



Planning Statement

Section 73 application to amend approved Energy Recovery Facility at Willowbrook East Industrial Estate, Shelton Road, Corby, NN17 5XH

Iceni Projects Limited on behalf of
Corby Limited

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1. INTRODUCTION

1.1 This Planning Statement has been prepared in support of a Section 73 planning application by Corby Limited (referred to hereafter as 'the applicant') to amend the approved Energy Recovery Facility (ERF) at Willowbrook East Industrial Estate, Shelton Road, Corby, NN17 5XH (ref. 19/00027/WASFUL approved 04/10/19). Whilst the majority of the approved development will remain the same, this proposal seeks to alter the design of the ERF so it can operate as a single line plant and work more efficiently by producing more useful energy in the form of electricity or heat from the same waste inputs. In doing so, the following approved plans and documents currently listed under Condition 2 of 19/00027/WASFUL will need to be amended:

- Site Plan
- Building Elevations
- Environmental Statement Section 10 Townscape and Visual
- Environmental Statement Appendix 10 Townscape and Visual

1.2 The description of development is as follows:

"Variation of Condition 2 of Planning Permission 19/00027/WASFUL to amend the Energy Recovery Facility"

1.3 This Planning Statement sets out the relevant planning background to the proposal, presents the proposed amendments and demonstrates how the planning issues associated with the development have been addressed and how they comply with planning policy at local, regional and national level.

1.4 This Planning Statement should be read in conjunction with all other plans and reports which accompany this planning application:

- Proposed Site Layout Plan;
- Proposed Elevations;
- Environmental Statement for 19/00027/WASFUL;
- Revised Environmental Statement Chapter 10 - Townscape & Visual;
- Update notes on ecology.

1.5 The Planning Statement is structured as follows:

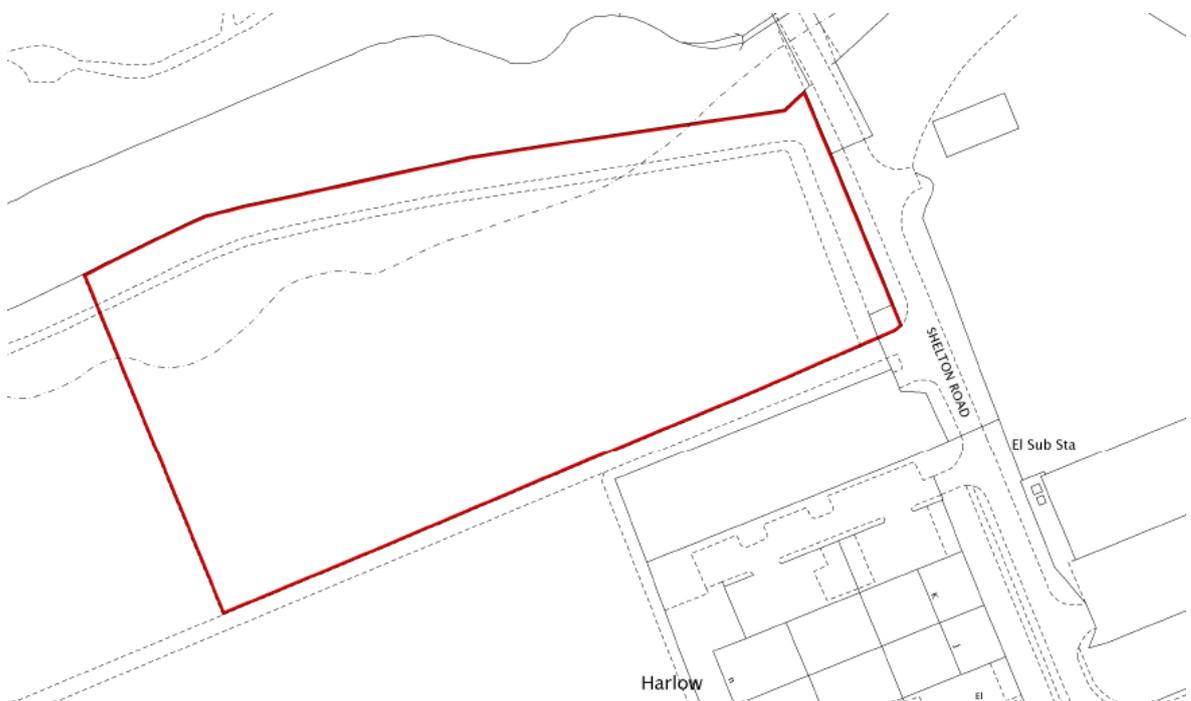
- Section 2 of this statement sets out the relevant background to the application site;
- Section 3 outlines the proposed amendments to the approved development;
- Section 4 provides an assessment of planning policy and considers the proposal in the context of the Development Plan, national policy guidance and other relevant guidance published by statutory bodies;
- Section 5 assesses the relevant matters in the consideration of the planning, including the principle of development; and
- Section 6 provides conclusions and summarises the planning benefits of the application.

2. RELEVANT BACKGROUND

Site Context and Description

- 2.1 The application site is located to the northeast of the Willowbrook Industrial Estate, approximately 2.5km northeast of Corby's town centre. The application site, which is generally flat in terms of topography, has an area of 2.5 ha. It lies to the immediate west of Shelton Road. The site lies at the eastern edge of a large car storage and distribution operation.

Figure 2.1 – Site Location



- 2.2 The site is not located within, adjacent to or in close proximity to any Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC), Special Protection Area (SPA) or Ramsar Site. The location of the proposal is not within, nor is it in close proximity to, a National Park, Area of Outstanding Natural Beauty (AONB) or Heritage Coast designation.

Surrounding Land Uses

- 2.3 The north-east of Corby is largely dominated by industrial development. The site forms part of the Willowbrook East Industrial Estate, which extends from Shelton Road to Phoenix Parkway. In addition to this, there is a range of light industrial units within the industrial estate located to the south of the site and fronting along Steel Road. To the southeast of the site, there is an extension of the industrial estate with further light industrial units, which also share access onto Shelton Road.

2.4 The newly-constructed relief road is located c. 270m to the northeast of the application site, whilst Rockingham Motor Speedway is situated 400m to the north.

2.5 The site is well-removed from any sensitive land uses or receptors. The Corby Academy and the Priors Hall urban extension scheme, comprising of a large scale residential and employment scheme, is situated further east of the application site (c. 730m). The land to the east of Shelton Road fronting onto Halley Road (the Corby Northern Orbital Road) is allocated for industrial development, which will act as further buffer to the educational and residential development at Priors Hall.

Relevant Planning History

2.6 The table below provides details of waste-related planning applications submitted at the site in recent years.

Table 2.1 – Site Planning History

LPA ref	Description of Development	Decision	Decision Date
13/00079/WASFUL	Erection of an Advanced Conversion Technology (ACT) and Anaerobic Digestion (AD) Facility comprising an 8-12 MWe pyrolysis plant and a 2-3 MWe digestion facility with an integrated education centre, access, landscaping and associated works.	Granted	7 th February 2014
14/00072/WASVOC	Removal of Condition 30 of Planning Permission 13/00079/WASFUL.	Withdrawn	11 th December 2014
15/00004/WASVOC	Variation of Condition 30 of Planning Permission 13/00079/WASFUL.	Granted	25 th March 2015
16/00028/WASFUL	Erection of an Energy Recovery Facility comprising a Materials Recovery Plant and Advanced Thermal Treatment Facility with an integrated education and visitor centre, access, landscaping and associated works.	Granted	21 st September 2016
19/00027/WASFUL	Construction of an Energy Recovery Facility comprising proven combustion technology with an education visitor centre, access, landscaping and associated works.	Granted	4 th October 2019

Environmental Impact Assessment (EIA)

- 2.7 According to national planning practice guidance, where an EIA was carried out on the original application, it is necessary to consider if further information is needed for the original environmental statement to comply with regulations. It states: *'Whether changes to the original ES are required or not, an environmental statement must be submitted with a section 73 application for development which the local planning authority considers to be EIA development'*.
- 2.8 The Environmental Statement for 19/00027/WASFUL was completed in March 2019 and it is understood there have been no changes to baseline environmental conditions (such as the ecological baseline, transport movements, air quality etc), committed developments, updates to planning policy, and any changes to guidance affecting the assessment methodology used since this time. The findings of the original Environmental Statement are therefore unchanged.
- 2.9 There are no substantial changes proposed to the consented development which would affect the Environmental Statement and all matters can be addressed in the Planning Statement and update notes accompanying the application. The exception is Chapter 10 – Townscape & Visual.
- 2.10 In light of the above and as agreed with officers, this Section 73 application is accompanied by the original Environmental Statement, along with an updated Chapter 10 – Townscape & Visual.

3. DEVELOPMENT PROPOSALS

3.1 The description of development for this planning application is as follows:

“Variation of Condition 2 of Planning Permission 19/00027/WASFUL to amend the Energy Recovery Facility”

3.2 In most respects the ERF consented under 19/00027/WASFUL will remain exactly the same. The proposal will:

- utilise proven combustion and moving-grate technology;
- utilise Refuse Derived Fuel (RDF) and other suitably sourced industrial, commercial and household waste from which recyclable material will have been removed (residual waste);
- have a capacity of up to 260,000 tonnes-per-annum (tpa);
- generate up to 28 MWe (megawatts electrical gross);
- have a maximum chimney height of 75m which will be in the same position and;
- there will be no changes in terms of the environmental and amenity impacts of the proposed development from the consented scheme.

3.3 The differences between the consented and proposed scheme are summarised in the Table 3.1 and outlined in further detail below. These changes are due to the selected development partner undertaking further detailed design of the facility from an operational perspective in advance of the commencement of construction of the scheme which is anticipated in early 2021.

Table 3.1 – Differences Between Approved and Proposed Developments

	Approved Development	Proposals subject of this current S73 Application	Reason
Number of chimneys	Two (double line plant)	One (single line plant)	A single line plant allows the ERF to operate more efficiently. There are also fewer fans, pumps and just a single chimney, offering a lower long-distance visual profile.
Building height	Up to 39.5m	Up to 49.9m	The height increase is driven by the change to a single line plant. The width of the moving grate increases but is more efficient. When merging the two lines together, the boiler

			needs to be taller. As a result, the height of the ERF increases.
Footprint	7,525sqm	9,490sqm	The footprint increase is predominantly due to a larger tipping hall. The tipping hall has been increased so that vehicles can enter/exit in forward gear through a single door and manoeuvre inside the building, instead of manoeuvring outside and reversing in through multiple entrances as required by the consented facility. This arrangement helps to insulate noise, minimise potential issues with reversing sirens and reduce the potential for odour.
Site layout	Administration office located at the north of the site	Administration office moved to the south at the site entrance and inclusion of a Future Environmental Improvement Area	The administration office has moved to the south as part of the site rearrangements and widening of the north road and to enable the visitor centre to be integrated into the main facility improving the access for site visits. The Future Environmental Improvement Area is safeguarded to accommodate space to meet potential legislative changes in the future if they cannot be accommodated within the existing building footprint.
Road layout	One way road system around the site with segregated entrance & exit gates. Car parking between the tipping hall and Shelton Road on the east side of the site.	Integrated entrance & exit gates in the same location, north road widened and roundabout included. Car parking at the east of the site with amended access on Shelton Road.	The road layout has been amended so that vehicles can enter and exit the tipping hall and access the silos and IBA discharge area in forward gear. The car park has been relocated to close to the administration offices and visitor centre which is now on the south side of the building avoiding the need for visitors to cross the HGV route and has its own dedicated entrance off Shelton Road.
Drainage	Drainage pond is moved to the north on the eastern boundary.	Drainage pond moved northwards.	The location has changed to make more efficient use of the site and allow the flood mitigation measures to be combined with the car park. Otherwise the drainage strategy remains unchanged from the consented application.

Single Line Plant

- 3.4 The change to a single line plant rather than a double line plant is primarily for energy efficiency reasons. This is achieved through the reduction in the number of conveyors, fans and pumps being used resulting in more energy being available for export to customers off site.
- 3.5 Corby Ltd has undertaken advanced discussions with its appointed development partner, an experienced operator of ERF projects of similar size, and, through them, with Engineering

Procurement Construction (EPC) Contractors on the implementation of the approved planning consent and the construction of the ERF. This has given rise to these changes; crucially a decision has been made that it is more efficient from an operational perspective to construct and operate a single line plant with a single chimney and an enclosed tipping hall capable of allowing vehicles delivering waste to manoeuvre within the building.

- 3.6 The planning application documentation in respect of the parent consent 19/00027/WASFUL assessed the provision of two operating lines, albeit noting that the facility will have either one single or two independent lines. The number of operating lines was considered as part of the Environmental Impact Assessment (see Environmental Statement paragraph 4.2.3). As such, the description of development contained within the EIA for the approved development is also applicable to the single line variant now proposed.
- 3.7 As a result of the change to a single line facility rather than a double line facility there will be one chimney instead of the two shown in the approved scheme. The nature of a single line facility is that the grate is wider and the boiler taller which necessitates an increase in the height of the building. The location and height of the chimney on the western boundary of the site remains unchanged from the approved scheme.

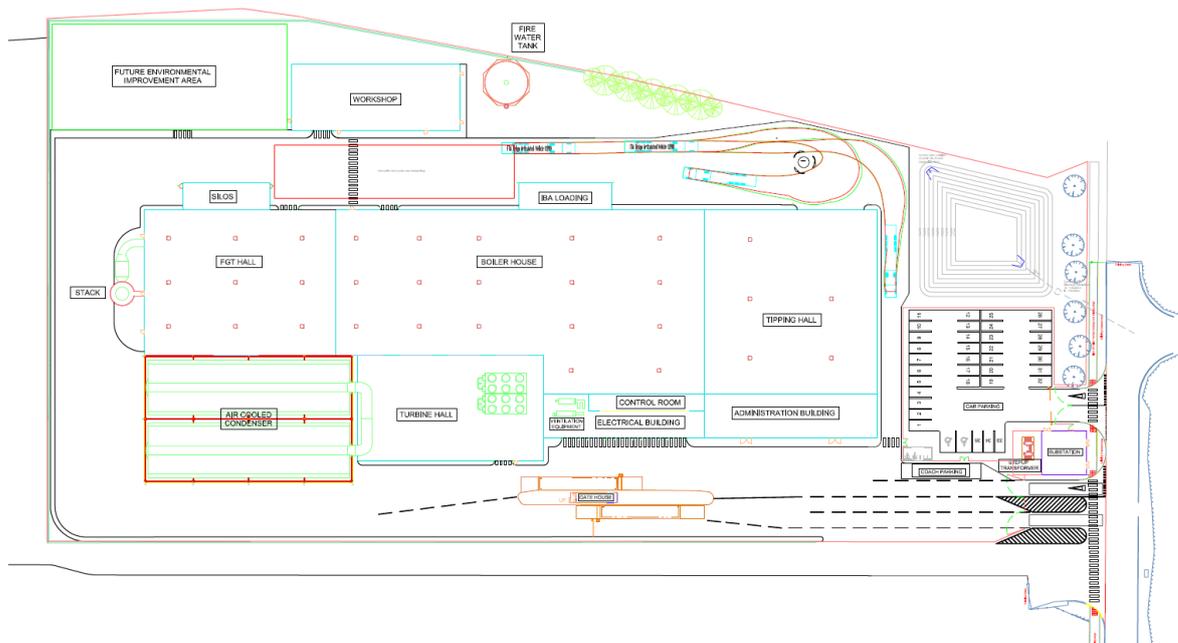
Extension of the tipping hall

- 3.8 This current application seeks to extend the building in order to enclose the tipping hall to enable the vehicles to undertake all manoeuvring and turning within the building and provide entry and exit through a single door. Within the consented scheme, all delivery vehicles are required to undertake manoeuvring on the apron / hardstanding area in front of the tipping hall prior to reversing into the building through one of six doors.
- 3.9 In the noise impact assessment contained within the EIA for the approved scheme, it was assumed that two HGVs would be running their engines continuously at the apron outside the tipping hall to simulate a worst-case situation where there are two waste vehicles manoeuvring, or driving to/from the site during the assessment period. In the amended proposals this will not occur as once the vehicles arrive at the tipping hall they will immediately enter the building in a forward gear with no manoeuvring or vehicles waiting outside of the building. Additionally, since all of the air necessary for efficient combustion is drawn through the tipping hall doors, the air velocity will be faster due to the reduced cross-sectional area of the single door opening. This provides a more effective means of preventing odours arising from the unloading of waste escaping from the tipping hall. This will be a significant benefit of the proposal in terms of amenity issues with the core objective to ensure all operations take place within an enclosed building to minimise the potential noise and odour impact of the activities.

Reconfiguration of the internal site layout

- 3.10 The development partner has undertaken further analysis of the site from an operational perspective which has included a number of changes within the scheme to enhance the functionality of the site. The reconfigured layout is shown in the image below. (Please refer to the plans and drawings submitted with the planning application for further information.)

Figure 3.1 – Site Layout



- 3.11 The layout changes include:

- Relocation of the administration office building and visitor centre to the south of the building;
- Integrated entrance and exit gates in the same location with the weighbridges placed adjacent to each other, separated by a central cabin, to facilitate more efficient control of operations and improve site security;
- Relocation of the car parking from the north western corner of the site closer to the east of the site near the entrance and opposite the administration building and relocated visitor centre; and
- Drainage pond moved northwards, maintaining the approved drainage strategy and making more efficient use of the site.

Area identified to meet long term improvements to environmental standards

- 3.12 An area at the northwest corner of the site will be landscaped but it is identified on the submitted drawings to facilitate amendments to the operation of the facility at some time in the future if the environmental regulations change and the proposed changes cannot be accommodated within the existing buildings. The facility is intended to have an operational life of about 40 years but experience

of operating facilities of this type has shown that that there are major changes to the environmental management regulations at least once during the life of a facility. It is not possible to know what might be enacted during the next 40 years. This area will be landscaped but if it is necessary to implement changes to the operation of the facility that cannot be accommodated within the existing building this area could be utilised for these purposes.

4. PLANNING POLICY

- 4.1 This section provides an assessment of planning policy and considers the proposal in the context of the Development Plan, national policy guidance and other relevant guidance published by statutory bodies.

Local Planning Policy

Northamptonshire Minerals and Waste Local Plan (July 2017)

- 4.2 The Northamptonshire Minerals and Waste Local Plan (Northamptonshire MWLP), or the Local Plan, is the land-use planning strategy for minerals and waste-related development in the county.
- 4.3 The Local Plan provides the basis for determining applications for, or covering, minerals and waste-related development in Northamptonshire, setting out the broad strategy and vision for development up to 2031.
- 4.4 ‘Policy 11: Spatial Strategy for Waste Management’ requires Northamptonshire’s waste management network, particularly advanced treatment facilities with a sub-regional or wider catchment, to be focused within the central spine and the sub-regional centre of Daventry. The application site is located within the central spine.
- 4.5 ‘Policy 12: Development Criteria for Waste-Management Facilities’ of the Plan sets out a criteria-based assessment for waste management facilities.
- 4.6 ‘Policy 18: Addressing the impact of proposed minerals and waste development’ lists the matters which need to be addressed in new developments, including protective heritage assets, air emissions, odour, noise and vibration.
- 4.7 ‘Policy 19: Encouraging sustainable transport’ seeks to maximise sustainable transport modes.
- 4.8 ‘Policy 20: Natural assets and resources’ states developments should seek to achieve a net gain in natural assets and resources.
- 4.9 ‘Policy 21: Landscape character’ states developments should seek to reflect Northamptonshire’s landscape character.
- 4.10 The Local Plan contains a number of policies covering detailed environmental considerations which are addressed in this Planning Statement and the technical reports which accompany this application.

North Northamptonshire Joint Core Strategy 2011 – 2031 (July 2016) [Part 1 of the Local Plan]

- 4.11 The North Northamptonshire Joint Core Strategy (JCS) was adopted in July 2016. Part 1 is the strategic Local Plan for Corby, East Northamptonshire, Kettering and Wellingborough. Whilst there are a number of policies which will be relevant in the determination of this particular planning application, the most relevant are detailed below.
- 4.12 ‘Policy 1 – Presumption in Favour of Sustainable Development’ seeks to approve development proposals *“that improve the economic, social and environmental conditions in the area **meeting the challenges of climate change** and protecting and enhancing the provision of ecosystems services.”*
- 4.13 ‘Policy 2 – Historic Environment’ seeks to protect, preserve and enhance North Northamptonshire historic environment.
- 4.14 ‘Policy 3 – Landscape Character’ states development should be located and designed in a way that is sensitive to its landscape setting, retaining and, where possible, enhancing the distinctive qualities of the landscape character area which it would affect.
- 4.15 ‘Policy 4 – Biodiversity and Geodiversity’ seeks to protect and enhances biodiversity and features of geological interest. The site overlaps with the Nene Valley Nature Improvement Area where developments should aim to improve ecological connectivity and enlarge existing biodiversity assets.
- 4.16 ‘Policy 5 – Water Environment, Resources and Flood Risk Management’ states development should contribute towards reducing the risk of flooding and to the protection and improvement of the quality of the water environment.
- 4.17 ‘Policy 8 – North Northamptonshire Place Shaping Principles’ states development should:
- Create connected places;
 - Make safe and pleasant streets and spaces;
 - Ensure adaptable, diverse and flexible places;
 - Create a distinctive local character; and
 - Ensure quality of life and safer and healthier communities.
- 4.18 ‘Policy 19 – The Delivery of Green Infrastructure’ seeks to maintain and enhance the special mixed urban and rural character of North Northamptonshire.

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- 4.19 'Policy 21 – Rockingham Forest' seeks to regenerate this area to increase carbon storage, strengthen biodiversity, landscape character and green infrastructure, support a prosperous rural economy and provide appropriate leisure and recreational opportunities.
- 4.20 'Policy 22 – Delivering Economic Prosperity' outlines the need for additional economic development in the Borough, whilst 'Policy 23 – Distribution of New Jobs' states that of the 31,100 additional jobs required between 2011 and 2031, 9,700 of which will be located in Corby. The development proposals should be viewed favourably in this regard and will help to stimulate both short-term and long-term economic development.
- 4.21 'Policy 26 – Renewable and Low Carbon Energy' sets out the criteria for renewable and low carbon energy generation, including landscape, heritage, highways, noise and visual impact.
- 4.22 A key factor in North Northamptonshire becoming more self-reliant and resilient is ensuring that it generates a significant proportion of its own energy requirements from renewable sources as stipulated in 'Policy 26 – Renewable and Low Carbon Energy'.
- 4.23 The site is located within the 'Rockingham Motor Racing Circuit Enterprise Area' designated under Policy 27. It is identified as a focus for employment development within and beyond the plan period.

Part 2 of the Local Plan

- 4.24 Whilst Part 2 of the Local Plan has not yet been adopted, it can be afforded some material weight in the determination process as it has now been submitted for examination. It is significant to note that the Employment Land Review (produced in May 2018), which forms part of the Plan's evidence base, recognises the importance of enhancing energy efficiency in the Borough.
- 4.25 In addition to this, and in respect of energy use, the Sustainability Appraisal defines one of its core objectives to *"mitigate climate change by minimising carbon-based energy usage by increasing energy efficiency and to develop North Northamptonshire's renewable energy resource, reducing dependency on non-renewable resources"*.
- 4.26 The draft proposals map continues to identify the site as being within the Nene Valley Nature Improvement Area.

5. MATERIAL PLANNING CONSIDERATIONS

5.1 This section discusses the key material planning considerations for the proposed development. In order to assess the environmental impacts, the previous Environmental Statement is still up to date and has been resubmitted as part of this planning application. As detailed above, the Environmental Statement Section 10 Townscape and Visual has been updated to take account of the proposed changes subject of this Section 73 application. All other matters remain unchanged from the extant permission.

5.2 The main matters that require consideration as a result of the Section 73 are as follows -

- Townscape, Heritage and Visual Amenity
- Air Quality & Odour
- Noise and Vibration
- Ecology and Landscaping
- Drainage

Townscape, Heritage and Visual Amenity

5.3 Whilst the chimney height and location remains unchanged, the size of the building will be increased to facilitate the change to a single line plant. As such, a revised Townscape and Visual chapter of the Environmental Statement has been prepared by Sightline Landscape Ltd.

5.4 The revised chapter describes the visibility and character of the existing site. Characteristics, features and elements which constitute this particular townscape and its character are distinguished, together with existing views to, across or from the Site. Visual receptors, such as nearby residents or users of Public Rights of Way (PRoWs) and views from buildings of historic importance that might be affected by the proposed development are also identified.

5.5 An assessment is then made of how any changes to the surrounding area as a result of the proposed development are likely to be perceived. An assessment is made of the significance of these effects and mitigation measures are proposed where necessary to minimise residual impacts. The key findings from the assessment are as follows:

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- The proposed removal of a chimney is considered beneficial compared with the consented scheme.
 - The Theoretical Zone of Visibility (TZV) indicates that the proposed change to the consented building will slightly increase the extent of visibility of the building in the landscape (that is to areas where it would not be visible before), but none of these areas are sensitive receptors (typically undesignated farmland with no public access). In those areas where it would have been possible to see the consented building the proposed higher building will be more visible but it will not increase the visual impact to a level which might cause concern (i.e. Moderate/Major or Major).
 - The original assessment identified that the consented building would be considerably higher than its neighbours and the increased height will emphasise this further, resulting in a Minor adverse impact on the character of the industrial estate. It will also heighten the juxtaposition between the industrial area and the adjacent Priors Park Hall residential area. There is, however, a large area of land awaiting commercial development between Priors Hall Park and the facility and once this is built out the impact of the proposed changes to the consented Energy Recovery Facility on the character of the residential area will be Negligible.
 - The proposed changes to the consented scheme are likely to result in an improvement to the nightscape compared with the consented scheme, primarily due to the increased enclosure to the vehicle tipping and manoeuvring area.
 - It is concluded that while the proposed changes will increase the impacts to a few landscape and visual receptors they will not increase the impacts to a level which causes concern.

5.6 In terms of townscape, the site is considered to be a good location for a development of this nature because of the existing and proposed industrial setting and the established mature woodland to the north and east of the proposed development. In view of the above, the proposed development is consistent with policies 2, 3 and 8 of the Joint Core Strategy, as well as policies 18, 21 and 22 of the Northamptonshire MWLP.

Air Quality and Odour

5.7 The previous Environmental Statement assessed the 'worst case' scenario with regards to air quality and odour impacts. The impacts were considered to be acceptable and the mitigation measures will continue to apply with the proposed development whilst some of the proposed changes such as enclosing all the manoeuvring by vehicles delivering waste within the Tipping Hall will further reduce potential impacts. Public Health England raised no concerns from the proposed operations, which will also be subject to the government's Environmental Permitting Regulations.

5.8 The following points are of note in terms of air quality:

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- The pollutants of interest are set out in the Industrial Emissions Directive and are the same as those in the extant consent;
 - The mass flow of pollutants would not differ from the consented scheme as the amount of waste being processed is the same;
 - The position and height of the proposed single chimney is the same as that of the two chimneys previously approved;
 - Without the PPC Permit, the proposed facility will not be able to operate. The Environment Agency will review the emissions to air, water and land thoroughly before deciding whether to issue a permit; and
 - In December 2019, the European IPPC Bureau issued the Waste Incineration BAT reference document. The new assessment which will be undertaken for the Environmental Permit will have to comply with this document which will result in significantly lower flue gas associated emissions than those allowed under the previous IED.

5.9 The change to a single line plant will not alter the maximum emissions assessment in the air quality chapter of the ES.

5.10 Moreover, the proposed tipping hall will have a single entrance and exit door, rather than multiple entrances that the HGVs reverse into. This change will further enhance the robustness of the odour mitigation, safeguarding surrounding amenity.

5.11 With the above considered, the proposals will continue to be acceptable having regard to Policy 8 of the Joint Core Strategy and Policy 18 of the Northamptonshire MWLP.

Noise and Vibration

5.12 As with air quality discussed above, there will not be any changes to the noise and vibration impacts and mitigation measures which have previously been approved. Similarly, the revised tipping hall arrangements will further reduce noise impacts as there will not be the sirens or beepers associated with the HGVs reversing into the building or the noise generally associated with low speed manoeuvring of HGVs, and the reduced number of doors also helps contain noise and odour inside the building to protect neighbouring amenity. As such, the proposals will continue to comply with Policy 8 of the Joint Core Strategy and Policy 18 of the Northamptonshire MWLP.

Ecology and Landscaping

5.13 The proposed development will not result in any changes to the conclusions of the previous ecological assessment.

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- 5.14 The Biodiversity Calculations note prepared by Keystone Environmental Ltd accompanies this planning application, which assesses the impact of the proposed changes, provides updated landscaping details and Biodiversity Offsetting Calculations.
- 5.15 The report assesses the biodiversity value of the approved scheme compared with the proposals and updated layout plan subject of this Section 73 Application in order to assess whether the proposals will be an improvement from the consented layout. The report confirms that the revised Section 73 layout will represent a 9.5% gain in biodiversity and a 2003.1% gain in linear habitats over the consented scheme.
- 5.16 The current proposals represent a significant improvement in biodiversity compared to the previous scheme, provided the grassland can be seeded with an appropriate wildflower grassland mix and is managed appropriately. The Applicant is agreeable to seeding with an appropriate wildflower grassland mix and managing the area appropriately.
- 5.17 The proposed development represents an enhancement in terms of biodiversity when compared with the consented development and is consistent with the aims of policies 4 and 19 of the Joint Core Strategy, as well as policies 18 and 20 of the Northamptonshire MWLP.

Drainage

- 5.18 The drainage strategy remains unchanged from the previous permission, which received no objection from the Lead Local Flood Authority. However, as part of the reconfiguration of the site layout, it is proposed to relocate the drainage pond slightly further northwards. The Applicant is agreeable with a condition in respect of discharging detailed drainage matters post -planning. As such the proposals will continue to be acceptable from a flood risk and drainage perspective, as required by Policy 18 of the Northamptonshire MWLP and Policy 5 of the Joint Core Strategy.

Transport and Highways

- 5.19 The main transport considerations and traffic movements associated with the ERF have already been approved via ref. 19/00027/WASFUL. There will be no changes to the number of vehicle trips generated by the proposal from the approved scheme or significant alterations to the consented access arrangements.
- 5.20 However, this planning application will reconfigure the internal layout and how vehicles move within the site. The location of the weighbridges has been moved to allow better control of vehicle movements on site with a control cabin between the two weighbridges and a bypass lane either side of the weighbridges. This will reduce queuing by allowing vehicles not needing to be weighed to bypass the vehicles queuing to use the weighbridge but still be under the control of the weighbridge operator. HGVs will enter the tipping hall in a forward gear and manoeuvre inside which will result in

amenity benefits as outlined later in the section. The car parking area will be relocated to the eastern boundary with a new access directly from Shelton Road. The segregation of pedestrians, bicycles and cars from the HGVs will improve safety on the site. It is worth noting that this part of Shelton Road is a cul de sac which is not used by any other traffic. The silos for the storage of chemicals to treat the emissions and to hold the Incinerator Bottom Ash (IBA) and Air Pollution Control Residues (APCr) have been relocated to the northern side of the building and laid out in such a way that vehicles can drive under the silos in a forward direction and load without interfering with the movement of other vehicles on the site and the IBA can be loaded inside a dedicated building without disrupting other activities.

5.21 It is considered the proposal will continue to be acceptable with regards to policies 18 and 19 of the Northamptonshire MWLP and Policy 26 of the Joint Core Strategy.

6. SUMMARY AND CONCLUSIONS

6.1 This Planning Statement has been prepared in support of a Section 73 planning application by Corby Limited for amendments to the approved Energy Recovery Facility at Willowbrook East Industrial Estate, Shelton Road, Corby, NN17 5XH. The ERF was consented in October 2019 under ref. 19/00027/WASFUL.

6.2 Whilst many aspects of the approved scheme remain unchanged, the proposed building design and site layout have been reconfigured so the facility can operate as a single line plant. Revised plans, drawings and documents have been submitted and the description of development is as follows:

“Variation of Condition 2 of Planning Permission 19/00027/WASFUL to amend the Energy Recovery Facility as a single line plant”

6.3 This Planning Statement has set out the relevant planning background to the proposal, presents the application scheme and demonstrates how the planning issues associated with the development have been addressed and how they comply with planning policy at local and national level.

6.4 The application delivers a sustainable, localised ERF that converts everyday residual waste into a resource to generate heat and electricity. In this regard, the development meets national, regional and local policies for the development of both renewable energy sources and sustainable waste management practices.

6.5 Whilst the preceding chapters of this Planning Statement provide a detailed assessment of the benefits of the development proposals, the case for the application can be summarised as follows:

- The principle of an Energy Recovery Facility has already been established on the application site through the three previously approved planning applications. Indeed, the original consent which this Section 73 application seeks to amend, is still active and could feasibly be built but without the environmental and economic benefits of the proposed amendments;
- The proposals fully adhere with planning policies for the management of waste and the generation and use of renewable and low carbon energy and should benefit from the presumption in favour of sustainable development generally (Paragraph 11 of the NPPF). Renewable energy developments in particular such as this will make a positive contribution towards meeting the challenge of climate change (Chapter 14 of the NPPF), as well as divert waste from landfill; and
- Potential impacts arising from the proposed development have been assessed in full in the Environmental Statement and the updated Chapter 10, which confirms that subject to the

necessary mitigation measures there will be no significant adverse impacts as a result of the development. The proposals are therefore considered to accord with relevant provisions of the NPPF and Development Plan.

6.6 Accordingly, it is respectfully requested that the proposed variation to the extant planning permission be granted for the proposed development.