• Identification of the Context and Need of the Proposed Development:

The redevelopment of Rushden HWRC has been designed to maximise the current site extent to assist with vehicle movements passing through the site reducing congestion. Currently the site has a fairly rigid road network causing traffic to back up during peak times onto the highway outside the HWRC. This has resulted in a number of complaints from the Police and the highway authority. On a number of occasions the Rushden site has had to be closed on safety grounds to relieve the pressure on the road network outside.

• Consultation with Local Authority / Planning Authority:

Enterprise Managed Services have been working along side Northamptonshire County Council in relation to developing the Rushden HWRC site. We have liaised with Northamptonshire CC over the past two years to ensure we maximise the potential of the site to enhance site efficiency reducing the strain on the road network outside.

We held a pre planning application site meeting with Marc Laurenson who gave us guidance on what planning application to complete. Mark has also given us assistance identifying what further information is required to validate our planning documentation.

• Description of the Proposed Redevelopment: (Reference drawing SK06 Chevron Parking Option Genera Swept Paths)

- As you enter the site the short access road which leads to the meet and greet point will be made into two lanes by carrying out carriageway widening. This road will now allow visitors to bear left to use waste outlets such has bottle banks and other segregated bins which will be repositioned. Visitors will also use this lane to access the new weighbridge which was constructed last year.

Visitors which wish to use the main skips will bear right and follow the road around until they approach the required bin.

- Carriageway widening will take place around the bend leading to the raised level where the main skips are accessed from. This is designed so traffic who have already disposed their rubbish in section one of the site at the bottle banks area do not have to queue in the traffic waiting to access the main skips. The carriageway widening has been designed to compliment the carriageway widening at the entrance and also the widening at the top level close to the skips.
Carriageway widening will be used to add an additional lane at the top of the site where access is made to the skips below. This will be carried out by removing part of the existing pre cast retaining walls and constructing a new precast retaining wall further over (approximately 3.0m). This will allow enough room keeping the kerb line close to the sites boundary intact to construct a third lane. This will provide a designated lanes for cars to pull up to the skips, re enter the site and carry straight through to the exit. Currently there are two lanes and cars have to enter lane two (the through road) to make a reversing manover to set their vehicle ready to discharge their load. This is the route cause of most of the congestion on the site. To maintain the current working area in the skip operational area a smaller precast retaining wall will be constructed to support the carriageway embankment on the site closest to the weighbridge. This retaining wall will allow us to maximise the embankment area creating much needed space to assist with vehicle movements in the exclusion zone.

The kerb line at the exit of the HWRC leading onto the carriageway will be realigned to promote vehicles existing the site turning left only. This will be enhanced by a traffic order (Traffic order to be applied for) and a splitter island constructed in the access to direct people left as they exit.

Signage on the site will be renewed directing traffic around the site in line with the new layout to ensure the new site layout is used to maximise is designed efficiency levels. Carriageway road markings will also promote this and ensure safety to all its visitors.

- **Policy Compliance**

**Long term vision for minerals and waste development in Northampton to 2026:**

The design / brief we have submitted for planning approval concentrates on maximising the current space to accommodate the sharp increase in waste handling we have experienced at Rushden over the past ten years. It also allows further scope to handle increased waste moving forward to 2026. The need for increased capacity as been caused by the larger amounts of skips to segregate waste for recycling. Also the increase in house building over the past 10 years in the local areas has increased the amount of people in the Rushden HWRC catchment area.

Moving forward we can only estimate that with increased technology recycling will become more advanced and the Rushden HWRC will need to be working in a more efficient way (which our new design promotes) than it is currently to enable the site to handle the quantities of waste and members of the public in the future.
The objectives which are required to realise the vision:
To realise the vision of providing a site that is more user friendly, efficient to run and has the facility to cope with projected growth in the waste and specifically recycling sector we need to increase the useable area at the Rushden site. We aim to do this as per the attached design drawing SK06 Chevron Parking Option Genera Swept Paths we have already submitted in our planning application additional documents.

The works description in brief is as follows:

- As you enter the site the short access road which leads to the meet and greet point will be made into two lanes by carrying out carriageway widening. This road will now allow visitors to bear left to use waste outlets such as bottle banks and other segregated bins which will be repositioned. Visitors will also use this lane to access the new weighbridge which was constructed last year. Visitors which wish to use the main skips will bear right and follow the road around until they approach the required bin.
- Carriageway widening will take place around the bend leading to the raised level where the main skips are accessed from. This is designed so traffic who have already disposed their rubbish in section one of the site at the bottle banks area do not have to queue in the traffic waiting to access the main skips. The carriageway widening has been designed to compliment the carriageway widening at the entrance and also the widening at the top level close to the skips.
- Carriageway widening will be used to add an additional lane at the top of the site where access is made to the skips below. This will be carried out by removing part of the existing pre cast retaining walls and constructing a new precast retaining wall further over (approximately 3.0m). This will allow enough room keeping the kerb line close to the sites boundary intact to construct a third lane. This will provide a designated lanes for cars to pull up to the skips, re enter the site and carry straight through to the exit. Currently there are two lanes and cars have to enter lane two (the through road) to make a reversing maneuver to set their vehicle ready to discharge their load. This is the route cause of most of the congestion on the site. To maintain the current working area in the skip operational area a smaller precast retaining wall will be constructed to support the carriageway embankment on the site closest to the weighbridge. This retaining wall will allow us to maximise the embankment area creating much needed space to assist with vehicle movements in the exclusion zone.
- The kerb line at the exit of the HWRC leading onto the carriageway will be realigned to promote vehicles existing the site turning left only. This will be enhanced by a traffic order (Traffic order to be applied for) and a splitter island constructed in the access to direct people left as they exit.
- Signage on the site will be renewed directing traffic around the site in line with the new layout to ensure the new site layout is used to maximise is designed efficiency levels. Carriageway road markings will also promote this and ensure safety to all its visitors.
The framework for implementing and measuring the success of the core strategy.
The site in its current state is placing adverse pressure on the highway network outside the Rushden HWRC during peak operational times. The brief to our designers Atkins was to increase the site's capability of dealing with the current usage of the Rushen HWRC and also the projected usage in the future. The success of the core strategy will be measured by the following. Has the pressure on the local Highway been reduced. Does the site operate in a more efficient way than it does currently (public entering and leaving the site quicker). Does the site show it has enough capacity to accommodate projected waste levels expected in 2026. If all these measures are met then the design brief will have been met.
Rushden HWRC Site Redevelopment
Considered Planning Policies

The following planning policies are considered relevant to the planning proposal, as follows:

**Northamptonshire MWDF Core Strategy DPD (2010)**

Policy CS1  (Northamptonshire’s Waste Management Capacity)
Policy CS2  (Spatial Strategy for Waste Management)
Policy CS14 (Addressing the Impact of Proposed Minerals and Waste Development)

**Control and Management of Development DPD (2011)**

Policy CMD1  (Development Criteria for Non-Inert Waste Management Facilities)
Policy CMD10 (Layout and Design Quality)

1. Policies CS1 and CS2 of the MWDF Core Strategy deal with the development of a sustainable network of waste management facilities able to meet the future waste capacity requirements and be appropriate for their location. The objectives are further supported by Policy CMD1 of the MWDF Control and Management of Development DPD. The proposed development at Rushden is located within an existing household waste recycling centre. The site is recognised as a committed site in the Locations for Waste DPD and has been identified as a site that needs upgrading in order to address the current traffic flows and additional flows arising from the planned growth within the area. The principle of the application is therefore considered acceptable having regard to Policies CS1 & CS2 of the MWDF Core Strategy.

**Design and Appearance**

2. Policy CMD10 of the MWDF Control and Management of Development DPD deals with the layout and design of waste development and seeks to encourage designs which can help to reduce the potential impacts on the immediate surrounding area. The proposed changes to the site entrance enforcing all vehicles to turn left only when leaving the site will improve the access flow leaving the HRWC as cars will not have to wait to cross a live lane. Internal changes to the layout will add a designated through lane assisting with traffic flows passing through the site. The rearrangement of recycling points and skips to compliment the new traffic plan will also add to the site operating more efficiently.
Amenity Impacts

3. Policy CS14 of the MWDF Core Strategy requires that proposals for waste development should demonstrate that any impacts associated with it have been addressed to ensure that local amenity is protected. This objective is supported further by Policies CMD7 and CMD 10 of the MWDF Control and Management of Development DPD which deal with impacts on natural assets and the layout and design in the quality of waste facilities.

4. In terms of general amenity impact, the proposed changes will improve the existing access which has been developed in consultation with the Highways Authority. The local traffic Police will also welcome the revised entrance as on a number of occasions the site has had to be shut because of the strain caused on the carriageway outside by the site turning into a bottle neck. The changes are not expected to have a significant impact on the surrounding area and it should also be noted that the nearest residential property is located some 400 metres away.