DESIGN AND ACCESS STATEMENT

PLANNING APPLICATION FOR THE EXTENSIONS TO WASTE TRANSFER BUILDINGS

FURNACE PARK, OLD TELFORD WAY, TELFORD WAY INDUSTRIAL ESTATE, KETTERING, NN16 8UN

SHANKS WASTE MANAGEMENT LIMITED

August 2010
Version 3
Final
1 INTRODUCTION

1.1 The Design and Access Statement

1.1.1 This Design and Access Statement is submitted to Northamptonshire County Council on behalf of Shanks Waste Management Limited, in conjunction with a planning application for extensions to waste transfer buildings at Furnace Park, Telford Way Industrial Estate, Kettering. This will include the construction of two additional buildings to facilitate an increase in annual throughput from 125,000 tonnes to 265,000 tonnes of mixed, non-hazardous and inert waste.

1.1.2 The Design and Access Statement accords with industry guidance, Design and Access Statements how to read, write and use them (CABE, 2007), and the requirements of Northamptonshire County Council, set out in the Development and Implementation Principles Supplementary Planning Document March 2007, and the Local Requirements List for Minerals and Waste Planning Applications.

1.1.3 The Design and Access Statement considers the following in relation to the proposed development:

- Use of the Site
- Amount of Development
- Layout
  - Strategic site layout
  - Integrated development
- Scale
- Landscape
  - High quality landscaping and boundary treatments
  - Effective buffers
- Appearance
  - High quality design
  - Holistic design
  - Local distinctiveness
  - Lighting
- Access
  - Site access
  - Public safety
- Sustainable Development and Transport
2 THE DESIGN STATEMENT

2.1.1 The application site is located on Furnace Park, Telford Way, Kettering, Northamptonshire. The location is identified on Drawing GPP/SWM/KT/10/01 and illustrated on the aerial photograph in Drawing GPP/SWM/KT/10/05. The extent of the application site is identified on Drawing GPP/SWM/KT/10/04 and the nature of the site and surrounding area illustrated in Drawing GPP/SWM/KT/10/05.

2.1.2 The design of the facility will follow good practice guidance, where appropriate, set out in Designing Waste Facilities, a guide to modern design in waste (DEFRA, CABE).

2.2 Use of the Site

2.2.1 The application site is an existing waste management facility. The waste transfer and materials recycling facility is now well established and has been operated by Shanks Waste Management Limited since it was acquired from the original developer, Wastecom.

2.2.2 The proposed building extension on the DWES building is designed to accommodate an integrated arrangement of specialised waste sorting equipment, which will significantly improve the efficiency of the sorting of waste at the site, thus recovering a greater proportion of the inputs for recycling elsewhere. The canopy over the REDOX processing equipment is being proposed as a means of providing a shelter and containment for the processing operations.

2.3 Amount of Development

2.3.1 The proposed development includes two principal components a canopy over the existing REDOX processing equipment and an extension to the existing DWES building. The proposals are illustrated on Drawing GPP/SWM/KT/10/04 and detailed as follows:

Canopy over REDOX Processing Equipment

- Open fronted building or canopy to cover the majority of the REDOX Process Equipment together with part of the yard area, to cover operations reducing dust and wind-blown litter.
- Dimensions 68.3 metres x 22.4 metres, approximately 1530 square metres, and height to ridge 13.55m.
- Cladding to west and south elevations, to match the existing MRF building, colour grey with blue flashing.
- Cladding to north elevation in part.
- Roof to incorporate clear roof sections and cladding to be designed for noise absorption.
Extension to Existing DWES Building

- **Extension to existing DWES building**, originally erected in 2007, to provide additional capacity to handle waste under cover, for sorting and processing for recycling.
- Dimensions 50 metres x 41 metres, 13.55 metres to ridge line and 9 metres to the eaves, and approximately 2050 square metres.
- The building extension will be designed and clad to match the existing DWES building.
- Two vehicle access doors 8 metres high x 5 metres wide, located on the western façade of the building extension, with electrically operated fast closing roller shutter doors.
- Two vehicle access doors 8 metres high x 5 metres wide, located on the southern façade of the building extension, with electrically operated fast closing roller shutter doors.
- Two pedestrian fire exit doors to be located on the east façade of the building extension and one on the west facade.
- Roof to incorporate clear roof sections.
- Reprofiling of the existing soil bund with excess material to be removed off site (indicated on Drawings GPP/SWM/KT/03 and GPP/SWM/KT/04).
- A power pack for the plant will be located externally adjacent to the western façade of the existing DWES building.

2.3.2 The extension to the existing DWES building has been designed to allow modern processing equipment to be operated within one building. The nature of the processing operations is illustrated in Drawing GPP/SWM/KT/10/06.

Other Site Elements

2.3.3 Other elements within the site will remain as per those set out in Section 2.3 and on Drawing GPP/SWM/KT/10/03. As a consequence of the additional building footprints, outside activities, such as wood shredding and stone crushing will be removed off-site to other facilities. There will be a defined storage area for recovered fractions to the south of the DWES building extension, with an environmental screen of approximately 2m in height (to be agreed with the local planning authority).

2.4 Layout

2.4.1 The proposed strategic layout of the site is set out on Drawing GPP/SWM/KT/10/04. The building and site layout has been designed to maximise the operationally efficiency of the site, to integrate the components of the development within the site, and enable the optimum use of modern technology and waste processing equipment. The layout has considered the amenity of the tenants on the neighbouring industrial estate and residential development east of the Midland Mainline London to Leicester Railway.

2.4.2 The location of the proposed canopy has been designed to ensure that all REDOX Processing Equipment (in particular conveyors, waste sorting areas and staff working areas) are undercover, minimising the impact on amenity from litter, dust and noise.
2.4.3 The location of the proposed building extension has been designed to enable modern processing equipment to be operated within one building.

2.5 Scale

2.5.1 The application site is approximately 2 hectares in area, of which the proposed building extensions comprise 20%, approximately 4000 square metres.

2.5.2 The scale of the proposed development has been determined by the requirements for operational efficiency and commercial drivers for development.

2.5.3 With regard to the proposed canopy over the REDOX processing equipment the eastern extent of the canopy is determined by the position of the conveyor belts connecting elements of the processing equipment. The extent of the canopy is the minimum required, with an existing cabin with roof not covered. The canopy has been extended to the south to an existing concrete push wall. This concrete wall will be utilised in the construction of the canopy, minimising the use of new construction materials, and ensures that there is no unusable space created around the canopy.

2.5.4 The scale of the proposed building extension has been designed to match the scale of the existing building. The height to ridge line, height to eaves and width are the same. This has the advantage of minimising construction costs and ensuring maximum space available for the installation and operation of the equipment.

2.6 Landscape

2.6.1 An existing landscape bund is located on the eastern edge of the application site adjacent to the Midland Mainline London to Leicester Railway. The southern half of this landscape bund will be re-profiled to enable the construction of the proposed building extension.

2.6.2 The entire landscape bund will be replanted with shrubs, the planting density and species to be agreed with the local planning authority. The shrubs will be chosen to provide additional site security along this boundary, to improve the visual appearance of the site in views from the east, to be native species and in conjunction with guidance in relation to planting alongside railways.

2.6.3 Large tree and shrub species, such as sycamore, large willows, elm, elder, sweet chestnut, horse chestnut, poplar, lime and ash are not encouraged alongside railways, because leaves cause traction problems for train wheels. These will be avoided. Native shrubs, including hawthorn and blackthorn are encouraged to act as a barrier to trespassers along the railway. A 5m safety margin alongside railways is required. The landscape bund will be located at approximately 11m from the railway and will therefore fall outside this safety margin.
2.7 Appearance

2.7.1 The proposed building extension and canopy have been designed to ensure that their appearance matches the existing MRF building and DWES building on site, respectively, and is in keeping with the local character of the surrounding industrial estate. This is illustrated in Drawing 4522/01/02 and described as follows:

**REDOX Processing Equipment Canopy**

2.7.2 The proposed canopy is designed to match the appearance of the existing MRF building. The MRF building has brick cladding to a height of approximately 2.5-metres above ground, then profiled metal sheeting to the walls and roof above, with high level windows and roof lights. The canopy will be constructed of profiled metal sheeting light grey in colour, with roof cladding to be noise absorptive. The canopy will have roof lights but not high level windows.

**Extension to DWES Building**

2.7.3 The extension to the DWES building will be constructed to match the existing building. The existing walls are clad in a single skin light grey coated box profile metal sheets.

2.7.4 The building extension will have a pitched roof, clad with metal sheeting, with two rows of roof lights on each side, to match the existing DWES building. The existing roof is clad in single skin light grey plastic coated box profile metal sheets. The roof is served by PCV gutters and downpipes in blue.

2.7.5 The existing DWES building and proposed extension are accessed by blue roller shutter doors.

**Lighting**

2.7.6 Both the canopy and building extension will act as supports for building mounted metal halide floodlights, which are specifically designed to ensure there is no upward sky pollution, illuminating the yard and access road only. The proposals are illustrated on Drawings 10-692 E500 and 10-692 E501.

2.7.7 There will be a single row of emergency lights on the building extension and existing DWES building to illuminate the external fire escape route under power failure conditions. This lighting will also be connected to the fire alarm system. In normal conditions, this lighting shall not be operational.
3 ACCESS STATEMENT

3.1 Access

3.1.1 The site has access via Old Telford Way and the Telford Way Industrial Estate on to the strategic highway network, comprising the A43 and A14.

3.1.2 There are currently 25 staff on site during the day, which will increase by 50, working in two 25 man shifts, associated with the proposed development. All staff on site have to abide by the site health and safety rules set out in the Contractors Site Rules (March 2008 or as amended) by Shanks Waste Management Ltd and the site is operated following good practice guidance from the Health and Safety Executive, *Designing and operating material recycling facilities (MRFs) safely*. It is noted that this waste management facility is not open to the general public, and visitors are there by appointment.

3.1.3 There is an existing staff car park for approximately 12 vehicles, with car parking increasing to spaces for 36 vehicles associated with the proposed development. All designated car parking areas on site will be clearly identified with appropriate signage. Four cycle racks will be provided within the DWES building for staff, where they will be covered and secure. Other facilities including showers and lockers for staff will also be available.

3.1.4 The site operator and / or waste contractors will carry waste for handling to the site and remove sorted materials on the site operator’s or contract vehicles. Access to and exit from the site is via a one way system and designated entry and exit points. These are clearly identified on Drawing GPP/SWM/KT/10/04, and are operating successfully at present.

3.1.5 The location of the proposed development adjacent to the Midland Mainline London to Leicester Railway has been considered, and the proposal has been designed to ensure that there are no public safety issues along this boundary. This is particularly with regard to the proposed planting on the landscape bund, which has to meet the requirements of the railway operators.
4 SUSTAINABLE DEVELOPMENT

4.1 Sustainable Development

4.1.1 The proposed development will be constructed to follow sustainable construction guidelines, set out in the document *Designing Out Waste: a design team guide for buildings* (WRAP) to contribute to their objectives for halving the amount of construction waste sent to landfill. It is noted that where possible any construction waste arising from the development will be sorted and processed on site.

4.1.2 Furthermore, the proposed development is itself inherently sustainable. The facility is specifically designed to recover or recycle incoming waste. One of the prime objectives of the process is to minimise waste sent to landfill. However, where materials have to be disposed of, they will be sent to a local facility reducing the waste miles that they travel.

4.2 Sustainable Transport

4.2.1 The waste inputs to the site will be locally sourced (less than 40 miles) and the outputs locally distributed, ensuring that waste miles are kept to a minimum.

4.2.2 Sustainable transport for the staff to the site will be encouraged. There is a satisfactory bus service from Kettering town centre to the Telford Way Industrial Estate, which provides a number of am and pm services. The application site is within cycling distance of the majority of the residential areas of Kettering and the Kettering Mainline Railway Station. Appropriate cycling facilities will be provided at the application site for the staff. Shanks Waste Management Limited support the national Cycle to Work Scheme.

4.2.3 Further information is available in the Transport Assessment submitted with this planning application.
EXTENSION OF EXISTING BUILDING, CONSTRUCTION OF A CANOPY AND ANCILLARY WORKS TO FACILATE AN INCREASE IN ANNUAL THROUGHPUT FROM 125,000 TONNES TO 265,000 TONNES OF MIXED, NON-HAZARDOUS AND INERT WASTE: PLANNING APPLICATION REFERENCE 10/00059/WAS

FURNACE PARK, OLD FURNACE LANE, KETTERING

SHANKS WASTE MANAGEMENT LTD

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Introduction

In response to consultation on the planning application for the development of this site the Highway Authority has recommended that the applicant adopts measures and incentives to encourage car sharing and cycling. This Travel Plan has been prepared for approval by Northamptonshire County Council, to address this requirement.

All of the following measures will be adopted within 6 months of the commencement of the development.

Car sharing

It is recognised that travelling by car may sometimes be the only realistic option, especially where there is no public transport alternative. Organising car sharing is one way to reduce the number of cars on the road. There are some advantages to car sharing including the ability to save money and a chance to socialise. To encourage this Shanks Waste Management will:

1. Provide and maintain a database of car sharers
2. Provide guaranteed parking spaces for car sharers
3. Investigate an emergency ‘get you home’ service
4. Provide practical advice on car sharing

Public transport

Public transport is likely to be the preferred alternative to the use of the car. To encourage this Shanks Waste Management will:

5. Publicise existing local transport services and travel information for staff
6. Provide internet access to public transport information within the staff welfare facility

Cycling

Cycling is efficient, healthy and very environmentally friendly. Travel costs are low and traffic jams can be avoided, resulting in journey times that are often faster and certainly more predictable. To encourage cycling Shanks Waste Management will provide:

7. Secure and well lit cycle parking facilities on-site
8. Lockers, showers and changing rooms on-site
9. Provide cycle route maps
10. Provide and promote interest free loans to buy cycles
11. Promote "bike to work" days
12. Provide basic cycle maintenance support
13. Start up a Cycling Buddy scheme to encourage those that are concerned with cycling alone

Walking

For those members of staff who live within three miles of the premises, walking will be encouraged. Shanks Waste Management will:

14. Publicise the health benefits of walking
(15) Produce maps showing recommended walking routes
(16) Start up a Walking Buddy scheme to encourage those that are concerned with walking alone

Car parks

Car parking spaces will be managed to meet green travel objectives. Shanks Waste Management will develop priority parking schemes:
(17) Priority places will be near to building entrances for car share users
(18) Disabled places will be near to building entrances
(19) Provisions will be made to increase the number of car share places as and when they are required

As far as possible, all measures will be developed in consultation with the staff that are to be employed at the site so that schemes have the best chance of success.

Travel Plan Co-Ordinator

The success of the travel plan will in part depend upon the appointment of a Travel Plan Co-ordinator. The Travel Plan Co-ordinator will be the driving force behind and ensuring the success of the Travel Plan. They will be responsible for raising awareness amongst staff and promoting the above measures and alternatives to the car. Shanks Waste Management will:
(20) Nominate a Travel Plan Co-ordinator. A Travel Plan Co-ordinator will be in post during the whole time the site is operational.

Monitoring and Reviewing

The commitments explicitly stated in the Travel Plan are binding on Shanks Waste Management.

Shanks Waste Management will take responsibility for monitoring the effectiveness of the Travel Plan in conjunction with the nominated Travel Plan Co-ordinator. This Travel Plan will be reviewed annually and in addition, periodically if the nature of business or staff changes. The annual review shall track the progress of all the travel plan targets and undertake a process review to re-assess the range of measures being pursued if they are not proving effective.

Upon written request, the operator will provide the Local Planning Authority with written details of how the measures contained in the Travel Plan are being undertaken at any given time.
VEHICLE ROUTING SCHEME

PLANNING APPLICATION FOR THE EXTENSIONS TO WASTE TRANSFER BUILDINGS

FURNACE PARK, OLD TELFORD WAY, TELFORD WAY INDUSTRIAL ESTATE, KETTERING, NN16 8UN

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Lorry Routing Arrangements and Management

All lorries entering and leaving the site shall do so via Henson Way and the A43, other than the Refuse Collection Vehicles operated by Kettering Borough Council that are required to deliver to the site, which may use Telford Way and the A4300.

This arrangement will be managed as follows:

1. Notification in writing will be given to the following:
   • Kettering Borough Council.
   • All drivers of Shanks’ own transport fleet that use the site
   • The managers of all of Shanks’ facilities supplying material to the site, so that they can re-
     enforce the message to the drivers leaving their premises to deliver to the site.
   • The director of every third party lorry company that delivers to or collects from the site.
   • All drivers of third party lorries.

2. A large notice will be displayed in the weighbridge office explaining the arrangement.

3. A sign will be placed at the site exit to remind drivers to turn right onto Henson Way.

In the event that the Site Manager is informed that drivers are not complying with this arrangement, action will be taken to remedy the situation. The options available include

• Disciplinary action in respect of Shanks’ own employees
• Written notice to third parties that continued disregard would result in being prevented from using the facility.