council

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**Pre-application Planning consultation**

This is an opportunity to comments on the proposed

**Re-development of the Waste Transfer Station (Depot) at High March, Daventry**

Comments are welcome after you have considered drawing 'Depot - Pre App Planning' available at something@somewhere or at the Council reception (Lodge Road) during normal working hours.

Scheme: to demolish the existing Waste Transfer Station and build a new Waste Transfer Station and vehicle workshop.

**Comments**

Comments may be used to inform the design of the redevelopment.

**Comment:**

Please ask for additional paper if required.

Do you wish to receive a response from the Council regarding your comments? **Y / N**

**Contact details (optional).**

Name...........................................................................................................................................
Address...........................................................................................................................................
Email............................................................................................................................................... 
Preferred telephone no. ..............................................................

**How will the Council use your comments?**

Your comments on this scheme are welcome. Your comments may be shared with others during the Planning process and may be used to inform the design of the scheme. Your personal details WILL NOT be shared by the Council. Any personal details (name, contact details etc) will be redacted from the comments form prior to the comments (only) being shared.

If you have any concerns please do not hesitate to contact rcaple@daventrydc.gov.uk. Responses should not be expected until late August/early September 2017.

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