Planning Application Supporting Statement

For the Installation of Plant for the Processing of Road Sweepings and Gully Arisings to Recover Material Suitable for Use in Landfill Restoration.

Relating to

Ling Hall Landfill Site, Coalpit Lane, Lawford Heath, Rugby, Warwickshire.

Submitted to:

Warwickshire County Council
Shire Hall
Warwick
CV34 4RR

By:

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Date: July 2011
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1. INTRODUCTION

This supporting statement provides general information about the proposed application. It firstly describes the site's location and its relationship to the surrounding area and then provides details of the planning history; the applicant and site ownership. It then describes the proposed recovery operation and gives an assessment of the potential environmental impacts. The final section assesses the proposal against various national and local planning policies.

As the proposal is a recovery rather than disposal operation it does not fall within the definition of a Schedule 1 or Schedule 2 Development (as set out in the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999) so a formal environmental impact assessment is not required. However, many of the potential impacts are considered in Section 3 of this statement.

A Design and Access Statement by virtue of the Town and Country Planning (Development Management Procedure) (England) Order 2010 is also not required because the proposed plant and machinery is less than 15 metres in height.

On the assumption that planning approval is forthcoming the development cannot commence until a variation of the Environmental Permit is granted by the Environment Agency. The variation will be subject to a separate application to the Environment Agency and will deal with some of the more technical aspects of the proposal.

In connection with the operation of the landfill, regular planning liaison meetings are held with local members and residents. At the last meeting held on 26th July 2011 this proposal was outlined and discussed. The initial feedback was considered to be positive.

1.1 The Site and Surrounding Area

Ling Hall landfill extends to around 250 acres (100 hectares), is centred at National Grid reference SP 447 735 and is within the Borough of Rugby. It has been operational as a landfill since 1993 and in accordance with the current planning consent is due to be completed in 2021. The landfill operation is restoring the void previously created by sand and gravel extraction.

It comprises a substantial part of the former Lawford Heath Airfield and is bounded by Coal Pit Lane to the south west and Lawford Heath Lane to the
south east. The A45 (T), the principal access route to the site, lies approximately one kilometre to the south.

The application site consists of the area previously occupied by the sand & gravel processing plant which was removed in 2010. It extends to an area of 0.87 ha.

The surrounding area is predominantly rural in nature but there is a small industrial estate adjoining the site on the former airfield base. The village of Lawford Heath lies to the east and there are scattered farms and other individual residential properties around the site. The nearest residential property to the site is North Lodge which lies approximately 480 metres to the west.

The site and its location are shown on plan numbers 100_001 and 100_002.

1.2 Planning History

Planning consent was granted in 1991 for sand and gravel extraction with restoration via landfill (ref. R16/890805). Since 1991 there have been variations to the method of working and phasing; hours of operation and agreement on the wetland restoration scheme.

In 1998 consent was given for the installation of plant to utilise landfill gas for the generation of electricity (ref. R16/98CM002). Approvals were also given for the temporary use of land for composting and recycling but these consents were never implemented and have since lapsed.

Although mineral extraction was completed in 2009 consent was recently given for the retention of the concrete batching and asphaltling plants operated by Breedon Aggregates Limited for a further five years (ref. RBC/10CM017). Allied to this consent was a temporary approval for extended operating hours (ref. RBC/10CM018).

The majority of the planning consents have also been subject to Section 106 Agreements which stipulate access and egress routes for lorry traffic in order to minimise disturbance to local residents. It is anticipated that any further consents which generate vehicle movements will also be subject to similar vehicle routing restrictions.

1.3 The Applicant and Site Ownership

The applicant and site owner is Veolia E S Landfill Limited which is part of Veolia Environmental Services (UK) plc, formerly Onyx UK Limited, one of the
UK’s leading waste management companies, collecting, treating and disposing of waste produced by businesses and the public across the UK.

Veolia is committed to minimising environmental impacts associated with its activities and to complying with all relevant environmental legislation, permit conditions and planning approvals. Each Veolia landfill site, of which there are 13 in the UK, is certified to both ISO 9001 quality management; ISO 14001 environmental management systems (EMS) and ISO 18001 health and safety. This provides a framework for the ongoing identification, prevention and management of significant environmental impacts and will continue to be used in relation to the operation of the Ling Hall landfill site.

The sand and gravel was extracted and processed by Breedon Aggregates Limited under the terms of a lease. They retain an interest in the site with their concreting and asphaltling business utilising imported mineral.

2. THE PLANNING PROPOSAL

2.1 Introduction

Local councils have an obligation to maintain the highway network. Part of this maintenance includes keeping the roads and associated drainage infrastructure clean utilising specialist machinery and vehicles. At the present time the material collected, which consists primarily of soil and aggregates, is deposited in the landfill as non-hazardous waste. The reason that is considered to be waste is because it includes minor amounts of contaminants primarily in the form of litter, metals and petroleum hydrocarbons i.e. petrol, diesel and oil.

This proposal intends to recover this material by removing the contaminants so that the soil and aggregate can be used as part of the restoration of the landfill rather than be discarded into the landfill.

This section of the supporting statement will detail the proposed recycling operation.

2.2 Proposed Operations

At 80% availability, to allow for breakdowns and maintenance, the recovery plant is designed to handle around 80,000 tonnes per annum. However in practice it is anticipated that the plant will handle approximately 50,000 tonnes per annum taking suitable material from Warwickshire and neighbouring counties.
The material will be bulked at transfer stations and transported to the site using tipper type vehicles with an average carrying capacity of 20 tonnes. This will help to reduce the daily number of loads and maximise transport efficiencies. Vehicles entering the site will use the existing landfill weighbridge and wheel cleaning facilities. The hours of operation will be the same as those permitted for the landfill which are:

0700 – 1800 hours on Monday to Friday
0700 – 1300 hours on Saturdays
No working on Sundays, bank or other public holidays

Once the material has passed through the recovery process it will stand for a short period of time on the concrete pad to allow the retained moisture to drain. The material will then be taken from the processing area by dump-truck and stockpiled in suitable locations on the landfill site in readiness for use in restoration or daily cover. These locations will vary depending on the progress of landfill operations but where possible they will not be on the high points of the landfill where visual impact could be a problem. Once the material has dried sufficiently it will be spread using conventional landfill plant and equipment.

The only mobile equipment will be a wheeled loading shovel and a dump-truck. Over night this equipment will be parked in a secure location elsewhere on the adjoining landfill site. To operate the machinery it is anticipated that this proposal will provide two additional full-time employment opportunities.

For health and safety purposes lighting will be installed to facilitate working during the winter months similar to that used in the adjacent concrete batching and asphalting operations.

During the autumn when there are large quantities of fallen leaves being collected by road sweeping vehicles, this material will be temporarily diverted away from Ling Hall. The processing system is not designed to take large amounts of organic matter so deliveries containing predominantly leaves will be diverted to suitable composting facilities elsewhere.

As the recovery operation is linked to the restoration of Ling Hall when restoration has been completed the processing equipment will be removed; the concrete base and side walls broken up and the site landscaped in accordance with the current landfill planning consent.
2.3 Proposed Site Description

The recycling operation will be located on part of the former north-south runway in the area previously used for the processing of sand & gravel extracted from Ling Hall as shown on plan numbers 100_002 and 100_003. The site will consist of an impermeable concrete hard-standing, laid over the existing run-way and will be surrounded by a concrete wall, 2.50 metres in height. A series of internal concrete push-walls will be utilised to segregate the various fractions following processing.

The hard-standing will be designed with a capacity to retain all liquid run-off based on a 100 year plus 30% storm event. This is to ensure that no contamination leaves the site. All water within the site will be cleaned-up and recirculated in the recycling process.

The equipment used to clean and separate the input material will be standard quarry equipment comprising conveyor belts, screens, pumps and tanks. The detailed layout and elevations are shown on plan numbers 100_004 and 100_005.

2.4 Process Description

Once on-site the street sweepings and gully waste will be discharged onto the impermeable concrete hard-standing and then fed into the processing system using a wheeled loading shovel. Any oversize material is screened out to avoid blocking the equipment and the remainder passes into the washing system.

The washing system will consist of a pre-wash, main washing unit and a post wash section (which will be specific to some of the output categories). The material is initially dampened by pressurised spray bars in the pre-wash section where it then enters the main washing unit. In the washing unit the action of the rotating paddles generates forces of friction and attrition and imparts a scrubbing action on the material which facilitates the separation of contaminants. The majority of the contaminants will leave the system in the process water.

The large size ranges of organic matter and litter float out of the main wash tank and are discharged into a stockpile and the aggregates are rinsed on a single deck screen before discharge to a separate stockpile. The finer material is then pumped into a sump tank fitted with special filters before passing into a cyclone which separates the sand from the process water. The sand is
discharged to stockpile and the process water is recycled back into the washing system after it is cleaned.

The cleaning of the process water is achieved by further screening and filtering to remove any contaminants after first adding a flocculent which helps to settle out any heavy silt particles which are collected separately. Any moisture losses, primarily in the stockpiles, will be topped-up by clean water from the on-site water storage tank.

The recovery operation is shown diagrammatically on the process flow diagram – plan reference SA11-014.

The outputs from the washing operation are therefore as follows:

<table>
<thead>
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<th>Category</th>
<th>Percentage (%)</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fine sand &lt;5mm</td>
<td>45</td>
<td>Landfill restoration</td>
</tr>
<tr>
<td>Aggregate 5 – 50 mm</td>
<td>18</td>
<td>Restoration or site operations or sale to third party</td>
</tr>
<tr>
<td>Oversize &gt; 50mm</td>
<td>3</td>
<td>Landfill disposal</td>
</tr>
<tr>
<td>Organic and litter</td>
<td>16</td>
<td>Restoration or daily cover</td>
</tr>
<tr>
<td>Silt &lt;75 microns</td>
<td>18</td>
<td>Landfill restoration</td>
</tr>
<tr>
<td>Filters</td>
<td></td>
<td>Disposal off-site</td>
</tr>
<tr>
<td>Metals</td>
<td>Negligible</td>
<td>Sold to third party recycler</td>
</tr>
</tbody>
</table>

Of the 100% material going into the recycling process 97% will be graded and washed sufficiently for it to be used in landfill restoration or other related operations. The oversize material with further processing i.e. crushing or shredding could be rendered as suitable for landfill operations but given the very low percentage (3%) further processing is unlikely to be cost-effective so the material will be disposed of to landfill.

The petroleum hydrocarbon and metals contamination will be contained within the filters and these will be disposed off-site at an appropriate facility. Given the nature of the contaminants the likely disposal option will be incineration.

The diagram at Appendix 3 shows the nature of the various output fractions.
3. ENVIRONMENTAL CONSIDERATIONS

3.1 Introduction
With any new development it is important to assess the likely level of impact on the local residents surrounding the site and to propose mitigation measures if the development is likely to have an adverse impact on amenity. The potential impacts are considered to be noise, visual impact, dust, odour and traffic.

3.2 Noise
An independent environmental noise survey was commissioned to assess the likely level of noise impact. This survey is included as Appendix 1.

The proposal was assessed against the criteria and methodology set out in BS 4142:1997 “Method for rating industrial noise affecting mixed residential and industrial areas” to measure if complaints were likely to be received from local residents. Under BS 4142 the rating level for community noise is defined as the rating level for specific noise minus the background noise. A difference of 10dB or greater indicates that “complaints are likely” whereas a difference of 5dB or less is defined to be at “marginal significance”. The independent report concluded that the predicted noise from the proposed operation would be below the background noise levels measured at the sensitive receptors so would be of marginal significance and that therefore complaints were considered to be unlikely.

In addition condition 37 of the main planning consent governing operations at Ling Hall requires that noise from any associated operation (e.g. recovery) shall not exceed the ambient noise levels as set out in the table below when measured one metre in front of the relevant residential façade at a height of 1.2 metres:

<table>
<thead>
<tr>
<th>Measurement Point</th>
<th>Location</th>
<th>Ambient Level (dB(A))</th>
<th>Predicted Level (dB(A))</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Badgers Close</td>
<td>46.6</td>
<td>33.6</td>
<td>-13.0</td>
</tr>
<tr>
<td>2</td>
<td>North Lodge</td>
<td>51.1</td>
<td>36.4</td>
<td>-14.7</td>
</tr>
<tr>
<td>3</td>
<td>Blue Boar Farm</td>
<td>54.4</td>
<td>34.2</td>
<td>-20.2</td>
</tr>
</tbody>
</table>
It can be seen that the predicted noise levels are well below the background noise levels so that the proposed development will be in accordance with the requirements of condition 37 of planning consent reference R16/890805.

### 3.3 Visual Impact

It is important to ensure that as far as possible the proposed recycling operation is not visible from public vantage points around the site. As Ling Hall is now a well established facility having been in operation for almost 20 years the majority of potential views into the site are already well screened.

To the north any views from Ling Lane are screened by a substantial hedge and the intervening topography which comprises the landfill domed profile which rises to in excess of 10 metres above the level of the lane. Views from the west along Coalpit Lane are again screened by a substantial hedge; blocks of woodland and the topography of the landfill. To the south and east, any views are long distance i.e. over 600 metres and the restored landfill; industrial estate and boundary hedges all help to screen any views of the proposed operation. This is illustrated on the elevations shown in plan 100_005.

It is important to note that the maximum height of the recovery equipment is six metres which is 11 metres below the height of the existing asphalting plant chimney operated by Breedon Aggregates and some eight metres below the height of the feed hoppers and storage silos.

It is therefore considered that there will be minimal visual impact from the proposed recovery operation.

### 3.4 Dust

Recycling operations that involve sorting and screening can give rise to dust. However this particular proposal incorporates water in the form of spray bars and log washers to clean-up and help separate the contaminants so the potential for the generation of dust is considered to be minimal given the damping effect of the water.
3.5 Odour

The potential for odour generation is also negligible because over 80% of the material that is produced by the recycling process consists of mineral in the form of aggregate, sand and silt. In other words the same material that has been produced from the recent quarrying operations. There may be some potential for odour from the organic material contained in the street sweepings prior to processing but this will be managed as part of the landfill odour plan.

3.6 Traffic

As already mentioned it is anticipated that the proposed plant will operate at around 50,000 tonnes per annum. If the average delivered load weighs 20 tonnes then this will equate with around nine deliveries per day or less than one per hour. Some of this material is already being delivered to the site so it will not be additional traffic so further reducing the hourly rate. Also as the material is being recovered and used beneficially as part of the restoration it will tend to displace vehicles which would otherwise be importing soils so will therefore not be adding to the general level of lorry traffic.

When considering a previous planning application to allow operations on Bank Holidays concern was expressed about the potential impact of noise disturbance from vehicles using the site. In mitigation reference was made by Veolia to an appeal decision into the refusal by Warwickshire County Council to allow an asphalting plant at Mancetter Quarry, near Atherstone. The main issue considered by the Inspector was the extent to which the additional working hours and vehicles would cause significant noise and disturbance for nearby residents.

A noise assessment carried out by North Warwickshire District Council, which was used to inform the appeal process, indicated that the resultant noise level’s from the additional HGV’s would add very little additional impact with increases of less than 2dB(A) which could be described objectively as negligible. It is interesting to note that the assessment was based on an additional five vehicles per hour which is considerably less than would be anticipated if this application were to be approved.

In general the level of lorry traffic associated with the site is now considerably less than it was a few years ago primarily as a result of the completion of mineral extraction and the reduction in the amount of waste going to landfill. Increased recycling, the recession and the high level of landfill tax have meant that landfill volumes nationally have reduced by over 30% since 2008. This
fact together with the displacement of restoration material will mean that any additional disturbance from the proposed recycling activity will be minimal.

It is also proposed that the vehicles utilising the site as a result of the recovery operation will adhere to the present routing plan stipulated in the Section 106 Agreements. Vehicles will therefore be prohibited from using Coalpit Lane to the north of the site entrance and from using Lawford Heath Lane east of its junction with Coalpit Lane thus avoiding the majority of residential properties in the vicinity of the site.

4. REVIEW OF PLANNING POLICY

4.1 Background

The appropriate planning policy against which this application should be assessed, at the National level, is Planning Policy Statement 10 – Planning for Sustainable Waste Management (PPS 10), and at the local level is the Waste Local Plan for Warwickshire (saved policies) and the Rugby Borough Local Plan (saved policies).

4.2 PPS 10

The principal objective of this Government policy is to protect human health and the environment by producing less waste and by using it as a resource wherever possible. To achieve this, a step-change in the way waste is handled is necessary and significant new investment in waste management facilities will be needed. It recognises that the local planning system is pivotal to the adequate and timely provision of these new facilities.

The key planning objectives of PPS 10 in relation to this proposal are:

- The need to drive waste management up the Waste Hierarchy
- To ensure that human health and the environment are not harmed
- To reflect, amongst others, the needs of waste collection and disposal authorities; and
- To protect green belts whilst recognising the particular locational needs of some types of waste management facilities.

The Waste Hierarchy as set out in Article 3 of the revised Waste Framework Directive (2008/98/EC) is shown in Appendix 2. The purpose of the schematic is to encourage the movement of the waste up the hierarchy with disposal to landfill being the least desirable method of dealing with waste. The application is therefore in accordance with this policy as it proposes the movement of the
street sweepings up the hierarchy from disposal to recovery for use in the restoration of Ling Hall.

The issue of harm to human health or damage to the environment has been considered in sections 2 and 3 of this statement where it has been demonstrated that the proposal will not give rise to any adverse effect.

Warwickshire County Council are currently tendering for the disposal of their street sweeping waste and there is a general awareness now amongst local authorities that this waste can be put to a more beneficial use rather than be disposed of to landfill. There is clearly a need that should be catered for by suitable recovery facilities.

The issue of impact on green belt is considered further in section 4.4.2.

4.3 Waste Local Plan for Warwickshire (WLP)

The saved policies of the WLP is the appropriate policy guidance until such time as the Local Development Framework, which is a “plan-led” system introduced by the Planning and Compulsory Purchase Act 2004, has been formally adopted.

4.3.1 Policy 1 – General Land Use

This policy makes it clear that a proposal will not be supported if it has a significant impact on the amenity of local residents and/or if it gives rise to unacceptable levels of traffic which would adversely affect the amenity of the local area or the local residents.

Potential impact on local amenity has been considered fully in section 3 and it has been demonstrated that the proposal will not adversely affect the amenity of the local area and nor will it give rise to unacceptable levels of traffic.

4.4 – Rugby Borough Local Plan

As with the WLP the following saved policies are relevant:

4.4.1. Policy E1 – Development in the Countryside

This application proposes a minor operation within a much larger development that has already been approved so strictly speaking the issue of impact on the countryside has previously been examined and considered to be acceptable. However it is perhaps important to reaffirm that the original application
proposed mineral extraction and that the mineral can only be worked where it occurs and that landfill was the means to ensure proper restoration of the void created by the extraction. Restoration back to agriculture is completed on a progressive basis thereby returning the land to a countryside use. The existing restoration provisions will also apply to the development proposed by this application so it is therefore considered that the current proposal is in accordance with this policy.

4.4.2. Policy E2 – Protection of the Green Belt

The fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open. The reasons that the original consent (ref. R16/890805) at Ling Hall was considered to be consistent with Green Belt policy was because it proposed mineral extraction; was not permanent and it retained the openness of the countryside. As this proposal does not change the overall working and restoration of the site these statements also apply to the present application. To reinforce this view it is also generally accepted that the land does need to be restored following mineral extraction and that landfill is the means of securing effective restoration. The recovery of material from waste, as proposed by this application, is helping to achieve the restoration of Ling Hall.

So long as a material recovery facility is not permanent then it is supported by existing Government Guidance on the Green Belt as set out in PPG2. This proposal is not a permanent waste management use and will cease when, as part of the landfill development, the land is returned to a mixture of agriculture and woodland in keeping with the general characteristics of the surrounding landscape.

In addition PPS 10 makes it clear that planning authorities should, in certain circumstances, consider the particular locational needs of certain waste recovery facilities even within Green Belt. It is argued that special circumstances do apply with this particular application because the material recovered from the washing process is almost exclusively used to achieve the restoration of the site and that the process is akin to the processing of mineral which has taken place in the same location for many years without any adverse impact on the local environment.

It is therefore considered that the present application is in accordance with the policies relating to development within the Green Belt.

4.4.3 Policy GP3 – Protection of Amenity

The impact on amenity has been considered in Section 3.
5. CONCLUSION

This application seeks approval to move waste up the Waste Hierarchy by recovering material suitable for restoration of the landfill at Ling Hall following mineral extraction. There is a demand from local authorities and other operators for an effective solution to the disposal of their street sweeping and gully arising wastes which this proposal aims to address.

The application is considered to be in accordance with the various planning policies and is not contrary to the principles governing development within the Green Belt. The site will continue to be operated to the high standards required by the Environmental Permit and the quality and environmental management systems to minimise any adverse impact on the environment and disturbance to local residents.

It is therefore respectfully requested that consent be granted.