

# Congleton Household Waste and Recycling Centre

## Replacement Site Search

## Feasibility Paper

for Cheshire East Council

October 2018



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# 1. Introduction

## 1.1 Remit

AECOM Infrastructure & Environment UK Limited ('AECOM') has been appointed by Cheshire East Council ('the Council') to assist in its search for a site on which to develop a replacement for the existing Household Waste and Recycling Centre (HWRC) at Barn Road, in the West Heath area of Congleton.

AECOM's remit is to:

- produce a feasibility paper which i) identifies the key requirements of a HWRC to enable a meaningful site search to be undertaken, ii) reports on current best operational practice and potential future requirements, iii) identifies the licences and permits which will be required before the HWRC can be brought into operation and iv) identifies the legislation which will apply to the development and operation of the HWRC; and
- assist with the development of a shortlist of sites by evaluating the potential sites identified and providing a reasoned justification for the choices made.

This document is the required feasibility paper and therefore deals with the first part of this remit only.

## 1.2 Existing Congleton HWRC

The existing HWRC at Congleton is operated on the Council's behalf by ANSA Environmental Services Ltd – an 'arms length company' which is owned by the Council and which commenced trading on 1<sup>st</sup> April 2014 following transfer of the Council's Environmental Services functions. ANSA has in turn let a sub-contract to HW Martin Waste Ltd to manage and operate the Congleton HWRC. This sub-contract expires in 2023.

Over the last two years (2016/17 and 2017/18) the Congleton HWRC has handled an annual average of 3,140 tonnes of material - made up of i) residual waste (27%), ii) green waste for composting (16%), hardcore (20%), recyclables (36%) and re-usables (2%) (with rounding).

The facility does not accept asbestos and plasterboard wastes. These are only accepted at the Crewe and Macclesfield HWRCs.

The next nearest HWRCs to Congleton in Cheshire East are those at Alsager approximately 10km to the south west, Macclesfield approximately the same distance to the north east and Middlewich approximately 16km to the west.

Albeit that they are operated by a neighbouring Authority, the following HWRCs are also considered to be relevant in terms of defining the catchment area for the existing HWRC at Congleton – given that local residents are likely to use the facility which is most conveniently located for them regardless of which Authority provides it:

- Biddulph (Bemersley Road, Brown Edge ST8 7QT) in neighbouring Staffordshire Moorlands - approximately 8km to the south; and
- Leek (Fowlchurch Road ST13 6BH) again in neighbouring Staffordshire Moorlands - approximately 13km to the south east.

## 1.3 HWRC Network in Cheshire East

ANSA currently operates 7 other HWRCs on behalf of the Council at:

- Alsager – off Hassall Road ST7 2SJ;
- Bollington – off Albert Road SK10 5HW;
- Crewe – Pym's Lane off the A530 Middlewich to Nantwich road CW1 3PJ;
- Knutsford – off Mobberley Road (B5085) Shaw Heath WA16 8HT;
- Macclesfield – off A536 Macclesfield to Congleton Road, Gawsorth SK11 9QP;
- Middlewich – Croxton Lane CW10 9EZ; and



- Poynton – off Anson Road SK12 1TD.

Together, all 8 HWRCs handle approximately 40,000 tonnes of household waste per annum.

Across the HWRC network, drivers of vans, pick-ups, commercial type 4x4s or vehicles with trailer over a certain size are only allowed access if they first obtain a Household Waste Permit.

Drivers of vehicles with trailers over the specified size or with gross vehicle weight of more than 3.5 tonnes are not allowed to use any of the HWRCs. In addition, the following waste types are banned from all the HWRCs in Cheshire East:

- commercial, business or trade waste (excluding rubble);
- gas cylinders;
- tyres;
- household waste which the carrier has been paid to dispose of; and
- household waste which is not from where the carrier lives.

The Council introduced a charge for rubble in April 2018 and now has the capacity to charge for commercial, business and or trade waste.

## 1.4 Reasons for the Replacement Site Search

The existing Congleton HWRC is rented month to month and the Council has been unable to secure tenure on a long term basis. The Council and ANSA also consider that the existing site cannot be operated in accordance with the safety and efficiency standards which they consider to be appropriate, largely given that the site is too small and that the geometry of the entrance from Barn Lane is sub-standard.

## 1.5 Objectives

The Council wishes to identify, obtain the necessary consents and secure a suitable replacement HWRC in 2018/19. Construction and commissioning of the replacement HWRC meanwhile is targeted for 2019-2020.

## 2. Methodology

### 2.1 Introduction

As stated earlier, this feasibility paper is required to:

- identify the key requirements of a HWRC to enable a meaningful site search to be undertaken;
- report on current operational best practice;
- report on potential future requirements;
- identify the legislation which will apply to the development and operation of the the replacement HWRC at Congleton; and
- identify the licences and permits which will be required before the HWRC can be brought into operation.

At the project inception meeting held on 29<sup>th</sup> August 2018 the Council's officers further explained that:

- the list of key requirements should be brief, focussed on what is important initially and should include i) a plan of the recommended search area, ii) a description of the preferred site characteristics, configuration and size, iii) a list of the site specific features to be noted where possible including underground structures, utility connections and access arrangements, the potential for development of a split level facility, iv) suitable access and vehicle parking/queuing arrangements and current planning status; and
- the consideration of current best practice should highlight specific comparable examples.

### 2.2 Structure

The remainder of this feasibility is structured in terms of the above requirements.

### 3. Area of Search

#### 3.1 Introduction

The catchment area currently served by the existing HWRC at Congleton can be assumed to be largely defined on the basis of journey time / convenience and therefore the proximity/accessibility of the next nearest HWRCs.

#### 3.2 Catchment Area

The nearest HWRCs to Congleton are those to the:

- east and south east at Biddulph and Leek in neighbouring Staffordshire Moorlands (see discussion at section 1.2 above);
- south west at Alsager;
- west at Middlewich; and
- north east at Macclesfield

On the basis that the catchment area boundary for the existing HWRC at Congleton can be reasonably assumed to be broadly at points which are equidistant between that facility and the next nearest in Cheshire East and that the catchment area boundary to the east and south east approximates to the administrative boundary between Cheshire East and Staffordshire Moorlands, the resultant boundary is as shown in Figure 1.

#### 3.3 Area of Search

Within the defined catchment area it can be readily seen that the great majority of the population is to be found in the town of Congleton itself and that the outlying areas are sparsely populated.

Although some comparable searches for replacement HWRCs carried out by other Waste Disposal Authorities are known to have adopted search area based on a 5 mile radius from the main population centre, it is considered that a smaller area of search be defined in this case (by excluding the outermost 5km of the western part of catchment area and the outermost 2km of the northern and southern parts of the catchment area) – to i) ensure that any new HWRC site is conveniently located to serve the main population centre and ii) reflect the relatively high density of HWRC provision in Cheshire East and the need to minimise the risk of duplicating the services provided by the next nearest HWRCs.

On this basis, the recommended area of search boundary is that shown in Figure 2.

## 4. Site Requirements

### 4.1 Introduction

For the replacement site search to be carried out efficiently, prospective replacement sites identified within the area of search need to be assessed initially in terms of various key criteria, namely:

- characteristics;
- affordability;
- consents;
- access; and
- availability.

Each of these criteria is considered in more detail below.

### 4.2 Characteristics

For a prospective site to warrant shortlisting and more detailed evaluation, it needs to be of a suitable configuration and of sufficient size to enable the HWRC to be operated efficiently and safely and to enable the internal layout and functions to be altered as necessary to meet changing needs over time.

Selected examples of HWRC facilities which have been designed having regard to these criteria (albeit that the layout of the parking areas in some require the public to reverse into bays) are provided in Appendix A. Their key characteristics are summarised in the following table:

Name	Location	Capacity	Operational Area (m <sup>2</sup> )	Gross Area (m <sup>2</sup> )	Key Design Features
Waterswallows	Buxton, Derbyshire	To serve the southern part of High Peak District. Population c. 35,000.	c.5,000 (including WTS)	c.6,500 (including WTS)	Segregated customer and service vehicle traffic / one way system. Level HWRC floor. None recyclable / re-usable waste deposited by public via openings in the WTS elevation fitted with a 1.25m high sills. WTS floor level 1.5m below HWRC.
Nursery Road, Riverside Industrial Estate	Boston, Lincolnshire	8,500 tonnes per annum throughput	c. 5,000	c.8,100	Segregation of operational areas of the site from those accessed by the public. One-way system around the outer edges of the site. Dedicated waste and skip storage areas positioned below canopied structures (approximately 4.5m high). Level site floor – safety / convenience issues for customers seemingly addressed by using compactor skips with low level input hoppers.
Judkins Quarry	Nuneaton, Warwickshire	12,000 tonnes per annum throughput	c.5,500	c.7,000	Split-level site including a recycling shop, office building and weighbridge.
Stoneycroft Rise	Eastleigh, Hampshire	12,000 tonnes per annum throughput	c. 5,400	c. 7,700	Split level site with segregation of areas for customer and service vehicles. The design included seven double bin bays, 21 waste containers and an upper level storage area at each end of the bin bays.
Gypsum Close	Leicester	Not known	c. 8,300	c. 8,500	Split level site (HGV circulation area c. 2.3m below public access areas) with segregation of areas for customer and service vehicles. The design a WTS re-use centre and incorporates facilities for trade waste.

Given the amount of waste handled at the existing Congleton HWRC (currently around 3,200 tonnes per annum) and the population within the catchment area of that facility (around 26,700 people in 2012) it is clear from the above table that if a replacement HWRC facility was developed to a size comparable to the Buxton or Boston examples it would provide a comfortable allowance for the increase in throughput which can be expected from the substantial areas of new housing allocated in the Cheshire East Local Plan Strategy.

Relative to the present facility at Congleton, a replacement facility of this size would also enable the facility to be operated efficiently and safely and to include space to enable its layout and functions to be altered as necessary to meet changing needs over time.

The generic HWRC design prepared for Cumbria County Council (included in Appendix A) is considered to be a good template for the Council follow when considering the layout options for any new facility to replace the existing HWRC at Congleton.

In summary then, it is considered that the operational area of any replacement HWRC facility ideally needs to be 4,000m<sup>2</sup> to 5,000m<sup>2</sup> and that the gross site area (allowing for perimeter landscaping and any cut/fill etc) ideally needs to be around 5,000m<sup>2</sup> to 6,000m<sup>2</sup>.

If the Council also wishes to make provision for possible new initiatives e.g. a re-use shop, the Judkins Quarry example referred to above (and included at Appendix A) indicates that this might occupy an area of around 600m<sup>2</sup> i.e. a requirement which could be met within the range of areas referred to above.

Inclusion of space to accommodate any trade and commercial waste which the Council chose to receive on a chargeable basis could increase the required site area significantly – depending on the details of any scheme which the Council adopted.

Prospective sites which are either broadly square or rectangular in outline are also to be preferred - relative to narrow or irregularly shaped sites which are more likely to include space which cannot be usefully employed.

### 4.3 Affordability

For a prospective site to warrant shortlisting and more detailed evaluation, it also needs to be affordable to purchase and develop i.e. the condition and topography of the sites and limitations posed by other constraints e.g. overhead or underground structures / services, need to be such that there is a good likelihood that a replacement HWRC can be constructed on an affordable basis, including the cost / practicality of making the necessary services connections.

### 4.4 Consents

For a prospective site to warrant shortlisting and more detailed evaluation, it also needs to have a good chance of obtaining the main consents needed to enable the development to proceed and for the facility to be brought into operation - planning permission and environmental permit.

To assess the likelihood of obtaining planning permission, each prospective site needs to be assessed in terms of its compliance with:

- the relevant policies in the development plan, namely i) Cheshire East Local Plan Strategy, ii) saved policies of the Cheshire Replacement Waste Local Plan which have yet to be replaced, iii) saved policies of the Congleton Borough Local Plan First Review which have yet to be replaced and iv) any Neighbourhood Plan which has been made.
- relevant 'material considerations' e.g. the Locational Criteria in the National Planning Policy for Waste (NPPW) (reproduced in Appendix B).

As part of this, it will also be Important to recognise the implication of:

- the new housing and employment land allocations shown in Figure 15.29 in the recently adopted Cheshire East Local Plan Strategy 2010 – 2030 (as shown on Figure 2) both in terms of increased HWRC usage and potential land-use conflicts;
- site allocations WM6 (Brunswick Wharf), WM17 (Radnor Park) and WM22 Congleton Sewage Works in the Cheshire Replacement Waste Local Plan; and

- the forthcoming development of the Congleton Link Road (also shown on Figure 2) - which will both relieve congestion on roads in Congleton due to through traffic and improve accessibility to the Somerford, Radnor Park Trading Estate, Congleton Business Park, the A536 Macclesfield Road and the A34 Manchester Road areas of the town in particular.

In terms of Neighbourhood Plans, while the one for Congleton is still at an early stage (and therefore carries little weight) the nearby ones for Astbury & Moreton, Somerford and Hulme Walfield / Somerford Booths have been made and therefore may be relevant - depending on the location of the prospective site in question.

The 'material considerations' in this case include:

- the National Planning Policy Framework and accompanying Planning Practice Guidance published by the Ministry of Communities, Housing and Local Government;
- the NPPW;
- Cheshire East Site Allocations and Development Policies;
- Cheshire East Minerals and Waste Development Plan Document; and
- supplementary planning documents.

Foremost of these in terms of the search for prospective replacement HWRC sites to serve the Congleton area are the Locational Criteria in the NPPW (reproduced in Appendix B).

While the Cheshire East Minerals and Waste Development Plan Document (MWDPD) will allocate sites and areas which will enable the Council to meet its minerals and waste needs and will set detailed planning policies to guide planning application decisions, it is still at a very early stage of preparation (adoption is not expected until the summer of 2020). Accordingly, while this emerging Plan currently carries little weight, the opportunity to put forward and promote any replacement HWRC site which is identified in Congleton through this plan making process is one which should be taken by the Council.

A pre-application meeting with the officers of the Waste Planning Authority to establish, inter alia, the likely response to prospective sites which are not allocated for development but which benefit from i) the support for the development of more sustainable forms of waste management in the NPPW ii) the need to maintain an essential public service in the Congleton area, would also be important in establishing the replacement site search criteria.

In terms of the likelihood of obtaining the necessary environmental permit, consideration needs to be given to the information to be included in the application (see Appendix C) and any obstacles peculiar to an individual prospective site or landowner owner which might prove to be an obstacle in these respects.

## 4.5 Access

For a prospective site to warrant shortlisting and more detailed evaluation, it also needs to have suitable access for vehicles (or the scope to provide such access) and scope for safe and efficient internal traffic circulation, parking, queuing and segregation. In addition the local public highway network needs to be suitable having regard to the likely pattern and nature of traffic generation e.g. busy Bank Holiday periods and an element of HGV movements.

Although discussions should be held with officers of the Local Highway Authority (LHA) to confirm their requirements, it is typically the case that:

- applications for planning permission involving the creation of a new access on to A or B class road normally attract an objection from the LHA where i) with a speed limit above 40mph, ii) with measured vehicle speeds in excess of 40mph, iii) which is rural in nature, iv) which would affect a bus corridor or bus priority measures, v) which is at or near capacity and vi) where there is an existing safety problem;
- new accesses off a minor or side road (with improvements to the junction of the minor road with the main road as necessary) are preferred; and

- new junctions will need to be designed in accordance with the Design Manual for Roads and Bridges (DMRB) standards.

## 4.6 Availability

For a prospective site to warrant shortlisting and more detailed evaluation, it also needs to be available for the Council to purchase or lease – on the assumption that the Council will not wish to use the Compulsory Purchase powers available to it for reasons of cost, uncertainty and delay.

As part of the search process, evidence should therefore be gathered to identify potentially suitable sites already in the Council's ownership and to confirm if the third party landowner of any prospective site is likely to be a willing seller or leasor.

## 5. Best Practice

### 5.1 Introduction

As stated earlier, this feasibility paper is required to:

- report on current best operational practice; and
- report on potential future requirements.

### 5.2 Current Best Practice

Current best operational practice is set out in the WRAP HWRC Guide first published in October 2012 (as updated in January 2016) and HSE guidance on the safe design and operation of HWRCs.

The WRAP guide sets out guidance on:

- current HWRC throughput and recycling rates and appropriate HWRC provision and the composition of waste that arises at HWRCs;
- how to measure HWRC performance and HWRC waste composition;
- how to improve the efficiency of HWRC operations and infrastructure - site layout, containerisation of materials, prioritising and managing the segregation of materials and training and motivating staff and raising public awareness;
- the legislation which applies to HWRCs and the legal options which are available when considering any changes to the HWRC network;
- contracts - materials markets and management of HWRCs;
- managing commercial waste and preventing commercial waste abuse and enabling the acceptance of commercial waste through legitimate means (see section 1.3 above for a brief summary of the regime which applies in Cheshire East);
- working with others - local authorities, private and third sector organisations;
- cost effective network management;
- future developments, trends and developments which may influence HWRC design and operation; and
- case studies highlighting recent activities.

The HSE's guidance on the safe design and operation of HWRCs meanwhile is to be found at <http://www.hse.gov.uk/waste/amenitysites.htm> and highlights that major injury risks at HWRCs include i) transport, ii) slips and trips, iii) falls, iv) cuts, v) machinery and violence at work.

The guidance advises that risks can be controlled by:

- selecting and maintaining suitable equipment, especially vehicles and materials handling equipment;
- adopting a safe site layout and traffic control measures;
- designing and maintaining safe operating procedures;
- organising competency training for employees; and
- providing visitors with adequate supervision, information and instruction.

In terms of adopting a safe site layout and traffic control measures the HSE guidance highlights the case of the new HWRC developed by Cumbria County Council at Brampton and how the design process factored in safety considerations.



At the initial design risk workshop a design risk register was created to document safety and operational aspects identified at the risk workshop, following which a design guide was completed, setting out a generic template for the design of new and upgraded HWRC facilities in Cumbria. This design guide is subject to continuous review following construction and operation experience gained from recent HWRC developments in Cumbria, such as the new facility at Brampton.

To assist those who may wish to design such a HWRC facility, the HSE guidance provides a copy of the generic HWRC layout produced on behalf of Cumbria County Council based on the above safety principles. A copy of that layout is included at Appendix A.

The HSE guidance ends by advising that the main occupational ill-health risks at HWRCs are i) musculoskeletal injury from manual handling and ii) dermatitis caused by poor handling practices and inadequate welfare facilities.

## 5.3 Future Requirements

Although not strictly a future requirement (in that the Environment Agency's requirement for Fire Prevention Plans (FPP) came into effect in 2016), its introduction has led to reviews of current practice at HWRCs by WDAs across the country.

Essentially the Agency requires that the permit holder at certain waste facilities (including HWRCs) which accepts combustible waste (paper, card, plastics, tyres, RDF, etc) has to prepare and submit a FPP for review and approval by the Agency. Permit applications for any new facility accepting such waste will need to submit the FPP as part of the application.

The associated guidance published by the Agency at <https://www.gov.uk/government/publications/fire-prevention-plans-environmental-permits/fire-prevention-plans-environmental-permits> states that the risk of self-combustion should be minimised by carefully managing storage times, pile volumes and height and the temperature of the wastes and in particular that:

- any combustible wastes is stored for less than 6 months (unless the material is compost and the Agency has agreed that it can be stored for longer);
- any storage of combustible wastes in the maximum pile sizes for longer than 3 months must be accompanied by extra measures to prevent self-combustion e.g. monitoring temperatures;
- if waste is stored in containers that can hold more than 1,100 litres, each one must be accessible so any fire inside it can be put out;
- in the event of a fire containers can be moved as soon as is reasonably practicable to prevent the fire spreading; and
- if waste is stored in containers that can hold less than 1,100 litres the amounts stored are not to exceed the maximum pile sizes e.g. 750m<sup>3</sup> of loose and >150mm wood or plastics or paper / cardboard or textiles or metals and 450m<sup>3</sup> of loose and >150mm of tyres or WEEE,

## 6. Licences, Permits and Legislation

### 6.1 Introduction

As stated earlier, this feasibility paper is required to identify the legislation which will apply to the development and operation of the the replacement HWRC at Congleton and the licences and permits needed.

### 6.2 Legislation

The five key pieces of legislation which apply to the development and operation of any new HWRC are:

- Town and Country Planning Act 1990 and related regulations e.g. Town and Country Planning (General Permitted Development) Order 2015 and Town and Country Planning (Development Management Procedure)(England) Order 2018;
- Environmental Protection Act 1990 and related regulations e.g. Environmental Permitting (England and Wales) Regulations (EPR) 2016;
- Health and Safety at Work etc Act 1974 and related regulations e.g. Workplace (Health, Safety and Welfare) Regulations 1992;
- Building Act 1984 and related regulations e.g. Building Regulations 2010; and
- Water Industry Act 1991.

The following is a list of the other regulations which could apply:

- Hazardous Waste (England and Wales) Regulations 2005 (as amended);
- Controlled Waste (England and Wales) Regulations 2012 ;
- Waste (England and Wales) Regulations 2011;
- Transfrontier Shipment of Waste Regulations 2007;
- Waste Electrical and Electronic Equipment Regulations 2006;
- Manual Handling Operations Regulations 1992;
- Lifting Operations and Lifting Equipment Regulations 1998;
- Provision and Use of Work Equipment Regulations 1998;
- Dangerous Substances and Explosive Atmospheres Regulations 2002.

### 6.3 Licences and Permits

Before the HWRC can be developed and brought into operation, the Council will need to obtain:

- planning permission and the approval of any schemes/details which are required to be submitted for further approval pursuant to conditions;
- a standard rule or bespoke environmental permit;
- buildings regulations approval; and
- consent to make a sewer connection.

Under Sections 106 and 107 of the Water Industry Act 1991 (as amended by the Water Act 2003), sewer connections can be made directly to a public sewer or indirectly to a private drain that in turn discharges to a public sewer. Normally the statutory undertaker is responsible for all matters relating to the New Roads and Street Works Act and (if applicable) any serving of notices.

The materials used for the connection must be to the standard set in the latest edition of 'Sewers for Adoption', published by the Water Research Council (WRc) and any additional requirements of the statutory undertaker.

## 7. Summary

This Feasibility Paper:

- recommends that the search for a site to develop as a replacement for the existing HWRC in Congleton be targeted at the area shown in Figure 2;
- recommends that prospective sites be shortlisted for further evaluation only if they are large enough to accommodate an operational area of 4,000m<sup>2</sup> to 5,000m<sup>2</sup> together with additional space for perimeter landscaping etc and if they are generally regular (i.e. square or rectangular) in outline;
- refers to the need for the prospective site search to have regard to factors which could affect the affordability of the development and to the site's availability;
- recommends that prospective sites be assessed in terms of the likelihood of obtaining the two most important consents (planning permission and an environmental permit) and signposts the sources to be consulted in these regards;
- recommends that prospective sites be assessed in terms of the constraints which may apply in terms of creating new accesses to the highway and in terms of the existing highway network;
- highlights the main guidance published in respect of HWRC operational best practice and the implications of the Environment Agency's requirement for Fire Prevention Plans; and
- lists the legislation which applies to the development and operation of HWRCs and the main consents which the Council will need to obtain before the replacement HWRC to serve the Congleton area can be brought into operation.

## Figures







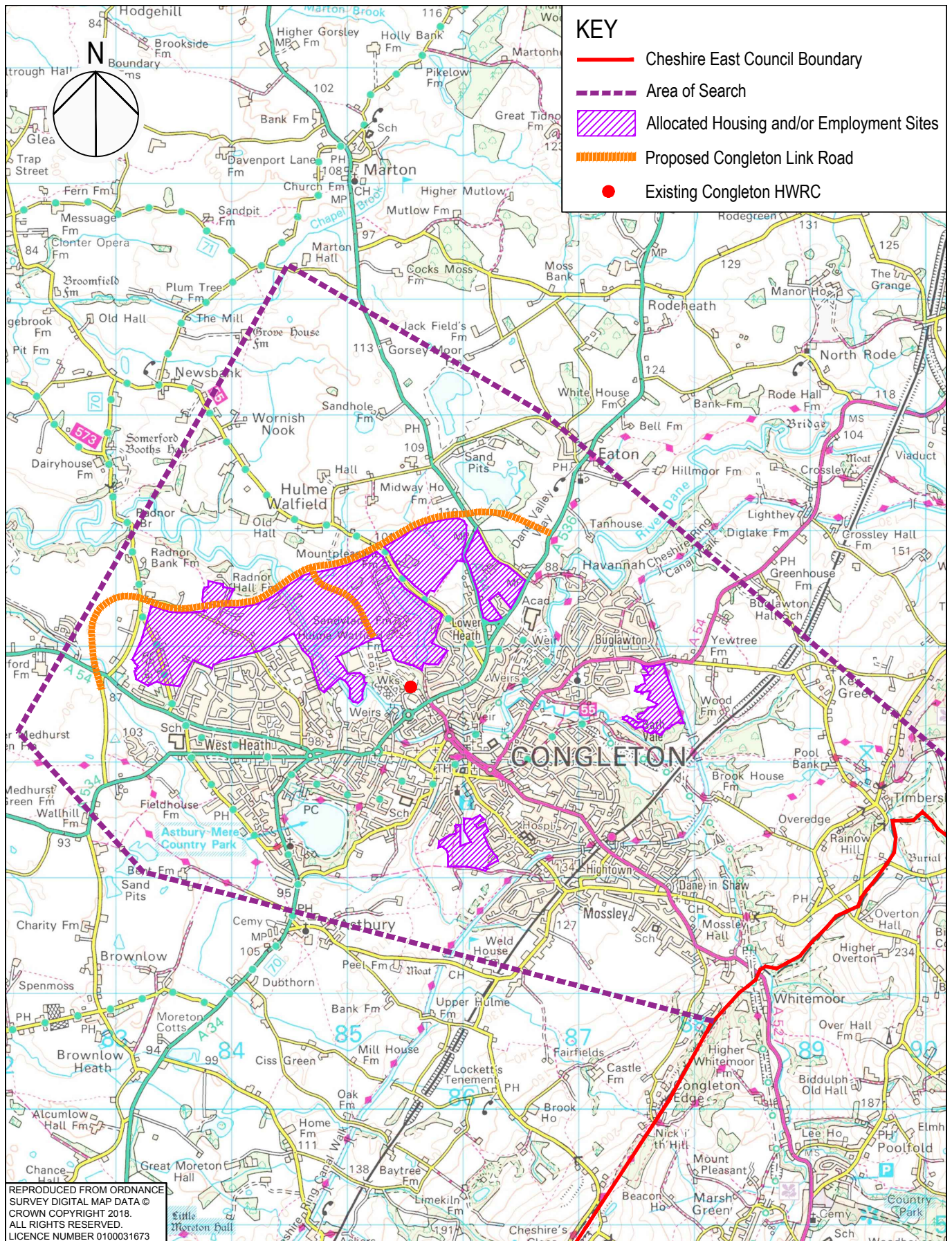


Figure Title

CONGLETON HWRC  
REPLACEMENT SITE  
AREA OF SEARCH

Purpose of issue

Drawn  
AAO

Checked  
JH

Approved  
JH

Date  
09/18

Scale @ A4  
AS SHOWN

Rev  
-

Figure Number

FIGURE 2

**AECOM**

## Appendices



## Appendix A

### **Selected Examples of HWRC facilities**



X-Refs & Blocks used in this Drawing

- x-osbase (updated)
- x-general arrangement
- x-concept diagram

Drawing Status:

## PLANNING SUBMISSION


Revision:	Description:
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### Amendment Details

wn	Approved	Approval
	By	Date

By: \_\_\_\_\_ Date: \_\_\_\_\_

By: \_\_\_\_\_ Date: \_\_\_\_\_

Drawn by: **IBW**

Drawn by: TRVW  
Date: 11/01/10

1st Approval by: M A P

First Approval by: MAR  
Date: 11/01/10

Client:

## WASTE OPERATIONS

Description:

## PROPOSED BOSTON HWRC CONCEPT DIAGRAM

Drawing B/c

Number: B/CA102593 / 3002

Revision	
Number	

Number:  
(If applicable)

Scale:  
(@A1)

Primary: 1:500  
Secondary:

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this drawing)

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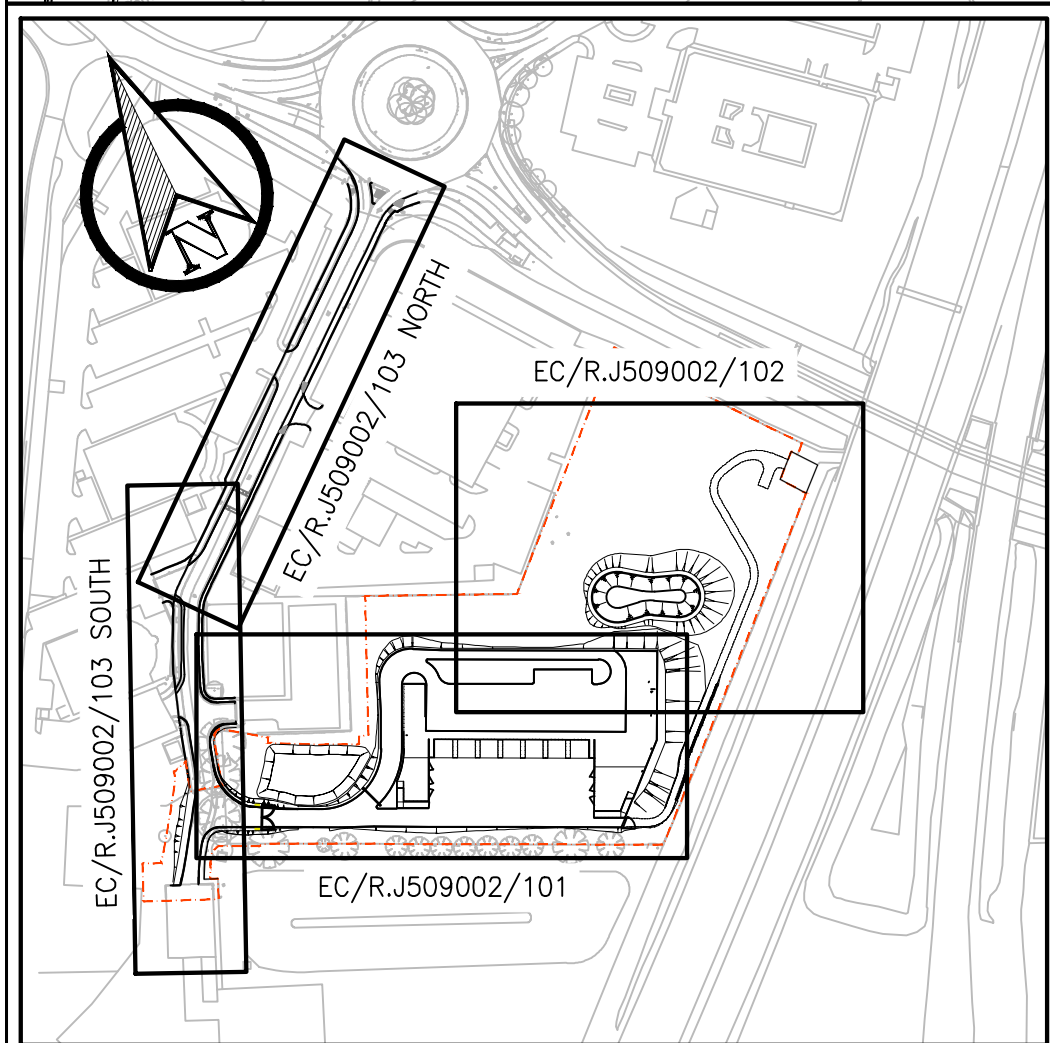
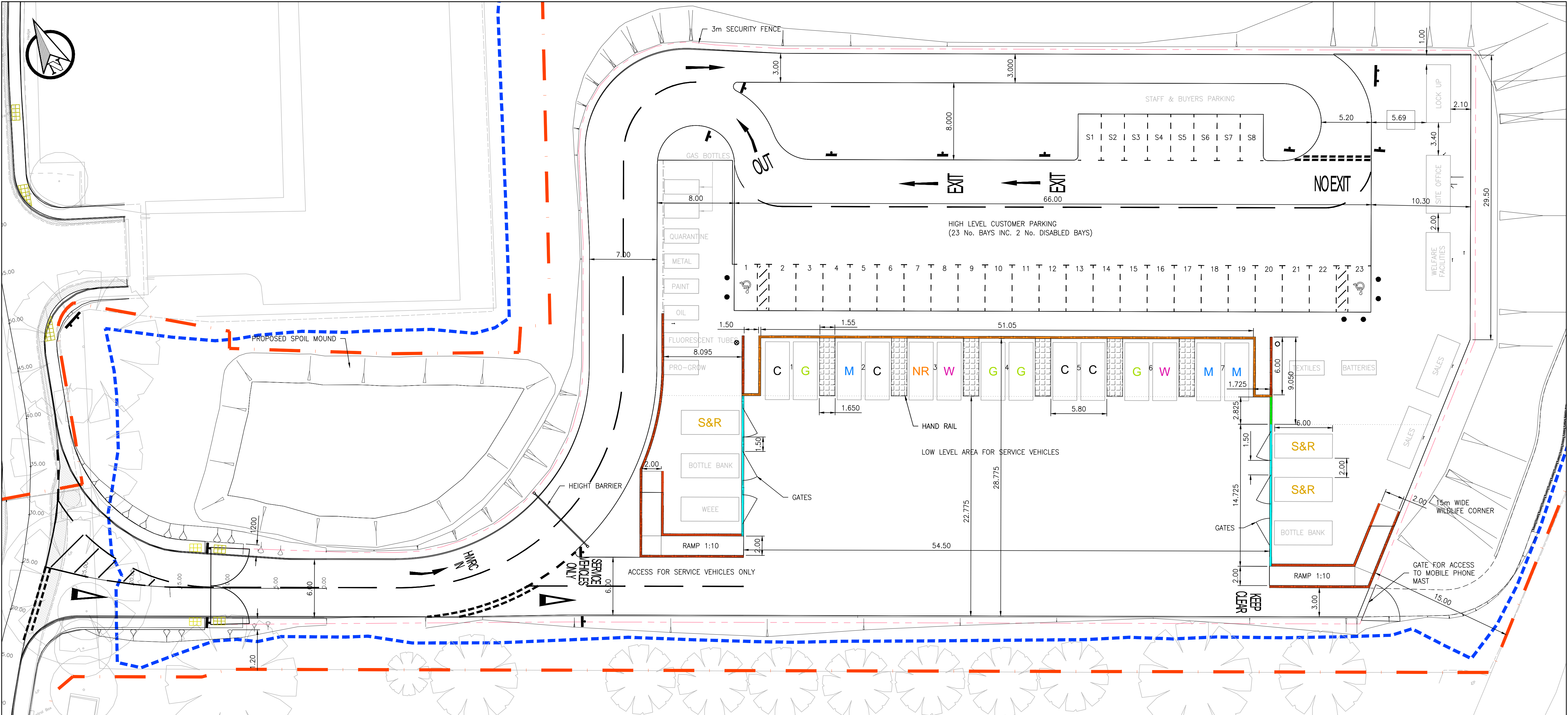
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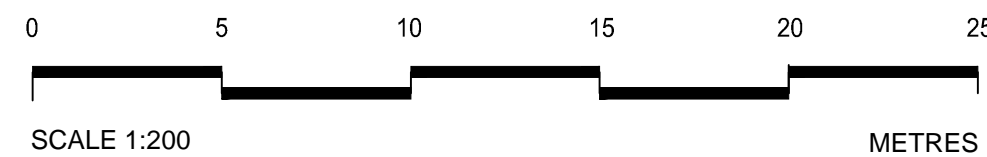


NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER ENGINEERING CONSULTANCY DRAWINGS. ANY DISCREPANCIES ARE TO BE REFERRED TO THE SUPERVISOR.
2. DO NOT SCALE. IF IN DOUBT ASK.

LEGEND




- |  |  |  |   |
|--|--|--|---|
|  | FOOTWAY TO BE WIDENED TO SHARED USE CYCLEWAY/FOOTWAY |  | BINS FOR METALS                         |
|  | FOOTWAY TO BE CONVERTED TO CARRIAGEWAY               |  | BINS FOR NON-RECYCLABLE WASTE           |
|  | SITE RED LINE BOUNDARY                               |  | BINS FOR WOOD                           |
|  | REPTILE FENCING                                      |  | BINS FOR GREEN WASTE                    |
|  | PROPOSED TACTILE PAVING                              |  | BINS FOR CARDBOARD/PAPER                |
|  | EXISTING TACTILE PAVING                              |  | WASTE ELECTRICAL & ELECTRONIC EQUIPMENT |
|  | PROPOSED REMOVABLE BOLLARDS                          |  | HAND RAIL                               |
|  | PROPOSED LIGHTING COLUMN                             |  | BIN STORAGE GATE                        |
|  | 5m CCTV POLE   |  | SECURITY FENCE                          |
|  | 5m CCTV POLE WITH AUTOMATIC NUMBER PLATE RECOGNITION |  | PROPOSED GRAVEL TRACK                   |
|  | EXISTING TREE  |  | METAL GANTRIES                          |
|  | ROAD SIGN  |  | HEIGHT BARRIER                          |
|  | LARGE SIGN   |  | RETAINING WALL 1.6m HIGH                |
|  | BINS FOR SOIL & RUBBLE                               |  | RETAINING WALL 1.15m HIGH               |
|  |  |  | RETAINING WALL 1.215m to 1.15m HIGH     |
|  |  |  | BLOCK WORK WALL                         |



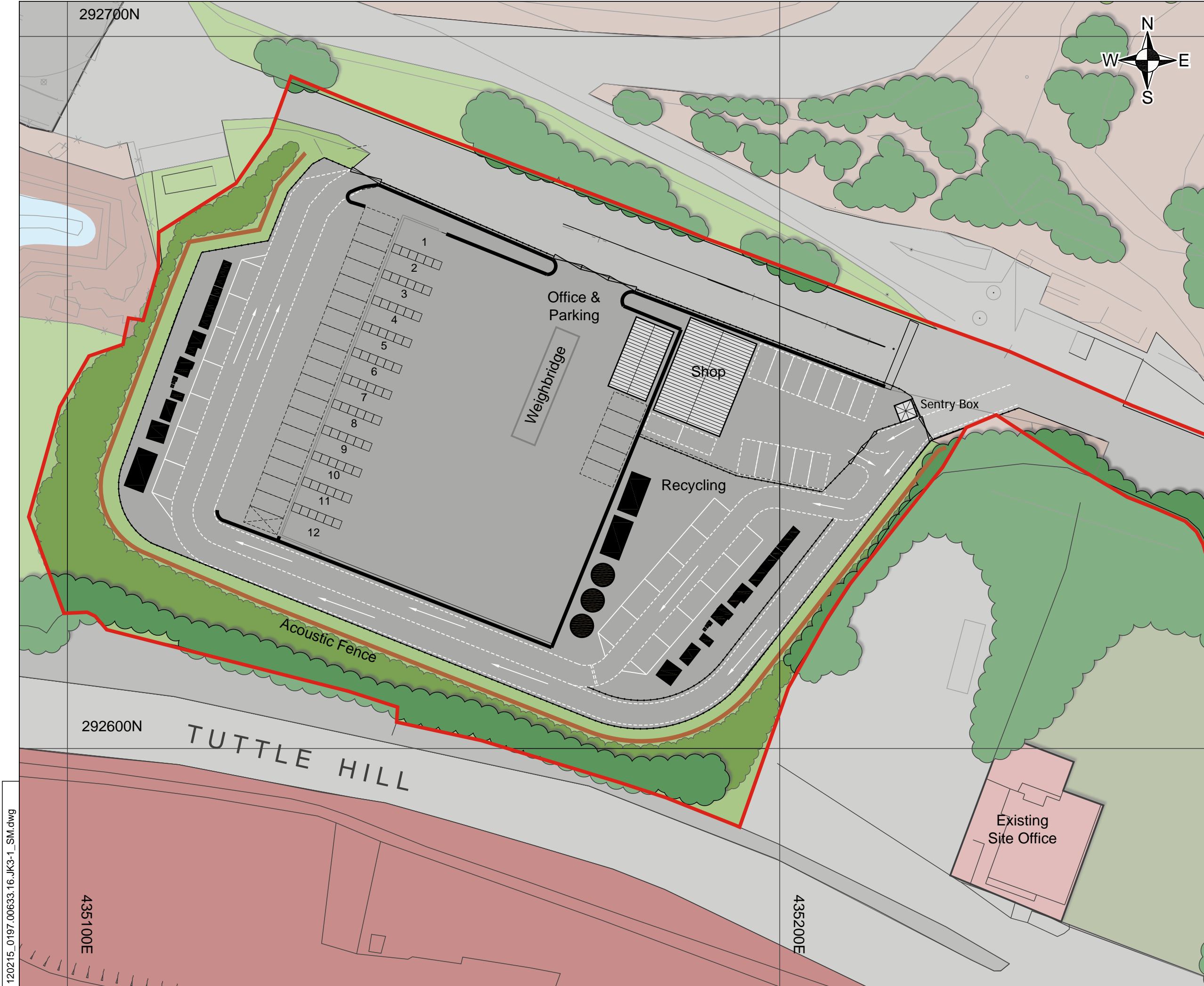
SCALE 1:200

METRES

**TENDER**

						CLIENT	EASTLEIGH BOROUGH COUNCIL	CONSULTANT	 <b>Hampshire</b> County Council			STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT	DRAWN NM	CAD AD	CHECKED	APPROVED	SCHEME EASTLEIGH HWRC OFFSITE HIGHWAY WORKS STONEYCROFT RISE	DRAWING TITLE GENERAL ARRANGEMENT LAYOUT HWRC	JOB No. R.J509002.01	SCALE @ A1 1:200	DATE MAR 2013	SHEET No. 2 OF 4	HCC CADplot:06.Sep.2013 at 10:48am	DRG No. EC/R.J509002/101	REV																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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LEGEND	
	APPLICATION SITE
	EXISTING BUILT UP AREA
	EXISTING WATER BODY
	EXISTING LANDFILL SITE
	EXISTING VEGETATION TO BE RETAINED
	PROPOSED BUILDINGS
	PROPOSED ACOUSTIC FENCE
	PROPOSED SKIPS
	PROPOSED FENCE
	PROPOSED ROAD MARKINGS
	ADDITIONAL TREE AND SHRUB PLANTING

ASPECT HOUSE  
ASPECT BUSINESS PARK  
BENNERLEY ROAD  
NOTTINGHAM, NG6 8WR  
T: 01159 647280  
F: 01159 751576  
www.slrconsulting.com

JUDKINS LANDFILL SITE

HOUSEHOLD WASTE  
RECYCLING CENTRE

LANDSCAPE MASTERPLAN

JK 3/1

Scale 1:500 @ A3

Date FEBRUARY 2012

120215\_0197.00633.16.JK3-1\_SM.dwg





NOTES:  
1. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.

20131850

KEY

- LIGHTING COLUMNS INDICATIVE LOCATIONS ONLY - SUBJECT TO DETAIL DESIGN
- STREET LIGHTS INDICATIVE LOCATIONS ONLY - SUBJECT TO DETAIL DESIGN
- LANDSCAPING INDICATIVE LOCATIONS ONLY - SUBJECT TO DETAIL DESIGN
- AUTOMATIC NUMBER PLATE RECOGNITION (CAMS)
- DESIGN LEVELS

AMENDED PLANS RECEIVED  
16.12.13.

REV	DESCRIPTION	DATE	BY	CHK
01	ISSUED FOR TENDER	16/12/13	WJ	WJ
02	REVISION: AS PER COMMENTS	16/12/13	WJ	WJ
03	REVISION: AS PER COMMENTS	16/12/13	WJ	WJ

LEICESTERSHIRE  
County Council

ENVIRONMENT AND  
TRANSPORT DEPARTMENT

PHIL CROSSLAND  
DIRECTOR

LEICESTERSHIRE  
HIGHWAYS

LEICESTER CITY COUNCIL

HOUSEHOLD WASTE  
RECYCLING CENTRE  
GYPSUM CLOSE, LEICESTER  
SITE LAYOUT

DRAWING NUMBER: 4071/S1/002C  
SCALE: 1:250

PREPARED BY: A. HALEMAN  
CHECKED BY: B. WATKINS  
APPROVED BY: C. WATKINS  
AUTOCAD PROJECT FILE: 4071/S1/002C.dwg  
AUTOCAD PLOT FILE: 4071/S1/002C.dwg

DATE: 26/10/2013  
USER: A4  
COURSE FILE: 4071

COUNTY HALL • GLENFIELD • LEICESTER • LE13 8JY  
TEL: 0116 2555001 | FAX: 0116 2551771  
E: highways@leicester.gov.uk | W: www.leicester.gov.uk





## Appendix B

### Locational Criteria the National Planning Policy for Waste

In testing the suitability of sites and areas in the preparation of Local Plans and in determining planning applications, waste planning authorities should consider the factors below. They should also bear in mind the envisaged waste management facility in terms of type and scale.

#### *a. protection of water quality and resources and flood risk management*

Considerations will include the proximity of vulnerable surface and groundwater or aquifers. For landfill or land-raising, geological conditions and the behaviour of surface water and groundwater should be assessed both for the site under consideration and the surrounding area. The suitability of locations subject to flooding, with consequent issues relating to the management of potential risk posed to water quality from waste contamination, will also need particular care.

#### *b. land instability*

Locations, and/or the environs of locations, that are liable to be affected by land instability, will not normally be suitable for waste management facilities.

#### *c. landscape and visual impacts*

Considerations will include (i) the potential for design-led solutions to produce acceptable development which respects landscape character; (ii) the need to protect landscapes or designated areas of national importance (National Parks, the Broads, Areas of Outstanding Natural Beauty and Heritage Coasts) (iii) localised height restrictions.

#### *d. nature conservation*

Considerations will include any adverse effect on a site of international importance for nature conservation (Special Protection Areas, Special Areas of Conservation and RAMSAR Sites), a site with a nationally recognised designation (Sites of Special Scientific Interest, National Nature Reserves), Nature Improvement Areas and ecological networks and protected species.

#### *e. conserving the historic environment*

Considerations will include the potential effects on the significance of heritage assets, whether designated or not, including any contribution made by their setting.

#### *f. traffic and access*

Considerations will include the suitability of the road network and the extent to which access would require reliance on local roads, the rail network and transport links to ports.

#### *g. air emissions, including dust*

Considerations will include the proximity of sensitive receptors, including ecological as well as human receptors, and the extent to which adverse emissions can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.

#### *h. odours*

Considerations will include the proximity of sensitive receptors and the extent to which adverse odours can be controlled through the use of appropriate and well-maintained and managed equipment.

#### *i. vermin and birds*

Considerations will include the proximity of sensitive receptors. Some waste management facilities, especially landfills which accept putrescible waste, can attract vermin and birds. The numbers, and movements of some species of birds, may be influenced by the distribution of landfill sites. Where birds congregate in large numbers, they may be a major nuisance to people living nearby. They can also provide a hazard to aircraft at locations close to aerodromes or low flying areas. As part of the aerodrome safeguarding procedure (ODPM Circular



1/20035) local planning authorities are required to consult aerodrome operators on proposed developments likely to attract birds. Consultation arrangements apply within safeguarded areas (which should be shown on the policies map in the Local Plan).

The primary aim is to guard against new or increased hazards caused by development. The most important types of development in this respect include facilities intended for the handling, compaction, treatment or disposal of household or commercial wastes.

*j. noise, light and vibration*

Considerations will include the proximity of sensitive receptors. The operation of large waste management facilities in particular can produce noise affecting both the inside and outside of buildings, including noise and vibration from goods vehicle traffic movements to and from a site. Intermittent and sustained operating noise may be a problem if not properly managed particularly if night-time working is involved. Potential light pollution aspects will also need to be considered.

*k. litter*

Litter can be a concern at some waste management facilities.

*l. potential land use conflict*

Likely proposed development in the vicinity of the location under consideration should be taken into account in considering site suitability and the envisaged waste management facility.

## Appendix C

### Environmental Permit Application

The proposed HWRC facility will be regulated under the Environmental Permitting (England and Wales) Regulations (EPR) 2016 (as amended) and as such will require an application to be submitted to the Environment Agency to obtain an environmental permit. The type of permit required for the facility will be determined by the anticipated waste streams (hazardous or non-hazardous), the annual throughput expected and the final location of the site.

Standard rules permits are available for such facilities as follows:

- SR2015 No 19 75,000 tpa Non-Hazardous Waste Amenity site; or
- SR2015 No 20 75,000 tpa Non-Hazardous and Hazardous Waste Amenity site.

A standard rules permit may be applied for i) if the new facility only accepts the EWC waste codes specified in such permit up to 75,000 tpa and ii) can meet the locational criteria, namely the no part of the site is located:

- within 200 metres of a European Site, RAMSAR site or Site of Special Scientific Interest (SSSI); and
- within 50 metres of any well, spring or borehole used for the supply of water for human consumption, including private supplies.

In the event that the conditions of such a Standard Rules permit cannot be met then, the application would be for a bespoke permit under the EPR Regulations 2016, as amended.

The standard rules application would comprise:

- application forms A, B1 and F1;
- non-technical summary (NTS) which would not only outline the reason for the application but would detail the organisational arrangements/approach, confirm acceptance of all standard rules permit conditions and include evidence of the necessary technical competence;
- review of the Environment Agency generic risk assessment to pick up any site specific considerations and controls;
- a site condition report (SCR) which would be created by drawing on the information produced from a combination of desk based assessments (such as Envirocheck) and drawing on site specific information identified during any phase I or II studies that may be undertaken on the identified site. This document will follow the EA Guidance "Site Condition Report" and will be tailored for the nature of the application being made;
- a fire prevention plan (FPP) will need to be prepared to reflect proposed waste storage, fire prevention and fire control arrangements for the site. Such documents will be prepared to meet the requirements detailed in the EA Guidance "Fire Prevention Plans: Environmental Permits"; and
- drawings and plans showing the site location, installation boundary, site layout, site drainage arrangements, sensitive receptors plan and a plan to support the development of the FPP.

In the event that a bespoke application is required, the application would require additional information relating to site management arrangements and general operational requirements - which would usually be detailed in a separate plan referenced from the NTS.

