

# Environmental Statement (Addendum)

Planning application to vary condition 6 (timescales) of  
planning permission 2006/0411 to allow an extension  
of time for landfilling and restoration

at

**Roxby Landfill Site, Winterton Road, Roxby**

on behalf of



April 2026

By

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**H e a t o n s**  
Planning Environment Design

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R02 – Planning Permission Boundary

R03 – Existing Site Plan

R04 – Remaining Restoration Phasing Sequence

R05 - Final Restoration

R06 – Roxby Remaining Void January 2026

## **Statement of Competence for the Preparation and Management of Planning Applications Subject to Environmental Impact Assessment**

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017, Part 5, 18 (5) states *'In order to ensure the completeness and quality of the environmental statement—*

- (a) the developer must ensure that the environmental statement is prepared by competent experts; and*
- (b) the environmental statement must be accompanied by a statement from the developer outlining the relevant expertise or qualifications of such experts.'*

Heaton's is a consultancy with specialist planning knowledge of the minerals, waste, energy, commercial and housing development sectors. The Company was established in 1999 and currently employs ten appropriately qualified planners. Heaton's has undertaken and managed Environmental Impact Assessments, prepared and submitted Environmental Statements and Non-Technical Summaries since 1999.

Heaton's' current team of accredited members are:

Spencer Warren BSc(Hons) DipTP MRTPI	Managing Director
Jenna Conway BA(Hons) DipTP MA MRTPI	Planning Director
Clive Saul BEng(Hons) MSc MRTPI	Planning Director
Louise Thorne BA(Hons) DipTP MRTPI	Planning Director
Nigel Gould BSc DipURP MRTPI	Planning Director
Peter Bond BSc(Hons) MA MRTPI JP	Planning Director
Selena Gaskarth BSc(Hons) MRTPI MCIWM	Associate Director
Joel Jessup BA(Hons) MSc MRTPI	Planning Director
Gemma Newall BSc(Hons), PgDip, MPlan, MRTPI	Associate Planner
Callum Harrison MPlan	Associate Planner
Georgina Illsley BA(Hons) MA MRTPI	Senior Planner
Alex Job MPlan	Senior Planner
Joe Waterfield BSc MSc	Senior Planner
Jess O'Neil BA	Planner

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<b>Revision</b>	<b>Author</b>	<b>Checked by</b>	<b>Date</b>
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# 1 INTRODUCTION

## 1.1 Background

1.1.1 This Environmental Statement (ES) has been prepared by Heaton's on behalf of Biffa Waste Services Limited (the Applicant), to support a planning application at Roxby Landfill Site, Winterton Road, Roxby, Lincolnshire (the site). This application seeks permission for a proposed extension of time for the infilling and restoration of the landfill site.

1.1.2 Planning permission was originally granted for landfilling at the site in 1992. A planning application was subsequently submitted in 2002 for an extension of time together with revisions to the approved restoration contours. A further application was made in 2006 and the landfill site currently operates under planning permission reference 2006/0411 dated 10<sup>th</sup> May 2006 which was granted to *'vary condition 7 of 2002/1134 to allow tipping and phased restoration of the site to be carried out in accordance with the revised plans dated 19 July 2005 at Roxby Landfill Site, Winterton Road, Roxby'*. Condition 6 of this permission states:

*'The permission shall have a duration of 20 years from the date the development commenced. At the end of the 20 year period referred to above, all tipping operations shall have ceased and the site shall have been cleared in accordance with the approved details.'*

1.1.3 Development at the site commenced on grant of the 2006 consent on 10<sup>th</sup> May 2006 and therefore, as worded, the site's planning permission requires development at the site to cease by 10<sup>th</sup> May 2026. The current planning permission does not restrict the final date by which restoration works, including the importation of soils and landscaping, must be completed by.

1.1.4 Whilst the site has been progressively infilled, the landfilling and restoration operations have not yet been fully completed and additional time is therefore required in order to ensure that the approved restoration contours are achieved and for the site to be fully restored.

1.1.5 As a result, in September 2025 an application was submitted to North Lincolnshire Council (NLC) (ref: PA/2025/1074), which sought planning permission to allow landfilling for an additional 11 years beyond the currently permitted end date (i.e. until 10<sup>th</sup> May 2037) with a further 5 years to complete the restoration of the site in

accordance with the approved scheme (i.e. until 10th May 2042). In addition to an extension of time, planning application ref: PA/2025/1074 sought permission (partially retrospectively) for changes to the approved phasing plans, to take account of changes which have been necessary for operational reasons. As a result, it was proposed that the phasing drawing reference BIF/ROX/PHA/01 'Phasing Proposals', which was submitted with the original July 2002 planning application, was replaced by an updated phasing plan.

- 1.1.6 In September 2025, an application was submitted in parallel (ref: PA/2025/1075) to extend the life of the adjacent rail sidings to enable waste and restoration materials to continue to be imported by train. The proposed timescales aligned with those of the landfill site and therefore it was proposed that the rail sidings would be removed from the site by 10<sup>th</sup> May 2042.
- 1.1.7 Both planning applications PA/2025/1074 and PA/2025/1075 were refused by NLC on 16<sup>th</sup> March 2026. Copies of both Decision Notices are provided in Appendices B and C of the Planning Statement. The reasons for refusal are discussed later within this ES.
- 1.1.8 Notwithstanding the refusal of planning permission in March 2026, it is essential that landfilling is permitted to continue at Roxby Landfill Site so that the approved contours can be achieved and the site restored in accordance with the approved restoration scheme. The need for an extension of time for continued landfilling and restoration of the site is discussed further in Section 6 of the Planning Statement and the covering letter which accompanies this application.
- 1.1.9 Whilst there were no objections to the 2025 planning applications (refs: PA/2025/1074 and PA/2025/1075) from statutory consultees, objections were received from local residents, principally relating to the proposed timescales for landfilling and the associated potential for amenity issues. Biffa has reviewed the neighbour representations received from the 2025 planning applications and seeks to address them through this revised planning application. Details of the proposal are provided in full in Section 3 of this ES, but in brief permission is now being sought for:
- An extension of time for up to an additional 8 years of landfilling beyond the currently permitted end date of 10<sup>th</sup> May 2026 (i.e. until 10<sup>th</sup> May 2034) during which time waste would be imported by both road and rail;
  - The completion of restoration works within 7 years of landfilling ceasing (i.e. until 10<sup>th</sup> May 2041) during which time only restoration material would be imported to the site by both road and rail; and

- (Partially retrospective) permission to regularise revised phasing across the landfill site (a revised phasing plan is submitted with this application).

1.1.10 As noted above, there is no defined timescale for restoring the landfill site under the extant permission. As part of this application, timescales are proposed to fully restore the site in accordance with the approved scheme. This gives more certainty over the eventual closure of the site and is therefore considered to represent a benefit of the proposed development.

1.1.11 In summary, permission is being sought for an extension to the landfilling period of 8 years, followed by up to 7 years of restoration works including the importation of soils, to ensure that the site is restored to its approved contours, whilst reducing the period of landfilling when compared with the timescales proposed under the recent 2025 application.

1.1.12 No other changes are proposed as part of this planning application.

1.1.13 A separate planning application is also being submitted to North Lincolnshire Council to seek permission for an extension of time for the adjacent Roxby rail sidings, which would ensure that waste can continue to be imported to the landfill site by rail for the duration of landfilling operations and throughout the restoration phase.

## **1.2 Planning Application**

1.2.1 The original 2002 application was accompanied by an Environmental Statement (ES) and this document therefore comprises an Addendum to the 2002 ES which updates the environmental baseline and provides an up-to-date assessment of the potential for environmental and amenity effects associated with the proposed development.

1.2.2 Details of the proposed development and a site description are outlined within this ES, along with a broad assessment of any potential environmental effects and their significance. Comprehensive assessments and other background information are contained within the accompanying technical assessments.

1.2.3 This ES should be read in conjunction with the following documents:

- Planning Statement;
- Non Technical Summary; and
- Technical Assessments comprising:
  - Landscape and Visual Impact Assessment (LVIA) (Addendum to the 2002 LVIA);

- Transport Statement;
- Flood Risk Assessment; and
- Preliminary Ecological Appraisal.

1.2.4 This submission is also accompanied by the following supporting drawings:

R01 – Site Location Plan

R02 – Planning Permission Boundary

R03 – Existing Site Plan

R04 – Remaining Restoration Phasing Sequence

R05 – Final Restoration

R06 – Roxby Remaining Void January 2026

### **1.3 Applicant**

1.3.1 Biffa is a sustainable leader in the UK's waste and recycling industry. Founded in London in 1912, Biffa employ 10,000 people and collect waste from thousands of businesses and millions of households across the UK each day.

1.3.2 By growing their collections business, building their plastic recycling capacity, and investing in energy-from-waste, Biffa are on a mission to enable the UK circular economy by changing the way businesses and people think about waste.

1.3.3 Biffa's surplus food redistribution partnership with Company Shop Group, and their environmental work with BiffaAward and Waste Aid, also have wider benefits for the UK and beyond. Since 2002 Biffa have reduced our carbon emissions by 70 per cent and aim to be net zero by 2050.

### **1.4 Information Availability**

1.4.1 Electronic copies of all the documents submitted to North Lincolnshire Council in respect of the planning application are available at:

<https://apps.northlincs.gov.uk/>

1.4.2 Paper format copies of the planning application, Environmental Statement and supporting information are available on request at the following prices:

- Paper Copy - £100

- Electronic (pdf) - £20 (downloadable free via Public Access)

1.4.3 All requests for hard copy information should be addressed as follows:

Heaton Planning Ltd  
The Arc  
6 Mallard Way  
Pride Park  
Derby  
DE24 8GX

## **2 SITE APPRAISAL**

### **2.1 Site Location**

- 2.1.1 Roxby Landfill Site is located approximately 6km north of Scunthorpe at National Grid Reference SE 910 170. The site location is shown on Drawing Number R01 'Site Location Plan'.
- 2.1.2 The nearest villages to the site are Roxby located approximately 600m to the east, Winterton located approximately 600m to the north east and Thealby located approximately 1.25km to the west of the northern site boundary. The site is generally remote from residential properties, the nearest of which being Bagmoor Farm located 250m to the south west, Fourwinds located 300m to the east of the site and Old Cliff Farm located 500m to the north. There is a poultry farm at Sheffield Farm, located approximately 350m to the west of the site.
- 2.1.3 The site is bounded to the north, east, south and west by agricultural land. To the immediate north and east, the site is bordered by farmland and to the south the site is bordered by the site access road. The western site boundary is formed by a single track branch railway freight line, which leaves the main Doncaster – Scunthorpe – Grimsby railway line at Scunthorpe Yard, approximately 1.5km east of Scunthorpe Station.

### **2.2 Site Description**

- 2.2.1 Roxby Landfill Site is accessed from the A1077 Winterton Road to the east of the landfill via a surfaced access road approximately 850m in length. The landfill site is currently operational and is located within a former ironstone gullet, approximately 1500m in length, 500m in width and 50m in depth.
- 2.2.2 The southern and western parts of the site have been filled up to final levels and an interim restoration has been completed on these area. The north eastern part of the site is currently being infilled.
- 2.2.3 The site offices and associated car parking areas are located to the south west of the landfill. Access onto the landfill via a weighbridge lies on the southern site boundary, to the east of the site offices. The rail sidings form the western site boundary and are separated from the landfill by a fence.

## **2.3 Surrounding Area**

### Nature Conservation and Ecology

- 2.3.1 The Humber Estuary lies approximately 6.5km to the north-east of the site at its closest point. The Humber Estuary is designated as a Ramsar site, Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI).
- 2.3.2 There are two statutory designated nature conservation sites within 2km of the site boundary. Conesby (Yorkshire East) Quarry SSSI lies approximately 1.5km to the south of the site and is designated as it is one of the last remaining exposures of Frodingham Ironstone which has yielded the richest known faunas from that unit. Bivalves are abundant and well preserved echinoderms also occur. Of particular international importance however, are the well preserved ammonite faunas indicating the Stellare and Denotatus subzones of the Upper Sinemurian. Conesby Quarry Local Nature Reserve (LNR) lies approximately 1.9km to the south west. The site lies within a SSSI Impact Risk Zone.

### Geology

- 2.3.3 Roxby Gullet was excavated to expose and remove the Frodingham Ironstone, formed between 199.3 and 190.8 million years ago during the Jurassic period, which has been extensively worked in this area. The excavation involved the removal and back-casting of the Coleby Mudstones (now termed Charmouth Mudstone Formation), which are massive mudstones and subordinate bands of limestone and ironstone dipping in an easterly direction. The mudstones comprised over 90% of the total thickness of strata exposed in the east face of Roxby Gullet.
- 2.3.4 The superficial deposits have been largely removed from the site. However, the remaining on-site deposits and those to the north, west and south of the site comprise blown sand (loess), which are sedimentary deposits formed between 2.6 million years ago and the present during the Quaternary period.

### The Water Environment

- 2.3.5 The site does not lie within a Groundwater Source Protection Zone. The site lies within Flood Zone 1, which is land at the lowest risk of flooding. However, land within Flood Zone 3 (land at the highest risk of flooding) lies close to the western boundary of the site, west of the rail sidings.
- 2.3.6 Winterton Beck lies close to the western boundary of the site, approximately 225m to the west at its closest point. A large waterbody lies between the site and Winterton

Beck immediately west of the rail sidings. The River Humber Estuary lies approximately 6.5km to the north east of the site at its closest point. The New River Ancholme lies approximately 6km to the east of the site, with the Old River Ancholme and a number of drains being present within the intervening land.

2.3.7 The site lies within the north western edge of the hydrometric catchment of the River Ancholme which drains the Humber Estuary. Drainage in the immediate vicinity of the site is via the Old Winterton Beck, which flows northwards to the River Humber. Across the surface catchment boundary to the west lie the lower reaches of the River Trent at some 5km distance.

2.3.8 Surface water run off from agricultural land at a higher elevation to the east of the gullet currently flows into the gullet via topographic low points on the eastern boundary of the site. Water is also input to the gullet via the Frondingham Ironstone to the west of the gullet.

#### Cultural Heritage and Archaeology

2.3.9 There are two Scheduled Monuments within 2km of the site. 'Earthworks remains of St Bartholomew's Church, High Risby' and 'Sawcliffe medieval village and moated site' lie approximately 1.8km to the south east and south of the site respectively.

2.3.10 There are a number of listed buildings and assets within 2km of the site, many of which are located within the village of Winterton to the north east, Thealby to the north west and Normanby to the west of the site. The closest listed buildings are located in Roxby. Grade II listed 'Roxby Hall Farmhouse' is located approximately 720m east of the site. Grade I listed 'Church of St Mary' and Grade II 'Two Tomb Stones 2-3 Metres South of Tower of St Mary's Church' lie approximately 770m east of the site.

#### Public Rights of Way

2.3.11 There are several public rights of way in the local area. Bridleway 319 extends along the landfill site access road, linking with footpath 162 in the south west of the site and Bridleway 159 extends along the western and northern site boundaries, meeting Roxby Road in the north east of the site.

2.3.12 Further to the east, footpaths and bridleways are located between Roxby and Winterton. Further to the west, footpaths 164, 165 and 166 run to the north and west of Normanby Hall.

## **2.4 Planning History**

- 2.4.1 Planning permission 7/1990/0746 for a rail transfer facility was granted on 1<sup>st</sup> May 1992. Planning permission 7/1990/0757 was granted on 11<sup>th</sup> December 1992 for the restoration of the site by controlled waste landfill with non-putrescible, non-hazardous industrial by product (tioxide waste).
- 2.4.2 Conditions 3 and 5 of permission 7/1990/0757 were varied on 10<sup>th</sup> June 1997 by planning permission number 7/1996/0140 to enable the waste types to include domestic, industrial and commercial wastes and to amend phasing.
- 2.4.3 Conditions 2 and 3 of planning permission 7/1996/0140 were varied on 28<sup>th</sup> January 2004 by planning permission WD/2002/1134 to allow revisions to the restoration contours and an increase in waste inputs. The permission allowed the disposal of an additional 3 million cubic metres of waste enabling the site to be restored for use as a country park or similar use, whilst improving the design of the water management system.
- 2.4.4 Planning permission WD/2004/0975 was granted on 1<sup>st</sup> October 2004 for *'an environmental management compound containing 2 landfill gas flares, 4 generators, an electricity sub-station with associated pipework and plant'*.
- 2.4.5 Planning permission 2006/0411 was granted on 10<sup>th</sup> May 2006 to *'vary condition 7 of 2002/1134 to allow tipping and phased restoration of the site to be carried out in accordance with the revised plans dated 19 July 2005 at Roxby Landfill Site, Winterton Road, Roxby'*. The site currently operates under this permission.
- 2.4.6 Planning permission PA/2007/0056 was granted on 10<sup>th</sup> September 2007 *'to modify existing agreements originally made under Section 106 of the Town and Country Planning Act 1990 relating to the removal of clauses 3(1)(2)(3)(4) and (5) to allow waste to be transported to the site by road'*.
- 2.4.7 Planning permission PA/2007/0055 was granted on 30<sup>th</sup> March 2007 to *'construct a vehicle reception compound and alterations to the site access road and its junction with Winterton Road'*.
- 2.4.8 Planning permission PA/2019/830 was granted on 31 October 2019 to *'vary condition 5 of planning permission PA/2011/1050 namely to allow for the unloading of trains beyond the approved operating hours'*. This permission required the rail sidings to be removed by 28<sup>th</sup> January 2024.

- 2.4.9 Planning permission PA/2022/1293 was granted on 7<sup>th</sup> October 2022 to 'vary conditions 3 and 9 of planning permission PA/2019/830 to amend the end date for the development at Roxby Landfill Site'. This permission extended the end date on the rail sidings to tie in with the landfill site end date (i.e. 10<sup>th</sup> May 2026).
- 2.4.10 Planning application PA/2025/1074 'to vary condition 6 of WD/2006/0411 to extend the life of the adjacent Roxby Landfill Site to allow landfilling to continue until 10 May 2037, restoration by 10 May 2042 and for all items to be removed from the site by 10 May 2042 (EIA development)' was refused by NLC on 16th March 2026. The stated reasons for refusal were *'Insufficient information has been provided to demonstrate that there is an essential need for the proposal which would outweigh the impact on the character of the area and the amenity of surrounding residents. In the absence of such justification, the continued erosion of rural character and the amenity of surrounding residents cannot be supported. The development is therefore contrary to policies RD2 and DS1 of the North Lincolnshire Local Plan, and policies contained within the National Planning Policy Framework.'*
- 2.4.11 Planning application PA/2025/1075 'to vary condition 2 of PA/2022/1293 to extend the expiry date for development at the site until 10 May 2042 and refer to condition 3 instead of condition 4 for restoration to be completed in accordance with details to be submitted and approved by the local planning authority' was refused by NLC on 16th March 2026. The states reasons for refusal were *'Insufficient information has been provided to demonstrate that there is an essential need for the proposal which would outweigh the impact on the character of the area and the amenity of surrounding residents. In the absence of such justification, the continued erosion of rural character and the amenity of surrounding residents cannot be supported. The development is therefore contrary to policies RD2 and DS1 of the North Lincolnshire Local Plan, and policies contained within the National Planning Policy Framework.'*

### **3 DESCRIPTION OF PROPOSED DEVELOPMENT**

#### **3.1 Existing Situation**

##### Waste Acceptance and Inputs

- 3.1.1 Roxby Landfill Site extends to approximately 58.7ha with the wider application site extending to approximately 93ha. The landfill gas compound and site offices lie to the south of the landfill with a surface water settlement lagoon situated to the north of the site offices. The rail sidings form the western landfill boundary.
- 3.1.2 The site accepts a range of non-hazardous wastes from domestic, commercial and industrial sources. Tioxide waste (a non-putrescible industrial by-product) has historically been accepted at the site in dedicated cells in the south west of the site. Following the cessation of the tiioxide waste being disposed of at the site in 2002, it was necessary to seek permission for revisions to the landfill phasing and to revise the final restoration contours to take account of changes to the waste settlement. Revised phasing was approved on 10th May 2006 under planning permission 2006/0411, which is the extant permission for the landfill site.
- 3.1.3 At the time of the 2002 planning application being submitted, all waste was delivered by rail via the adjacent sidings and permission was sought to increase the number of trains arriving at the site from 4 trains per day to 6 trains per day. However in recent years, the inputs to the site have reduced and the majority of waste is now transported by road. Current waste inputs to the landfill amount to approximately 150,000 tonnes per annum (tpa) with approximately 110,000tpa being brought in by road and 40,000tpa being brought in by rail on approximately two trains per month. Inputs by road are restricted to 50 HGVs per day.
- 3.1.4 As at January 2026, the remaining void amounted to 1.8 million cubic metres (Mm<sup>3</sup>). By May 2026, which will have reduced to just over 1.7Mm<sup>3</sup>.

##### Phasing

- 3.1.5 The landfill is infilled and restored in phases. There are 13 phases with Phase 1 situated in the south of the site and Phase 13 situated in the north west of the site. Tioxide

waste was disposed of in Phase 1 and T3 situated in the south and south western part of the site.

- 3.1.6 With the exception of Phase 2, which is largely at final levels with a temporary cap, the majority of the southern part of the site is completed with a permanent cap in place. The north western flank is also at final levels with a permanent cap in place. The central and northern/north eastern parts of the site are still being brought up to final levels with a significant quantity of waste still needing to be imported to the central part of the landfill. These areas either have a temporary cap or are being actively worked with daily cover placed on the waste at the end of the working day.
- 3.1.7 The latest phasing is shown on Drawing Number R04 'Remaining Restoration Phasing Sequence'.

#### Site Operations

- 3.1.8 Waste brought to the site by HGV is weighed on the weighbridge close to the site office, then transported along the designated haul routes to the active landfill face.
- 3.1.9 Waste brought to the site by rail is transported in open top train containers which are weighed at the sidings. The waste is unloaded from the containers by wheeled grab machines and is then loaded onto articulated dump trucks which transport the waste to the active face. No waste is stockpiled at the rail sidings.
- 3.1.10 Following deposition, waste is compacted using a landfill compacter or similar plant. At the end of each working day, the waste is covered with fines or non-hazardous soils.
- 3.1.11 Care is taken to ensure that landfilling at higher levels does not give rise to nuisance from wind blown litter. A number of measures are put in place to minimise the potential for litter nuisance.
- All waste delivered by road is transported to the site in sheeted or enclosed vehicles which are only opened on arrival at the working face, immediately prior to final disposal. This removes the risk of waste becoming wind-blown during transportation across the site;
  - Once at the working face, waste is spread quickly and compacted by a purpose-built waste compaction vehicle;
  - Where possible, on windy days, landfilling operations are undertaken in lower, more sheltered areas of the site, until weather conditions become more

favourable. When this is not possible, the site management contacts customers to prohibit light-weight waste materials until weather conditions improve;

- The area of the working face is restricted to a size that enables site personnel to keep the waste sufficiently well compacted and covered with daily cover material;
- Cover material is always applied at the end of the working day;
- Mobile litter screens are erected adjacent to the working areas. The locations of the screens are changed as necessary, according to the wind direction. The screens are regularly inspected and any litter accumulating on the screens is removed to ensure that their efficiency is maintained; and
- Good operational practices reduce the risk of a litter nuisance off site. However, in the event that litter is observed outside the site perimeter, site personnel would be used to collect litter.

3.1.12 Whilst the site is generally remote from residential properties, it is recognised that the more elevated and exposed areas of the site have the potential to give rise to dust during dry weather conditions. The potential sources of dust from the landfill are mineral dust arising from site engineering works, such as lining and capping, from vehicles crossing the site on haul roads and from waste deposition.

3.1.13 The potential for the generation of dust is minimised by the adoption of strict waste acceptance procedures. In addition, site operations are undertaken in a manner which minimise the generation of dust, in accordance with the site's Environmental Permit. Particular importance is given to the following mitigation measures:

- The use of a water bowser on non-surfaced haul roads to dampen dust when necessary. The need for the use of additional chemical dust suppressants is reviewed regularly;
- The use of daily cover material to help to suppress dust within deposited waste materials;
- Waste which has the potential to generate a significant amount of dust is deposited at the front of the working face and is covered immediately. During periods of high winds, particularly dusty loads are not deposited at the site. A water bowser is available to dampen dusty loads if necessary; and

- Following restoration of the landfill surface, the restored areas will be seeded as soon as is practicable, to establish a good vegetation cover and reduce the potential for dust generation from restoration soils.

#### Timescales and operating hours

- 3.1.14 Condition 6 of planning permission 2006/0411 limits the duration of site operations and states:

*'The permission shall have a duration of 20 years from the date the development commenced. At the end of the 20 year period referred to above, all tipping operations shall have ceased and the site shall have been cleared in accordance with the approved details.'*

*Reason: 'To ensure the development is carried out in a timely manner.'*

- 3.1.15 Development at the site commenced on 10th May 2006 and therefore, as worded, the site's planning permission requires development at the site to cease, and all plant and equipment to be cleared from the site, by 10th May 2026.

- 3.1.16 Condition 10 of the extant permission limits the site's operating hours and states:

*'Except in cases of emergency all operations pursuant to this permission shall be carried out only between 6.00am and 6.00pm on Mondays to Fridays and between 6.00am and 2.00pm on Saturdays. No operations shall be carried out on Sundays or Public Holidays. At times when operations are not permitted works shall be limited to servicing maintenance and testing of plant and work of an emergency nature only.'*

*Reason: 'In the interests of amenity and to ensure the satisfactory restoration of the site.'*

#### Traffic

- 3.1.17 The 2002 planning application was accompanied by a Rail Impact Assessment which provided details of the proposal to increase the number of trains delivering waste to the site from 4 trains per day to 6 trains per day. The majority of waste is currently delivered by road going HGVs with only two trains per month delivering waste via the adjacent sidings.

3.1.18 The current Section 106 legal agreement limits HGVs to a maximum of 50 per day, as an average over a 12 month period. HGV movements currently amount to approximately 42 HGVs per day.

Employment

3.1.19 The landfill site currently employs 9 staff.

Environmental Protection Measures

3.1.20 Protection of the environment is given the highest priority during the operation of the landfill site.

*Surface Water*

3.1.21 During the operation of the landfill site, temporary ditches are provided as necessary to ensure there is no run-off from operational areas into surface water ditches and streams close to the site.

3.1.22 When the landfill operations are completed, a series of surface water features will control surface water run-off and protect the quality of the Winterton Beck. These are described more fully later in this chapter when the restoration proposals are provided in detail.

*Groundwater*

3.1.23 Groundwater protection measures are in place by means of an engineered basal and side liner and a Leachate Management Plan in accordance with site's Environmental Permit. Leachate is carefully managed and is not allowed to exceed 1 metre above the base of each cell. Leachate abstraction wells are constructed within each phase to allow leachate to be abstracted and monitored. In the event that elevated leachate levels are recorded, the procedures set out in the Leachate Management Plan are carefully followed to minimise the risk to groundwater and the environment.

*Landfill Gas*

3.1.24 Landfill gas emissions from the site are controlled in accordance with the site's Environmental Permit and Gas Management Plan. Gas control measures at the site currently comprise an active gas extraction system connecting a series of gas extraction wells installed across the waste mass and a network of pipework connecting the wells

to the environmental management compound in the south of the site. The network of wells will be extended as infilling progresses.

3.1.25 Within the environmental management compound, landfill gas is used to generate up to 4MW of electricity in four separate generating engines. The electricity is exported direct to grid. Any excess gas is flared within the compound.

3.1.26 In accordance with the requirements of the Environmental Permit, landfill gas monitoring is regularly undertaken in a network of perimeter boreholes to demonstrate that landfill gas is not migrating beyond the site boundary. The monitoring results are provided to the Environment Agency.

#### On-site Plant and Equipment

3.1.27 The following plant and equipment are currently used on site during the landfilling phase of the development:

- Landfill compactor;
- D6 bulldozer;
- 3 x Volvo A30G dump trucks;
- 20t excavator;
- 5 tonne mini digger;
- 2 x agricultural tractors with water bowsers (one with loader bucket and fork);
- Road sweeper.

### **3.2 Approved Restoration Scheme**

#### Restoration Contours

3.2.1 The site will be restored to a country park in accordance with the approved restoration scheme (as shown on Drawing Number R05 'Final Restoration'). The restored site will provide a mosaic of native tree and shrub planting with open areas of species rich grassland and a variety of wetland habitats suitable for casual recreation and nature conservation. Areas of woodland will link with existing areas of woodland to provide green corridors across the site.

3.2.2 The proposed woodland covers the eastern and steep northern slopes of the site, separated by a network of footpaths and areas of grassland. Woodland will also be

planted along the toe of the scarp slope, adding structure to the network of footpaths, cycleways and bridleways. The woodland planting mix will be designed to give a species composition similar to that found locally, depending on prevailing soil types.

3.2.3 The restoration process will establish appropriate conditions for open grassland and wetland habitats. The type of grassland that can be created during the restoration process is strongly dependent upon the characteristics of the available soils.

3.2.4 Surface water will be channeled away from the eastern boundary by a shallow ditch to balancing ponds located in the south western and north western areas of the site. Surface water will flow by gravity from the balancing ponds to Winterton Beck, to the west of the site. The surface water ditch will be designed with varying bed width and side slope gradients to provide visual interest and a variety of wildlife habitats.

### **3.3 Proposed Development**

#### Introduction

3.3.1 This planning application seeks an extension of time to allow the completion of landfilling and restoration work at Roxby Landfill Site. Planning permission was originally granted for landfilling at the site in 1992 and a planning application was subsequently submitted in 2002 for revisions to the approved restoration contours. The landfill site operates under planning permission reference 2006/0411 dated 10th May 2006 which was granted to 'vary condition 7 of 2002/1134 to allow tipping and phased restoration of the site to be carried out in accordance with the revised plans dated 19 July 2005 at Roxby Landfill Site, Winterton Road, Roxby'. Condition 6 of this permission states:

*'The permission shall have a duration of 20 years from the date the development commenced. At the end of the 20 year period referred to above, all tipping operations shall have ceased and the site shall have been cleared in accordance with the approved details.'*

3.3.2 Development at the site commenced on 10th May 2006 and therefore, as worded, the site's planning permission requires landfilling to cease by 10th May 2026.

3.3.3 Whilst the site has been progressively infilled, the landfilling and restoration operations have not been completed and additional time is therefore required in order to achieve the approved restoration contours and for the site to be fully restored.

- 3.3.4 In September 2025, the Applicant submitted two planning applications which sought an extension of time for both the landfill site (application ref: PA/2025/1074) and the adjacent rail sidings (application ref: PA/2025/1075) for an additional period of 16 years beyond the currently permitted end date of 10<sup>th</sup> May 2026. This timescale comprised an additional 11 years to complete landfilling and a further 5 years to restore the site to the previously approved restoration contours. Permission was also sought to retain the adjacent rail sidings for a period of 16 years to align with the life of the landfill site, allowing both waste and restoration materials to be imported to the site by rail.
- 3.3.5 Both planning applications PA/2025/1074 and PA/2025/1075 (hereafter referred to as the 2025 applications) were refused by NLC on 16<sup>th</sup> March 2026.
- 3.3.6 Notwithstanding the refusal of planning permission in March 2026, it is essential that landfilling is permitted to continue at Roxby Landfill Site so that the approved contours can be achieved and the site restored in accordance with the approved restoration scheme. The need for an extension of time for continued landfilling and restoration of the site is discussed further in Section 6 of the Planning Statement and the covering letter which accompanies this application.
- 3.3.7 Whilst there were no objections to the 2025 planning applications (refs: PA/2025/1074 and PA/2025/1075) from statutory consultees, objections were received from local residents, principally relating to the proposed timescales for continued landfilling and the associated potential for amenity issues. Biffa seeks to address the comments raised through this revised planning application.
- 3.3.8 This ES accompanies a revised planning application which is seeking permission for:
- An extension of time of an additional 8 years of landfilling beyond the currently permitted end date of 10<sup>th</sup> May 2026 (i.e. until 10<sup>th</sup> May 2034) during which time waste would be imported by both road and rail;
  - The completion of restoration works within 7 years of landfilling ceasing (i.e. until 10<sup>th</sup> May 2041) during which time only restoration material would be imported to the site by both road and rail; and
  - (Partially retrospective) permission for revised phasing across the landfill site (a revised phasing plan is being submitted with this application).

- 3.3.9 It is worth noting that under the extant permission, there is no defined timescale for restoring the landfill site. Under this application, timescales are proposed to fully restore the site in accordance with the approved scheme. This gives more certainty over the eventual closure of the site and is therefore considered to represent a benefit of the proposed development.
- 3.3.10 In summary, permission is being sought for an overall extension of time of 15 years beyond the currently permitted end date to allow the site to be restored to the approved contours, whilst reducing the period of landfilling when compared with the timescales proposed under the recent 2025 landfill application.
- 3.3.11 Permission is being sought under Section 73 of the Town and Country Planning Act 1990 to vary condition 6 of permission reference 2006/0411.
- 3.3.12 It is therefore proposed that Condition 6 is re-worded to read:  
*'All landfilling operations shall be completed by 10th May 2034 and the site shall be restored by 10th May 2041. With the exception of essential landfill gas and leachate management infrastructure, all buildings, plant and equipment shall be removed from the site by 10th May 2041.'*
- 3.3.13 In addition to an extension of time, permission is being sought (partially retrospectively) for changes to the approved phasing, to take account of changes to the approved phasing drawings which have been necessary due to operational reasons. It is therefore proposed that the phasing drawing reference BIF/ROX/PHA/01 'Phasing Proposals' which was submitted with the original July 2002 planning application, is replaced by an updated phasing plan which is submitted with this planning application. The proposed revised phasing is illustrated on Drawing Number R04 'Remaining Restoration Phasing Sequence'.
- 3.3.14 No other changes are proposed as part of this planning application, including changes to vehicle numbers, operating hours, drainage arrangements or methods of working.
- 3.3.15 The number of HGVs travelling to the site is currently restricted to 50 HGVs per day, calculated as an average over a 12 month period. There are no proposals to increase this number and opportunities to increase the proportion of waste brought in by rail will be sought where possible.

- 3.3.16 A separate planning application is being submitted to retain the adjacent rail sidings beyond the currently permitted end date, until 10<sup>th</sup> May 2041 to allow waste and restoration materials to be imported to the site by rail.

## **4 PLANNING POLICY**

### **4.1 Introduction**

4.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that determination by the relevant Local Planning Authority, in this instance, North Lincolnshire Council, must be made in accordance with the Development Plan unless material considerations indicate otherwise.

4.1.2 In reaching a decision on this application the first consideration is therefore whether the proposals accord with the Development Plan. Having done this, it is then necessary to have regard to all other material considerations, which include all relevant policy considerations contained in the emerging development plan as well as national planning policy and guidance.

4.1.3 This chapter of the Planning Statement focuses on the key planning policy considerations including the acceptability of the proposed development. Consideration of the relevant planning policies provides a reasoned justification for granting planning permission.

### **4.2 The Development Plan**

4.2.1 The Development Plan with respect to waste development includes:

- The North Lincolnshire Core Strategy (June 2011); and
- Saved policies of the North Lincolnshire 2003 Local Plan (May 2003).

#### North Lincolnshire Core Strategy (2011)

4.2.2 North Lincolnshire Council is currently preparing a new Local Plan for North Lincolnshire which will eventually supersede both the 2003 Local Plan and the Local Development Framework plans. However, the current Development Plan comprises the North Lincolnshire Core Strategy (adopted June 2011) and the saved policies of the North Lincolnshire 2003 Local Plan.

4.2.3 The North Lincolnshire Core Strategy (Core Strategy) covers the period from 2006 to 2026 and will therefore shortly be out of date. It states that *'This Core Strategy sets out the long term spatial planning framework for the development of North Lincolnshire up to 2026 by providing strategic policies and guidance to deliver the vision for the area including the scale and distribution of development, the provision of infrastructure to support it and the protection of our natural and built environment. It*

*will also help to ensure that the investment decisions of key bodies are not made in isolation, but are properly coordinated, with a strong focus on the principles of sustainable development.'*

- 4.2.4 The Core Strategy includes ten spatial objectives. Spatial Objective 7: 'Efficient Use and Management of Resources' is as follows:

*'To ensure the efficient use of resources, maximising recycling of minerals and waste products, minimising pollution, maintaining and improving air, soil and water quality, and employing sustainable building practices in new development.'*

- 4.2.5 Spatial Objective 8: 'Promoting Community Health and Well Being' is as follows:

*'To promote an improvement in the health and well being of North Lincolnshire's people by maintaining and providing quality open spaces, play and sports facilities, better access to the countryside and improved health facilities.'*

North Lincolnshire Local Plan 2003 (saved policies)

- 4.2.6 The 2003 Local Plan has been replaced by the Local Development Framework. However, several of the policies have been saved and are used in the decision making process.
- 4.2.7 The Development Plan policies of relevance to the proposed development, including those within the North Lincolnshire Core Strategy (2011) and Local Plan (2003) are identified and discussed within Section 4 of the Planning Statement.

### **4.3 Material Considerations**

The National Planning Policy Framework (NPPF) – last amended December 2024

- 4.3.1 The NPPF (last updated 2024) is the primary national planning policy document and is a material consideration in the determination of planning applications. The document sets out the overarching planning policy that shall be implemented through the development plan and determination process. The NPPF does not contain any specific waste policies and these are contained within the National Planning Policy for Waste (2014) (NPPW). However certain principles of the NPPF and non-waste policies are relevant to the proposed development. Key paragraphs of relevance to the determination of the proposal are summarised below.
- 4.3.2 Paragraph 8 of the NPPF outlines the three overarching objectives for achieving sustainable development:

- ‘An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
- An environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.’

4.3.3 The economic, social and environmental objectives should be pursued in mutually supportive ways. Paragraph 11 constitutes the Government’s view of what sustainable development in England means in practice for the planning system. In terms of decision-taking, this means:

- ‘c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
  - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
  - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.’*

4.3.4 Paragraph 109 sets out the importance of considering transport issues at an early stage in order to address potential impacts of development on existing transport networks. This should include *‘realising opportunities from existing or proposed transport infrastructure’* and *‘identifying, assessing and taking into account the environmental*

*impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains’.*

- 4.3.5 Paragraph 116 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.
- 4.3.6 Paragraph 118 states that all developments that will generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed and monitored.
- 4.3.7 Paragraph 199 states that planning decisions should sustain and contribute towards compliance with relevant pollutant limit values or national objectives for pollutants. Opportunities to improve air quality or mitigate impacts should be identified such as through traffic and travel management and through green infrastructure provision and enhancement.
- 4.3.8 Paragraph 201 states that the focus of planning decisions should be on whether the proposed development is an acceptable use of land, rather than the control of processes or emissions. Planning decisions should assume that these regimes will operate effectively.

National Planning Policy for Waste – 2014

- 4.3.9 The NPPW promotes the management of waste in accordance with the waste hierarchy which prioritises recycling waste over disposal. In Section 1 of the NPPW it states that *‘positive planning plays a pivotal role in delivering this country’s waste ambitions through: delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy’* and *‘providing a framework in which communities and businesses are engaged with and take more responsibility for their own waste, including by enabling waste to be disposed of or, in the case of mixed municipal waste from households, recovered, in line with the proximity principle.’*
- 4.3.10 Section 7 of the NPPW states that Waste Planning Authorities should ensure that *‘waste management facilities in themselves are well designed, so that they contribute positively to the character and quality of the area in which they are located.’* It also states that Waste Planning Authorities should not concern themselves with the control of processes which are a matter for the pollution control authorities but should work

on the assumption that the relevant pollution control regime will be properly applied and enforced.

4.3.11 The Waste Hierarchy is set out in Appendix A of the NPPW as shown below.



4.3.12 The 'Waste Hierarchy' ranks waste management options according to what is best for the environment. It gives top priority to preventing waste in the first place. However, when waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill). It is worth noting here that although waste disposal sits at the bottom of the Waste Hierarchy, and is therefore the least preferred option, there remains a continued (albeit decreasing) need for landfills to manage non-recyclable waste.

#### **4.4 Emerging Policy**

4.4.1 A new North Lincolnshire Local Plan is being prepared. Once formally adopted it will replace saved policies of the 2003 Local Plan, the 2011 Core Strategy, the 2016 Housing and Employment Land Allocations Development Plan Document and the Lincolnshire Lakes Area Action Plan. The timetable within the November 2025 NLC Local Development Scheme indicates that the Draft Plan is currently being drafted with policy preparation and evidence being finalised. The Submission version of the new Local Plan is due by the end of 2026 with an Examination in Public due from early January to September 2027.

4.4.2 Given the relatively early stage of the Plan preparation, it is considered that it should be given limited weight in the decision making process.

#### **4.5 Planning Summary and Conclusions**

4.5.1 In 2025, planning permission was sought for an extension of time for Roxby Landfill Site for a period of 16 years beyond the currently permitted end date of 10<sup>th</sup> May 2026, comprising 11 years of landfilling followed by a further 5 years to complete restoration

works. On this basis, landfilling would cease by 10<sup>th</sup> May 2037 with final restoration being completed by 10<sup>th</sup> May 2042. A further application was submitted in parallel for the retention of the adjacent rail sidings to allow its retention until 10<sup>th</sup> May 2042, so that it could be used for the importation of waste and restoration materials by rail. Both applications were refused on 16<sup>th</sup> March 2026 for the following reasons:

*‘Insufficient information has been provided to demonstrate that there is an essential need for the proposal which would outweigh the impact on the character of the area and the amenity of surrounding residents. In the absence of such justification, the continued erosion of rural character and the amenity of surrounding residents cannot be supported. The development is therefore contrary to policies RD2 and DS1 of the North Lincolnshire Local Plan, and policies contained within the National Planning Policy Framework.’*

- 4.5.2 Saved Policy RD2 ‘Development In The Open Countryside’ of the North Lincolnshire Local Plan (May 2003) seeks to control development which is proposed in the open countryside but does allow for development in certain circumstances. The explanatory text (paragraph 6.10) states:

*‘Policy RD2 sets out the Council’s overall development control policy for development within the open countryside. It aims to balance the needs and benefits of economic activity with maintaining and/or enhancing the quality of the countryside. It promotes the positive benefits of rural diversification by ensuring that the long-term social and economic vitality of rural areas, and an efficient and flexible agriculture industry is maintained.’*

- 4.5.3 Whilst the policy does not specifically mention landfill, it is clear that landfill is not only essential, but is also (typically) inappropriate within defined settlements and is usually a means of restoring open voids created by historical quarrying activity (which is also typically inappropriate within defined settlements). It could also be argued that Policy RD2 relates to new development, whereas in the case of Roxby Landfill Site, the ‘development’ has been in existence for over 30 years and this application only seeks an extension of time to complete the site. Policy RD2 includes a number of provisions that apply to development which is permitted within the open countryside. All of the stated provisions are considered relevant.

- (a) the open countryside is the only appropriate location and development cannot reasonably be accommodated within defined development boundaries;

- (b) the proposed development accords with the specific requirements set out in the relevant policies of this chapter and elsewhere in this Local Plan;
- (c) the development would not be detrimental to the character or appearance of the open countryside or a nearby settlement in terms of siting, scale, massing, design and use of materials; and
- (d) the development would not be detrimental to residential amenity or highway safety;
- (e) account is taken of whether the site is capable of being served by public transport; and
- (f) the development is sited to make the best use of existing and new landscaping.

4.5.4 With regards to Policy RD2, a number of technical assessments have been undertaken to demonstrate that the continuation of landfilling at the site, and its subsequent restoration, would not have significant adverse effects on the environment or local amenity. An update to the 2002 Landscape and Visual Impact Assessment (LVIA) has been prepared to accompany this planning application (LVIA Addendum, Felstone Consulting, 2025). The LVIA Addendum concluded *'The potential landscape effects upon the individual elements and features within the site, the aesthetic and perceptual aspects and the Lincolnshire Edge Character Area (Despoiled Landscape Character Type) would be no more than medium/low and adverse.....The extension of time would allow for the completion and restoration of the site in accordance with the approved scheme and this would ensure the delivery of the beneficial effects previously identified in the 2002 LVIA'*.

4.5.5 No significant amenity effects were identified as part of the technical assessments, including during recent updated odour surveys which have been undertaken to assess the potential for significant odour related effects on local receptors. No objections were received by statutory consultees to the 2025 applications and NLC's Environmental Protection Team acknowledged that *'the site has an Environmental Permit issued by the Environment Agency and therefore environmental measures to mitigate against pollution incidents have been put in place.'* A recent (March 2026) site visit by the Environment Agency did not raise any concerns or issues relating to the site operations. No changes are proposed to the number of HGVs travelling to the site, which is limited within the extant permission to not more than 50 HGVs per day. No objections were received from the Highways Authority to the 2025 applications.

4.5.6 For the above reasons, it is considered that the proposed development accords with saved Policy RD2.

4.5.7 The reason for refusal of the 2025 applications also referred to saved Local Plan Policy DS1 'General Requirements'. The explanatory text (paragraph 17.5) of the Local Plan states that the purpose of Policy DS1 is to set out the generality of environmental and other standards, which every planning application will be expected to meet, thus achieving economy, efficiency, convenience, amenity and safety in the development and use of land. The policy states that a high standard of design is expected in all developments in both built-up areas and the countryside and proposals for poorly designed development will be refused. All proposals will be considered against criteria which are set out in the policy. The requirement to meet a high standard of design is considered to have already been met through the approval of the landfill working scheme and restoration scheme, which were previously considered acceptable through the granting of planning permission in 2006. No changes are proposed to the restoration scheme, with only minor changes proposed to the phasing of landfilling to take account of necessary operational considerations and to increase efficiency. However, the following criteria of Policy DS1 are considered relevant:

- Amenity:
  - (iii) no unacceptable loss of amenity to neighbouring land uses should result in terms of noise, smell, fumes, dust or other nuisance, or through the effects of overlooking or overshadowing; and
  - (iv) amenity open space in the area should be retained, wherever possible; and
  - (v) no pollution of water, air or land should result which poses a danger or creates detrimental environmental conditions.
- Conservation:
  - (vi) there should not be an adverse effect on features of acknowledged importance, on or surrounding, the site, including species of plants and animals of nature conservation value (particularly species protected by Schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981), Scheduled Ancient Monuments, archaeological remains, listed buildings and Conservation Areas or trees and woodland covered by Tree Preservation Orders; and

- (vii) the development must ensure the retention of those existing site features that make an important contribution to the character or amenity of the site or the surrounding area; and
- (viii) development proposals should include the results of archaeological assessment, where appropriate, and adequate measures to ensure that there would be no unacceptable impacts on archaeological remains. Conditions will be imposed to secure suitable mitigation at the appropriate time in the development process.

- 4.5.8 The site operates to a high standard in accordance with the conditions and requirements of its Environmental Permit. The site is routinely inspected by the Environment Agency and no significant issues have been identified during recent visits. Recent odour monitoring did not identify odours at levels which are likely to give rise to unacceptable odour impacts at nearby receptors. Surface water is carefully managed across the site and provisions are made to ensure that it is directed towards the temporary surface water drainage system prior to discharge off site, in accordance with the robust pollution prevention measures and the Environmental Permit. Once restored, the site's permanent drainage system would provide long term flood risk benefits as well as ecological and biodiversity enhancements alongside the wider restored landfill. If the site is not restored in accordance with the proposed contours, long term environmental harm is likely as a result of partially installed landfill gas and leachate control infrastructure and a landform which cannot be effectively drained.
- 4.5.9 In terms of the conservation element of Policy DS1, extensive ecological assessments have been undertaken across the landfill site over a number of years. The ecological value of the site is currently relatively low as it is an active landfill. However, the restored landfill would provide ecological and biodiversity enhancements which would not be delivered if the site is only partially completed. No adverse effects are likely on cultural heritage or archaeology as the site is an active landfill site which is infilling a void created by historical quarrying activity.
- 4.5.10 Notwithstanding the refusal of planning permission in March 2026, it is essential that landfilling is permitted to continue at Roxby Landfill Site so that the approved contours can be achieved and the site restored in accordance with the approved restoration scheme. The need for an extension of time for continued landfilling and restoration of the site is discussed further in Section 6 of the Planning Statement and the covering letter which accompanies this application.

- 4.5.11 Whilst there were no objections to the 2025 planning applications (refs: PA/2025/1074 and PA/2025/1075) from statutory consultees, objections were received from local residents, principally relating to the proposed timescales for landfilling and the associated potential for amenity issues. Biffa has reviewed the neighbour representations received by NLC relating to the 2025 planning applications and seeks to address them through this revised planning application.
- 4.5.12 The proposed development therefore seeks an extension of time for the existing Roxby Landfill Site until 10th May 2034, which equates to a period of 8 years beyond the currently permitted end date. Permission is also being sought for an extension of time for landfill restoration works for a period of a further 7 years until 10th May 2041. The extension of time is required to allow landfilling to be completed and the site to be restored in accordance with the approved restoration scheme.
- 4.5.13 The initial 8 year period would comprise landfilling with imported waste which would arrive by both road and rail. The additional 7 year period would only involve the restoration of the site using imported soils and restoration materials which would also be imported by both road and rail. This differs from the 2025 planning application which sought permission for 11 years of landfilling with a further 5 years to restore the site. No changes are proposed to the final approved restoration contours but this proposal would result in a greater proportion of soils and restoration materials being imported to the site and a lower quantity of waste. The overall void would however remain the same, which is estimated at approximately 1.7Mm<sup>3</sup>.
- 4.5.14 Permission is also being sought to allow for minor changes to the approved landfill phasing which are required for operational reasons. No changes are proposed to the approved restoration scheme.
- 4.5.15 Whilst national and local planning policy requires that waste is managed sustainably and in accordance with the Waste Hierarchy, there is an acknowledged and continuing need for landfill disposal to manage waste which cannot be reused, recycled or sent for energy recovery. Whilst energy recovery is acknowledged as being an alternative method for managing non-recyclable waste, not all waste can be burned and some local authorities do not have suitable energy recovery facilities available to them. Landfill therefore continues to play an important strategic management role for waste which cannot be reused, recycled or recovered (e.g. for energy or other value).
- 4.5.16 Roxby Landfill is an existing landfill facility which is able to accept this proportion of residual non-recyclable waste that will continue to arise over the short to medium-

term. However, as Central Government's policies relating to waste management increasingly promote and support the reuse, recycling and recovery of household and commercial waste, inevitably the amount of waste being sent to landfill decreases accordingly. The significant increase in recycling rates in the UK is a success story. However it does have implications for the life of landfill sites across the country as lower waste inputs mean that many sites are unable to be restored within their originally agreed timescales. For this reason, permission is being sought for an extension of time for landfilling and restoration of the site. The proposed timescales of an additional 8 years for landfilling and a further 7 years for restoration are considered to be realistic and would enable the approved restoration profile to be delivered.

- 4.5.17 The site is operated to a high standard and does not receive a significant number of substantiated complaints relating to amenity issues such as noise, odour or dust.
- 4.5.18 The site is operated in accordance with the conditions of an Environmental Permit which is regulated by the Environment Agency. This ensures that the site operations do not lead to any emissions, such as water, light, noise or air emissions, which could give rise to pollution or local amenity effects. However, the NPPF states that *'The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions, (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.'*
- 4.5.19 It is considered that the continued landfilling of residual waste and progressive restoration of the site meets the objectives of sustainable development and the Waste Hierarchy and therefore accords with relevant policies of the Development Plan and national planning policy, including the NPPW.

## 5 ENVIRONMENTAL IMPACT ASSESSMENT

### 5.1 Introduction

- 5.1.1 The need for an Environmental Assessment is considered under the terms of the Town and County Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). The proposed development does not fall within Schedule 1 of the EIA Regulations. The proposed development falls to be considered within Schedule 2, Category 13(b) *'Any change to or extension of development of a description listed in paragraphs 1 to 12 of column 1 of this table, where that development is already authorised, executed or in the process of being executed'* as the proposal comprises an extension of time to the existing landfilling operations which has previously been considered to be EIA development.
- 5.1.2 Category 13(b) projects require screening for EIA if either (i) *'the development as changed or extended may have significant adverse effects on the environment; or (ii) in relation to development of a description mentioned in column 1 of this table, the thresholds and criteria in the corresponding part of column 2 of this table applied to the change or extension are met or exceeded'*. In this case, the original development would fall to be considered under Schedule 2, category 11(b) *'installations for the disposal of waste (unless included in Schedule 1)*. The corresponding thresholds and criteria for this category include (ii) *the area of the development exceeds 0.5 hectare'*. The site area is approximately 93ha and therefore the proposed development would require screening for EIA.
- 5.1.3 The Planning Practice Guidance for Environmental Impact Assessment (last updated May 2020) provides guidance on screening Schedule 2 development. Paragraph: 017 Reference ID: 4-107-20170728 sets out that if the project is listed in Schedule 2, the Local Planning Authority should consider whether it is likely to have significant effects on the environment.
- 5.1.4 Notwithstanding the above, given that the original 2002 application was accompanied by an Environmental Statement (ES), this document comprises an Addendum to the 2002 ES which assesses any significant changes compared to the conclusions of the original ES.
- 5.1.5 The 2002 ES considered the potential for the extension of time and revisions to the approved contours to have an effect on the following:
- Landscape and visual amenity;

- Noise;
- Transportation;
- Geology, hydrogeology, hydrology;
- Environmental nuisance (odour, landfill gas, dust and litter);
- Ecology ; and
- Cultural heritage.

5.1.6 These issues have been assessed within this ES. However, given the limited scope of the planning application, which primarily seeks permission for an extension of time, and that the landfill operates under the conditions of an Environmental Permit which would continue to be in place for the life of the site, detailed assessment has only been undertaken with regards to the potential for effects on landscape and visual amenity, transport and flood risk. The remaining topics have only been briefly considered within this ES.

5.1.7 A Non-Technical Summary has been provided which summarises the ES in non-technical language.

## **5.2 The Environmental Statement**

5.2.1 An Environmental Impact Assessment has been carried out to determine the likely impacts of the proposed development with regards to the EIA Regulations 2017. This ES Addendum assesses the main or significant environmental effects to which the development is likely to give rise and has been prepared on an iterative basis.

5.2.2 The main findings and conclusions of the technical assessments are summarised within Chapters 7 to 13 of this ES Addendum.

5.2.3 In preparing the ES Addendum, the EIA team of consultants has had regard to the contents of Schedule 4 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Specifically, the ES has addressed the main elements of the proposals that have the potential to impact (positively and/ or negatively) on:

- a) population and human health;
- b) biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC(a) and Directive 2009/147/EC(b);

- c) land, soil, water, air and climate;
- d) material assets, cultural heritage and the landscape; and
- e) the interaction between the factors referred to in sub-paragraphs (a) to (d).

5.2.4 This ES Addendum and the accompanying Planning Statement have been prepared by Heaton's alongside technical appendices prepared by the Applicant's team of technical consultants, all of whom are suitably qualified and benefit from an understanding of the site and significant experience of similar proposals to that contained within the scope of this planning application.

5.2.5 The appointed team of technical specialists is as follows:

- Landscape and visual effects – Felstone Consulting
- Transport – CoralHT
- Flood risk and drainage – Pell Frischmann
- Ecology - Heaton's

## **6 ALTERNATIVES**

### **6.1 Introduction**

6.1.1 As set out in paragraph 041 (Reference ID: 4-041-20170728) of the Planning Practice Guidance, the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 do not require an applicant to consider alternatives.

6.1.2 Notwithstanding this, where alternatives have been considered, Schedule 4 (Part II) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the Regulations) provides that the information for inclusion in Environmental Statements should include *“A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects”*. In accordance with Schedule 4, consideration of the main alternatives to the scheme, as studied by the applicant, is considered below.

6.1.3 The assessment of alternatives has considered the environmental assessment work undertaken by the Company’s team of consultants and indicates where the assessment work has influenced the ultimate design of the scheme having regard to the potential for environmental effects.

### **6.2 Do Nothing**

6.2.1 The first consideration in terms of an alternatives assessment is the ‘do nothing’ option.

6.2.2 In practical terms, the ‘do nothing’ option would result in landfilling operations ceasing on 10<sup>th</sup> May 2026. It would not be possible to achieve the approved contours as the site would still require a significant volume of waste to achieve the contours permitted under the extant permission. The current remaining void space is estimated at approximately 1.7Mm<sup>3</sup> with the majority of the remaining void being located in the central and north/north eastern parts of the site. Whilst much of this area is covered with a temporary geomembrane cap, which significantly reduces the potential for odour or litter from the underlying waste, the contours are such that they remain undulating and significantly lower than the approved contours. This is clearly

illustrated in Drawing Number R06 'Roxby Remaining Void January 2006' and the photographs provided in Appendix D of the Planning Statement.

6.2.3 The approved contours were carefully designed to ensure that the final restored landform would remain stable, would allow surface water (i.e. rainfall) to run-off at acceptable rates, thereby preventing ponding and potential infiltration to the underlying waste (which can increase leachate production), and would create a landform which could be landscaped and safely maintained for the long term.

6.2.4 If permission is not granted to allow landfilling and restoration of the site beyond May 2026, it would leave a partially completed site, which would also create problems due to the undulating surface and significant low points within the landfill. Environmental harm would be likely to arise as a result of an increase in the risk of slope stability failure and other engineering issues such as differential settlement and the inability to effectively manage leachate and landfill gas, which is critical to ensuring the site does not lead to pollution of surface water, groundwater and the atmosphere. The contours would also be unsafe for public access, which is proposed under the approved scheme.

6.2.5 A discussion paper published by the Environmental Services Association (ESA, March 2026)<sup>1</sup> addresses the issue of landfill sites which are left unfinished and the potential risk of environmental harm that such sites can have. The Paper states:

*'A partially filled and poorly restored landform would likely be much different from the approved landform that was envisaged when a site was originally granted permission. Furthermore, leaving a site unfinished, or below final contours of the agreed plan would risk significant damage to on-site pollution control infrastructure and pose a risk of pollution to air, land and water.'*

*This is because effective site drainage and capture of landfill gas is predicated on pre-agreed contours and slope gradients, which allows surface water to drain freely from the landfill. Areas of incomplete infill risk slope stability, differential settlement and ponding of surface water. The extension of cessation dates for additional waste disposal would ensure that the originally agreed landform could be achieved and allow for any agreed after uses, such as safe public access.'*

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<sup>1</sup> Extending Landfill End Dates, ESA Discussion Paper. Environmental Services Association, March 2026.

6.2.6 The 'do nothing' scenario would also lead to the loss of approximately 1.7Mm<sup>3</sup> of landfill void space. Landfill void is a finite and diminishing resource which must be reserved for waste types which cannot be managed in other ways. As landfill sites close across the country, landfill void space at existing sites becomes even more important. The March 2026 ESA Discussion Paper also addresses this point (page 6 'Remaining, unfilled void-space takes on increased strategic significance'). It states:

*'Aside from the technical considerations relating to completion and restoration of landfill sites, the continued use of landfills for waste disposal would likely deliver significant benefit in providing a strategic facility of regional value.'*

*The flexibility offered by landfills not only provides a useful contingency measure but also offers the safest and most viable option for the handling of an array of different waste streams. However, with all the publicity and attention focused on recycling and moving waste management options up the waste hierarchy, planning for continued landfill provision has somewhat fallen from grace and, for all intents and purposes, largely ground to a halt. This is a mistake: landfill is the only waste management option which is consumed as it is used and therefore some degree of replacement capacity is going to be required.'*

***Landfill void is a scarce resource and with few applications coming forward for new sites it is important to make best use of currently available void and treat it as a strategic resource to ensure it lasts as long as possible so that it can continue to play its role in the UK's Circular Economy for the disposal of residues from those recycling and waste treatment processes further up the hierarchy.'***

6.2.7 The LVIA undertaken to accompany this ES Addendum assessed the potential for significant landscape and visual effects resulting from the landfilling and restoration works over an extended period of time and concluded that no significant landscape and visual effects would arise, but concluded that *'the extension of time would allow for the completion and restoration of the site in accordance with the approved scheme and this would ensure delivery of the beneficial effects previously identified in the 2002 LVIA. This includes the delivery of a country park, with a domed landform and adequate surface water run-off along the eastern side of the site.'* However, it is likely that significant adverse effects would result if the site was not restored to the approved contours. The resultant undulating profile would not be in keeping with the

surrounding landscape and the inability to deliver the approved restoration scheme would also have effects on the local landscape character, as well as upon visual receptors including users of the adjacent PRow network.

6.2.8 If Roxby Landfill Site did cease to operate under the 'do nothing' scenario, the incoming waste would need to be diverted to other Biffa sites, or third party operators. As there are very few strategic non-hazardous landfill sites left in the country, this would most likely necessitate waste being transported over significant distances and potentially out of the region (for example, Biffa's nearest operational landfill site is Poplars Landfill at Cannock in Staffordshire). Furthermore, the diversion to alternative Biffa sites would necessitate all of the 150,000tpa of waste currently being accepted at Roxby, to be transported by road-going HGVs as no other Biffa landfill sites, or any other third party sites nationally, are rail linked. This would not be preferable from a sustainability or environmental perspective due to increased carbon emissions, and would also have an additional cost to the waste producer as a result of increased fuel consumption and additional staff (driver) salaries.

6.2.9 The continuation of landfilling at Roxby, using road and rail, is therefore the preferred option from a planning policy, environmental and sustainability perspective when compared with transporting the current waste throughputs to alternative Biffa sites, or third party sites, by road.

6.2.10 The 'do nothing' scenario would also lead to the loss of 9 full time jobs on the site, unless employees could be transferred to other local Biffa facilities. The closure of the site would also have indirect effects in terms of the site's supply chain and effects on the local economy from the cessation of employee expenditure in the local area.

6.2.11 As a result of the significant increase in environmental issues resulting from a partially completed landfill site, the importance of protecting landfill void space which is continually diminishing across the country, and the implications of having to transport all of the incoming waste to alternative sites by road, the 'do nothing' scenario is not an environmentally practical or acceptable option.

### **6.3 Alternative Methods of Restoration**

6.3.1 The approved restoration scheme requires the site to be profiled to approved levels and then restored to woodland and grassland habitat. Without the proposed extension

of time, which is being sought through this application, the approved restoration scheme could not be delivered. As mentioned in Section 6.2, the central and northern parts of the site still require significant volumes of waste and restoration materials in order to achieve the approved levels and the central landfill area in particular is significantly below the final contours, in places by over 9m. The levels which can be achieved by 10<sup>th</sup> May 2026 would not be suitable or safe for a beneficial afteruse due to the undulating surface, with significant gradients in certain parts of the site.

6.3.2 Unless the site is infilled and restored as originally designed, the resulting landform would lead to long term environmental issues resulting from poor surface water drainage and the inability to effectively manage leachate or landfill gas.

6.3.3 If permission is not granted for the continued importation of waste, it would be necessary to restore the site to the approved contours using only restoration soils. With a known shortage of restoration materials, both locally and across the UK, it would take a significant amount of time to achieve the approved contours, estimated at between 30 to 40 years based on current and potential future soils inputs.

6.3.4 Whilst the current planning permission for the site does not include an end date for restoration, the predicted timescale of around 30 to 40 years to complete the restoration works using only soils is clearly less preferable than that proposed under this planning application.

6.3.5 For these reasons, restoring the site using only restoration soils would not be the preferred option for the Applicant and would result in significant delays in restoring the site to a country park.

## **6.4 Conclusions**

6.4.1 The 'do nothing' approach is not a feasible alternative for the reasons described above. This approach would not enable the site to be completed to the approved contours, which would result in poor quality restoration leading to ongoing, long term environmental issues associated with slope stability, settlement, drainage and the inability to effectively manage leachate and landfill gas from the site. Furthermore, the significant landfill voidspace at Roxby, which is an important and finite resource, would be sterilised. The 'do nothing' scenario would also lead to the loss of 9 full time jobs.

- 6.4.2 Diverting the waste that would have been used to restore Roxby to alternative sites is not preferable to the continued operation of Roxby Landfill Site. It would result in all the waste which is currently imported to Roxby by rail and road, being transported purely by road, leading to increased vehicle miles and associated carbon emissions. The ability to transport waste and restoration materials by rail to Roxby is a significant benefit, unique to the Roxby site, which would be lost if the site were to close.
- 6.4.3 The closure of the landfill would effectively require the site to be restored using only available restoration soils. Given the general lack of restoration materials across the UK, largely as a result of this type of material being used in deposit for recovery (land remediation) schemes, it would take a significant amount of time to achieve the approved landform. The predicted timescales to restore the site using only imported soils is estimated at approximately 30 to 40 years, which is significantly longer than the timescale proposed under this planning application. This is not the preferred scenario due to the likely timescales to complete the site.
- 6.4.4 The proposal, as submitted, to extend the life of the existing landfill for a period of 8 years, with an additional 7 years to restore the site to the approved contours, would not only provide a sustainable method of managing the residual waste arisings that are currently delivered to the site, but would enable the site to be fully restored to an environmentally acceptable landform within an agreed timescale. It is concluded that this represents the best option.

## **7 LANDSCAPE AND VISUAL**

### **7.1 Baseline Conditions and the Potential for Impacts**

#### 2002 Landscape and Visual Impact Assessment

7.1.1 The planning application submitted in 2002 for revised restoration contours and revisions to approved phasing was accompanied by a Landscape and Visual Impact Assessment (hereafter referred to as the '2002 LVIA') (MS Environmental, July 2002). This work included a desktop review of the proposals and relevant background documentation, attendance at a meeting and conducting telephone discussions with North Lincolnshire District Council's Planning, Landscape and Ecology Officers as well as undertaking site analysis in March and April 2002.

7.1.2 The 2002 LVIA assessed the potential for landscape and visual effects associated with changes to the original restoration scheme which had been approved in the mid-1990s. The 2002 LVIA considered that the key elements of the original restoration scheme comprised:

- Maximum height of restored landform 55mAOD;
- Maximum gradient 1 in 5;
- Minimum gradient across landfill 1 in 25;
- Restoration to country park with community woodland and wetland;
- Inadequate drainage along eastern boundary.

7.1.3 The proposals which were assessed within the 2002 LVIA comprised:

- Maximum height of restored landform 55mAOD;
- Maximum gradient of 1 in 4;
- Minimum gradient across landfill 1 in 35;
- Restoration to country park with community woodland and wetland;
- Comprehensive drainage scheme which alleviates drainage problems along eastern boundary.

7.1.4 The following operations were considered to have the potential to give rise to landscape and visual effects:

- Removal of existing landscape features including landform, field pattern, and vegetation;
- Landfilling operations;
- Windblown landfill litter falling beyond site boundary;
- Vehicle and mobile plant movement within site;
- Stockpiles of materials within the landfill area;
- Rail and container movements at rail terminal;
- Creation of new landform.

7.1.5 The 2002 LVIA noted that of these activities, only the modified landform and new restoration proposals were different from the originally consented scheme.

7.1.6 The 2002 LVIA described the proposed landscape and visual mitigation measures which would be incorporated into the operational phase of the new scheme, as follows:

- Change in phasing of landfilling, to ensure that as the landfill level becomes visible from the edge of Winterton and Roxby Road, landfilling commences from the north eastern corner and works in a westerly direction to ensure the working phase is not visible from Winterton. Early temporary restoration will be undertaken along the eastern face of the landfill to improve the appearance from this direction;
- Off-site planting along Roxby Road to fill in the gaps within the existing hedgerow and provide new hedgerow trees;
- New litter management controls within operational area and increased observation of litter levels along Roxby Road.

7.1.7 The 2002 LVIA also described the mitigation measures that would be incorporated into the restoration of the site, as follows:

- Post-settlement landform designed to blend with the prevailing topography along the Lincoln Edge;
- Restoration design aimed at improving surface water drainage and providing range of ecological habitats.

#### *Landscape Character*

7.1.8 The site was described as lying within the Lincolnshire Edge Character Area that extends from Whitton at the Humber Estuary in the north to the North Lincolnshire

boundary, south of Kirton in Lindsey, which is approximately 9km wide. It is an elevated area, dominated by Scunthorpe and its associated ironstone workings, transport corridors and peripheral villages.

7.1.9 The local landscape has been divided into 3 distinct types:

- Elevated Open Farmland;
- Elevated Wooded Farmland;
- Despoiled Landscape.

7.1.10 Elevated Open Farmland lies around Roxby and Winterton, to the east and north-east of the site. The key characteristics are:

- Exposed, open landscape with gently undulating terrain dipping to the east;
- Extensive views to the east emphasised by the open character of farmland;
- Arable farmland with large scale, open fields;
- Lack of field boundaries due to severe hedgerow loss in places;
- Limited tree cover and intensively clipped hedgerow remnants give a 'fragmented' feel to the area;
- Local settlements contain a mixture of local building materials and styles deriving from a diversity of building periods.

7.1.11 Elevated Wooded Farmland lies to the west of the site, around Burton upon Stather, Thealby and Coleby, and around High Risby and Low Risby, to the south-east of the site. The key characteristics are:

- Rolling upland landscape consisting of mainly arable farmland with a strong sense of unity;
- Large scale fields well contained by deciduous and coniferous woodland blocks and hedgerows with trees;
- Extensive views to the east and north west over the River Trent and Humber Estuary;
- Settlements have a strong, rural character with use of traditional building materials, predominantly local brick and limestone with both pantile and slate roofs;
- Local interest and contrast at Normanby Hall.

- 7.1.12 Despoiled Landscape lies along the Lincoln Edge, and the site lies within this landscape type. The key characteristics are:
- A mixture of mostly reclaimed and some derelict land arising from the historically and economically important extraction of ironstone during the Victorian era;
  - Typically characterised by a mixture of reclaimed farmland with no distinguishing field boundaries and patches of regenerating woodland and scrub;
  - Local and ecological interest provided by a number of attractive waterbodies designated as Local Nature Reserves and recreational potential;
  - Area dominated by large number of surrounding visually intrusive features such as adjacent industry and high rise blocks of flats on the edge of Scunthorpe, which have not been screened or integrated into the landscape.
- 7.1.13 The site itself was considered to be of low landscape sensitivity because of its historical use as an ironstone quarry, current landfilling operations, and lying within the Despoiled Landscape Character Type.
- 7.1.14 The 2002 LVIA stated that the proposed landfill re-contouring would result in a rise in both pre and post settlement levels and increase levels across parts of the site, ensuring improvements to surface water drainage. No existing hedgerows or hedgerow trees were proposed to be lost.
- 7.1.15 The pre-settlement levels were proposed to rise to around 60mAOD, which within a period of 5 years or so, would attain post settlement levels of 45mAOD. The post settlement landform would tie in to the surrounding natural topography, with the steeper slopes across the eastern face reflecting similar slopes along the scarp slope to the south.
- 7.1.16 The 2002 LVIA considered inherent mitigation which was described as including areas of early temporary restoration as well as off-site planting along Roxby Road to fill in gaps within an existing hedgerow.
- 7.1.17 The 2002 LVIA considered that because of the changes to the proposed pre-settlement restoration levels, the temporary magnitude of change to the local landscape character would be moderate. However, after achieving post settlement levels and the restoration planting had been undertaken the magnitude of change to the local landscape character was considered to be slight.

7.1.18 During the pre-settlement phase the significance of landscape effect was considered to be medium/low, reducing to low after post settlement levels and restoration had been achieved.

7.1.19 The 2002 LVIA concluded that the proposed development would not give rise to significant effects on the landscape character.

*Visual Effects*

7.1.20 In the 2002 LVIA, 16 viewpoints were identified as being representative of sensitive visual locations (these were used as photomontages in the original 1995 LVIA report). These viewpoints include views which would be gained by a range of people including local inhabitants, tourists, road-users and ramblers.

7.1.21 The identified viewpoints were as follows:

Viewpoint 1 – bridleway near Bagmoor Farm;

Viewpoint 2 – B1430 (Brigg Round Scenic Drive);

Viewpoint 3 – bridleway south west of Winterton;

Viewpoint 4 – Sheffield Farm;

Viewpoint 5 – 52 Roxby Road, Winterton;

Viewpoint 6 – properties along Thealby Lane;

Viewpoint 7 – Thealby;

Viewpoint 8 – Coleby;

Viewpoint 9 – Normanby Grange Farm;

Viewpoint 10 – Burton upon Stather;

Viewpoint 11 – bridleway between Burton upon Stather and Coleby;

Viewpoint 12 – footpath 164 between Burton upon Stather and Normanby Grange Farm;

Viewpoint 13 – Normanby Hall Country Park;

Viewpoint 14 – Normanby Golf Course Club House;

Viewpoint 15 – footpath 319 between Winterton Road and Bagmoor Farm;

Viewpoint 16 – property along eastern side of A1077 Roxby Road.

- 7.1.22 The 2002 LVIA stated that the visibility of the proposed landfilling operations was restricted due to the effects of local topography and that the landfilling operations were only visible in views from east, south-west and north-west of the site. Apart from areas immediately adjacent to the landfill, no views of the operations could be gained from the east, because of the screening effects of topography.
- 7.1.23 The report concluded that views of the landfill would be experienced primarily from within a 3 kilometre radius of the site, mainly from the west and north-west. Views from the east would be generally prevented by the screening effects of topography.
- 7.1.24 Significant visual effects were identified during the operational phase from viewpoint 5 (52 Roxby Road, Winterton) and viewpoint 16 (property along eastern edge of A1077 Roxby Road) and therefore additional mitigation was proposed in the form of hedgerow and tree planting along the western side of Roxby Road in the vicinity of the properties in order to improve the local landscape and limit views towards the landfill.
- 7.1.25 As a result of the proposal to increase rail movements from 4 trains per day to 6 trains per day, views from the west (i.e. from footpaths, bridleways and isolated farmsteads) would see increased rail and container movements for the duration of the landfilling operations.

#### LVIA Addendum

- 7.1.26 An Addendum to the 2002 LVIA was prepared by Felstone Consulting Limited to accompany this planning application (hereafter referred to as the 'LVIA Addendum'). The methodology used in the preparation of the LVIA Addendum is detailed within the report which follows the principles set out within the 2002 LVIA comprising desktop studies and field observations.

#### *Landscape Character*

- 7.1.27 The updated baseline, with regards to landscape character, was considered as part of the LVIA Addendum which states:

*'The landscape baseline conditions for the site, its local setting and wider surrounding study area are broadly unchanged from the 2002 LVIA, with the exception that the Roxby Landfill void has continued to be infilled and is now at higher levels. The majority*

*of the material which has been deposited during this period has been within the central and northern parts of the site and there have been areas of temporary capping installed and some areas of soiling and vegetation cover established.*

*In addition, it is noted that Bagmoor Wind Farm at c.400m to the south-west of the site was constructed and first generated power in July 2009. This development comprises 8 turbines, measuring 125m to blade tip. It is clearly visible across the study area and acts as a focal point from certain locations.'*

- 7.1.28 The landscape character of the study area is also broadly unchanged from the 2002 LVIA, which identified the site as being located within the Lincolnshire Edge Character Area, with reference to the 1999, North Lincolnshire Council/Estell Warren Landscape Assessment. This publication has since been updated as the North Lincolnshire Landscape Character Assessment by JBA Consulting and forms part of the Council's evidence base for the preparation of the Local Plan 2017-2036.
- 7.1.29 The site is still identified as being within the Lincolnshire Edge Character Area, which includes reference to *'Overall, it is a complex, diverse and elevated landscape which in addition to the open views and industrial influence contains large areas of deciduous woodland, plantation woodland, scarp slopes and historic villages born of the region's agricultural revolution.'*
- 7.1.30 There are also several landscape character types within the character area, including the 'Despoiled Landscape' where the site is located, with reference to *'Numerous open cast quarries, locally known as ironstone gulleys, are located along the escarpment slope to the north east of Scunthorpe and these quarries have been progressively restored.'*
- 7.1.31 The LVIA Addendum describes the landscape attributes of the site and immediate surroundings. The topography of the site currently varies from 13m-20mAOD along the western site boundary rising to 38-59mAOD along the eastern site boundary. The office, weighbridge and wheelwash are set down at 21-23m AOD in the south-west of the site.
- 7.1.32 There is a combination of bare ground and natural regeneration / sparse vegetation on the tipped and stockpiled areas, with some areas of tree planting. Parts of the landfill are also capped with sheeting, waiting for soil cover. The landfill area is interspersed

with gas collection pipework, wells, signage and unsurfaced tracks. The current access is off Roxby Road to the east, along a track which is shared with Bridleway 319. A railway extends along the western boundary and Bridleway 159 also follows the boundary, connecting to Winterton to the north-east.

- 7.1.33 As noted in the 2002 LVIA, the site is located within a mainly agricultural landscape which includes a large poultry farm (Sheffield Farm) and arable fields to the west of the railway line and Winterton Beck, large arable fields separated by intermittent hedgerows and some blocks of woodland to the east, with steeper slopes of woodland, scrub and rough grazing to the south and gentler slopes of arable production to the north.
- 7.1.34 Buildings tend to be found as isolated farmsteads across the agricultural landscape, such as Old Cliff Farm to the north, Roxby House to the east, Bagmoor Farm to the south-west and Normanby Grange Farm to the west. Buildings also feature as linear development along roads or as isolated properties, such as No. 49 Roxby Road to the east of the site, or along Thealby Lane to the west. Villages in the local area include Winterton, Roxby, Thealby and Normanby. Normanby Hall is set in parkland with a golf course and country park.
- 7.1.35 Overall, the landscape elements identified within the site and its local setting do not elevate value to the extent that it would be considered as 'valued landscape' for the purposes of the NPPF.
- 7.1.36 The predicted effects upon each of the identified landscape receptors during the operational phases are summarised in Table 7.1 below.

**Table 7.1: Summary of predicted landscape effects during operational phases**

Receptor	Sensitivity	Magnitude	Effects	Nature of Effect
Individual Elements and Features within the site	Low	Moderate	Medium/Low	Adverse
Aesthetic and Perceptual Aspects within and around the site	Low	Moderate	Medium/Low	Adverse
Lincolnshire Edge Character Area (Despoiled Landscape Character Type)	Low	Moderate	Medium/Low	Adverse

7.1.37 The LVIA Addendum concluded that the proposed extension of time and minor changes to phasing would not give rise to any significant effects on landscape character in terms of the individual elements and features within the site, the aesthetic and perceptual aspects within and around the site, and the Lincolnshire Edge Landscape Character Area.

*Visual Effects*

7.1.38 A desktop study was initially undertaken as part of the LVIA Addendum to review the relevant publications, maps and plans relating to the area within which the proposed development would occur. 3D modelling was also carried out, including the preparation of a Zone of Theoretical Visibility ('ZTV') for the existing landform, as shown in Drawing LVIA-1. This was followed by fieldwork to the site and surrounding areas in December 2024. This has resulted in a focused study area of up to 2km around the site.

7.1.39 The visual-related environmental conditions for the site, its local setting and wider surrounding study area are broadly unchanged from the original 2002 LVIA, with the exception of the operational wind turbines to the south of the site at Bagmoor Wind Farm which are visible on the skyline at certain positions.

7.1.40 The potential visual receptors (people living in the area, people who work there, people passing through by road or other forms of transport, people visiting promoted landscapes or attractions, and people engaged in recreation of different types) are unchanged from the original 2002 LVIA. The 16 representative viewpoints from the 2002 LVIA were reviewed and updated annotated baseline photography has been included for the 9 most relevant locations. The photographs are intended to act as an aid in assessing landscape and visual effects.

7.1.41 Key potential visual receptors in the area covered by the ZTV and/or with potential visibility of the proposed continued infilling, include the following:

- inhabitants of the settlement and individual properties around Winterton, Roxby, Thealby;
- users of the local road network connecting villages and settlements such as Roxby Road, Thealby Road and Normanby Road;
- recreational users of the public right of ways, such as bridleway 159 and 319; and

- recreational visitors to Normanby Hall Country Park.

7.1.42 Of the 16 representative viewpoints detailed within the 2002 LVIA, 9 were considered relevant to the proposed development and were reviewed and assessed within the LVIA Addendum. Details of the viewpoints are provided within the LVIA Addendum but are summarised below:

- Viewpoint 1 – bridleway 159 at Winterton;
- Viewpoint 2 – Roxby Road at junction with bridleway 159;
- Viewpoint 3 – Winterton Road at junction with bridleway 319 and site access;
- Viewpoint 4 – Bridleway 319 and site access;
- Viewpoint 5 – Bridleway 319 and site access;
- Viewpoint 6 – Normanby Hall Country Park;
- Viewpoint 7 – Normanby Road near footpath 164;
- Viewpoint 8 – Thealby; and
- Viewpoint 9 – Thealby Lane.

7.1.43 The more distant settlements of Burton upon Stather, Normanby and West Halton, roads such as Winterton Road and other footpaths and recreational routes in the wider area were not considered any further in LVIA due to the generally limited visibility of the proposals.

7.1.44 The potential for the proposed development to have significant effects on visual amenity was considered within the LVIA Addendum taking into consideration the sensitivity of each receptor, with inhabitants of settlements and individual properties as well as users of PROWs close to the site having a high sensitivity to visual change and users of the local road network and users of the PROW network further afield having a medium or low sensitivity.

7.1.45 Consideration was also given to the inherent mitigation included within the scheme, which includes the distance away from residential properties, the existing intervening vegetation as well as the temporary duration necessary to complete the operations.

7.1.46 The results of the assessment of potential visual effects from the proposed extension of time, as well as the revisions to phasing, are summarised within Table 7.2 below.

**Table 7.2: Summary of visual effects during operational phases**

Receptor	Sensitivity	Magnitude	Effects	Nature of Effect
Viewpoint 1 - Bridleway 159 at Winterton (recreational users)	Medium	Slight	Medium/Low	Adverse
Viewpoint 2 - Roxby Road, at junction with bridleway 159 (recreational users /road users/ residential)	High	Slight	Medium	Adverse
Viewpoint 3 - Winterton Road at junction with bridleway 319 and site access (road users and recreational visitors)	Low	Slight	Low	Adverse
Viewpoint 4 - Bridleway 319 and site access (recreational users)	Low	Slight	Low	Adverse
Viewpoint 5 - Bridleway 159 at Winterton (recreational users and residents)	Medium	Slight	Medium/Low	Adverse
Viewpoint 6 – Normanby Hall Country Park (recreational visitors)	High	No change	No Change	Adverse
Viewpoint 7 - Normanby Road near footpath 164 (road users, residents and recreational footpath visitors)	High	Slight	Medium	Adverse
Viewpoint 8 – Thealby (road users and residents)	High	Slight	Medium	Adverse
Viewpoint 9 – Thealby Lane (road users and residents)	High	Slight	Medium	Adverse
Inhabitants of the settlement and individual properties around Winterton, Roxby and Thealby	High	Slight	Medium	Adverse
Users of the local road network connecting villages and settlements such as such as Roxby Road,	Low	Slight	Low	Adverse

Thealby Road and Normanby Road				
Recreational users of the public rights of way, such as bridleway 159 and 319	High	Slight	Medium	Adverse
Recreational visitors to Normanby Hall Country Park	High	No Change	No Change	Neutral

7.1.47 The assessment of the potential for visual effects concluded that the proposed extension of time for landfilling and restoration works, and minor revisions to the approved landfill phasing, would not result in any significant visual effects on inhabitants of settlements or individual properties, users of the PROW network or the local roads around the site.

7.1.48 Post completion, the site would be restored with a domed landform and adequate surface water run-off along the eastern boundary. The site would be planted with a mix of acid grassland, woodland, heathland and shrub planting with a network of footpaths and nature trails crossing the site, as well as nature conservation enhancement with a variety of different wildlife habitats. The post restoration landform would accord with the landscape character of the local area and would be visually attractive.

## 7.2 Conclusions

7.2.1 No significant landscape or visual effects would arise as a result of the proposals.

7.2.2 The potential landscape effects upon the individual elements and features within the site, the aesthetic and perceptual aspects and the Lincolnshire Edge Character Area (Despoiled Landscape Character Type) would be no more than medium/low and adverse.

7.2.3 The potential visual effects upon the inhabitants of the settlements and individual properties around Winterton, Roxby and Thealby would be medium and adverse, whilst the users of the local road network connecting villages and settlements (such as Roxby Road, Thealby Road and Normanby Road) would be low and adverse.

7.2.4 Recreational users of the public rights of way, such as bridleway 159 and 319 would experience no more than a medium and adverse visual effect. There would be no

change to the views or visual amenity for recreational visitors to Normanby Hall Country Park.

- 7.2.5 The extension of time would allow for the completion and restoration of the site in accordance with the approved scheme and this would ensure delivery of the beneficial effects previously identified in the 2002 LVIA. This includes the delivery of a country park, with a domed landform and adequate surface water run-off along the eastern side of the site.
- 7.2.6 In conclusion, the proposed extension of time and revisions to the landfill phasing would not give rise to any significant impacts upon landscape character or the visual amenity of sensitive receptors and therefore the conclusions of the original ES are considered to remain valid.

## 8 NOISE

### 8.1 Baseline Conditions and the Potential for Impacts

8.1.1 The 2002 ES was accompanied by a Noise Assessment (S F Garritt, May 2002) which presented the results of background noise monitoring and existing sources of noise and assessed the potential for the site activities to affect the existing noise climate.

8.1.2 Sound levels were measured at four residential locations around the site during May 2002. The locations were selected because they were used for the noise assessment undertaken in 1997, to allow for some consistency and continuity of measurement.

8.1.3 Background noise levels recorded in May 2002 were as follows:

**Table 8.1: Background noise levels**

Location	Distance to site (nearest)	Ambient $L_{Aeq}$	Background $L_{A90}$
Old Cliff Farm	600m	48.1dBA	44.5dBA
Bagmoor/Sheffield Farm	800m	40.8dBA	39.0dBA
Fourwinds*	500m	56.3dBA	49.0dBA
Winterton	650m	58.6dBA	49.5dBA

\* - Fourwinds has now been developed into Options Roxby House care home.

8.1.4 The background noise was found to be due to road traffic and birdsong. Background noise levels at Fourwinds and Winterton were due to traffic on the A1077, which is immediately adjacent to the receptors. On-site plant items were audible at Old Cliff Farm and Bagmoor Farm, although there were periods when no sound from the site was audible. This enabled background (no site noise) and ambient (including site noise) levels to be measured.

8.1.5 The assessment report noted that, as the 2002 application sought permission for increased restoration contours, this would result in longer periods when site plant is working at top height in view of the dwellings and no screening attenuation from landform is possible.

- 8.1.6 The noise levels that would be experienced at each receptor location were calculated from the sound emissions from mobile plant, taking into account the attenuating effects of distance.
- 8.1.7 The sound emissions from mobile plant items (measured as sound pressure levels) varied from the tractor and bowser (72 dBA) to the bulldozer (82 dBA). It was assumed, for the purpose of assessment, that all plant items would be used for 100% of the time for the one-hour assessment period. The assessment also took account of noise from the rail transfer station, and assumed that all the activities associated with one train would occur during the one-hour assessment period in order to give a worst case scenario.
- 8.1.8 Screening attenuation of landforms applied at Bagmoor/Sheffield Farms, at Fourwinds and at Winterton when plant was working inside the excavation, but not when the top height of the proposed landform was being worked. This provided a range of predicted sound levels. The screening attenuation of landform applied to all receptors of rail noise except Bagmoor/Sheffield Farms. The predicted sound levels are given in Table 8.2 below, which shows the range of noise levels predicted to be experienced at each receptor location varied due to the distance to the nearest and furthest phases of landfill and the screening attenuation of landforms.

**Table 8.2: Predicted noise levels**

Receptor Location	Background $dB_{LA90}$	Combined Sound Level from all plant and railway $dB_{LAeq}$ (1hr)
<i>Nearest phases</i>		
Old Cliff Farm	44.5	47.6
Bagmoor / Sheffield Farms	39.0	44.6 – 50.7
Fourwinds	49.0	36.9 - 46.9
Winterton	49.5	33.8 – 46.8
<i>Furthest phases</i>		
Old Cliff Farm	44.5	42.8

Bagmoor/Sheffield Farms	39.0	43.9
Fourwinds	49.0	33.5
Winterton	49.5	30.1

8.1.9 The 2002 Noise Assessment stated that if the nominal limit set out in Mineral Planning Guidance Note 11 (now superseded) of 55dBA<sub>Leq (1 hour)</sub> was applied to this situation then it would exceed the background by 17dBA at Bagmoor Farm and 12 dBA at Old Cliff Farm. At these locations the nominal 55dBA was over-ridden by the requirements of BS4142 (now superseded).

8.1.10 Under the rating method of BS 4142, sound levels from the site of more than 5dBA above the measured background would be assessed as being of 'marginal significance' and site noise at 10dBA above background would be likely to cause complaints. Site noise that is more than 10dBA below background is a positive indication that complaints are unlikely.

8.1.11 The 2002 Noise Assessment calculated the likely worst case sound levels based on working within the nearest phases to each receptor and at the upper limit of the proposed contours. These were compared with the standard limit of 55dB. The results are shown in Table 8.3 below:

**Table 8.3: Comparison with noise limits (worst case) (nearest phases)**

Location	Comparison with noise limits
Old Cliff Farm	5dBA above lowest background
Bagmoor/Sheffield Farms	7 – 13dBA above background
Fourwinds	8 – 18dBA below 55dBA limit
Winterton	8 – 21dBA below 55dBA limit

8.1.12 The report stated that in the case of landfill activity during the phases nearest to dwellings:

- The sound levels at Fourwinds and Winterton will be well within the 55dBA limit which applies to those dwellings;
- The sound levels will be up to 5dBA above background at Old Cliff Farm and up to

7dBA above background at Bagmoor Farm, i.e. the BS4142 rating indicate 'marginal significance'; and

- For the singular situation of plant items working at the nearest approach to Bagmoor Farm and at the top height of the revised contours where no screening occurs, the sound would be up to 13dBA above background. The BS4142 rating indicated that 'complaints are likely', but the levels would remain very much lower than the temporary sound limit of 70dBA allowed for periods of up to 8 weeks per year.

8.1.13 Subsequent calculations were provided for working within the furthest phases of landfilling. These showed that when working further away from the receptors, sound levels were well within the limit of 55dbA:

- At the main residential areas of Winterton and Roxby (represented by receptor Fourwinds) the prediction is very much lower than the 55dBA limit;
- At Old Cliff Farm where the lower background calls for a BS 4142 assessment, the rating level is below the background, and no complaints are therefore predicted;
- At Bagmoor Farm the proximity to the rail transfer station results in a rating approaching 'marginal significance'. The contribution of plant noise would be insignificant compared to that of the railway terminal.

8.1.14 In terms of required mitigation measures, the report stated that *'all mobile plant is fitted with silencers and regularly maintained to ensure effective operation. Wherever possible, on-site haul roads are laid out so that vehicles can move around the site easily without the need for excessive manoeuvring. Gradients of on-site haul roads are designed so that vehicles do not have to travel great distances in low gear or with high revving engines. These existing noise control measures will continue to be applied'*.

8.1.15 The Noise Assessment concluded that further noise mitigation measures were not necessary and that for most of the operational time, the noise experienced at the nearby residential receptors was not predicted to give rise to complaints and would be well below the recommended limit of 55dBA. However, it did acknowledge that during the worst case scenario, when plant is working closest to the receptors without the benefit of landform screening, noise levels had the potential to give rise to complaints. Plant was not anticipated to be working within these areas for prolonged periods of time.

- 8.1.16 This planning application only seeks permission for an extension of time for landfilling operations and the final restoration of the site, along with minor revisions to the approved landfill phasing. No changes are proposed to the approved landfill contours and therefore the continuation of landfill operations would not be carried out at a greater height than was assessed within the 2002 Noise Assessment.
- 8.1.17 The 2002 assessment concluded that the highest potential for noise effects would be at Bagmoor/Sheffield Farm located to the west of the landfill and west of the rail sidings and Winterton Beck. The predicted sound levels at this receptor of between 7 and 13dBA above background (when working within the nearest phases) were considered to represent levels at which 'complaints are likely'. However, these levels were based on the worst case scenario of all plant operating at the same time, in the phases closest to the receptor and whilst working at the upper levels of the landfill. The landfill phases which are closest to Bagmoor/Sheffield Farm (i.e. Phase 1, Phase T3 and T4) have now been completed and are permanently capped. No further landfilling or capping operations are therefore likely and only final restoration works, including planting and seeding are proposed in these areas.
- 8.1.18 This application only seeks permission for an extension of time and minor changes to the approved phasing. The proposed continuation of landfilling and restoration works would predominantly be undertaken in the central, northern and eastern parts of the site with some minor work in Phase 2 in the south east of the site (see Drawing Number R04 'Remaining Restoration Sequence'). These areas are at a greater distance from Bagmoor/Sheffield Farm, which were the receptors with the highest potential for noise effects.
- 8.1.19 The remaining phases which still require completion in the central and northern areas of the landfill are closest to receptor Old Cliff Farm and properties in Winterton. The 2002 Noise Assessment concluded that when landfilling in the nearest phases to Old Cliff Farm (with all plant operating at the same time) the sound levels would be up to 5dBA above the lowest background, and that this was a rating of 'marginal significance'. Sound levels at properties in Winterton would be between 8 – 21 dBA below the 55dBA limit, which would be of negligible significance. It is considered that these conclusions are representative of the current situation on site as the current areas of landfilling are within the parts of the landfill which would have been

considered to be the 'nearest phases' to these receptors.

8.1.20 Whilst landfilling is currently being undertaken in the northern-most part of the landfill, as levels are brought up to the approved contours the landfilling operations will move in a southerly direction, away from Old Cliff Farm and the closest properties in Winterton village. Whilst it will be necessary to re-visit these northern areas of the site as part of the placement of soils and final restoration (including seeding and planting), the activities will be over a relatively short time frame and will require the use of fewer items of plant and machinery. Noise levels during the restoration phase are therefore likely to be lower than during the operational (landfilling) phase.

8.1.21 No noise complaints have been received by the site in the last 5 year period.

## **8.2 Conclusions**

8.2.1 Noise associated with the landfilling operations and restoration of the site has previously been assessed and it was concluded that, for the most of the operational time, the noise experienced at the nearby residential receptors was not predicted to give rise to complaints and would be well below the recommended limit of 55dbBA. During the worst case scenario, when all plant is operating at the same time, landfilling is occurring on the upper extent of the site and in the closest phases to the receptors, it was concluded that the sound levels at Bagmoor/Sheffield Farm may give rise to some complaints. However, this was for the worst case scenario and plant was not anticipated to be working in these areas for prolonged periods of time. The areas of the site which are closest to Bagmoor/Sheffield Farm have now largely been completed.

8.2.2 The proposed extension of time and revisions to phasing would not give rise to any additional noise impacts, other than the development continuing over a longer period. Noise is controlled through the site's Environmental Permit and current measures and techniques used on site to manage and control noise would continue to be in place.

8.2.3 The proposed changes would not give rise to any significant impacts in terms of noise and therefore the conclusions of the original ES are considered to remain valid.

## **9 TRAFFIC AND TRANSPORT**

### **9.1 Baseline Conditions and the Potential for Impacts**

- 9.1.1 A Transport Statement (TS) accompanies this planning application which assesses the potential for the proposed development to have significant effects on traffic and transport.
- 9.1.2 The 2002 planning application was accompanied by a Rail Impact Assessment (Sanderson Associates, May 2002). At the time of the planning application, all waste was imported to the landfill by rail via the adjacent sidings. With regards to transport, the planning application sought to increase the number of trains from a maximum of 4 a day to a maximum of 6 trains per day.
- 9.1.3 The assessment described the situation with regards to the rail link within the site. *'The site is served by a single-track branch railway freight line. This line leaves the main Doncaster – Scunthorpe – Grimsby railway line at Scunthorpe Yard, approximately 1.5km east of Scunthorpe station. It passes the site where there are two sidings, with a loop so that the locomotive can run around the wagons to pull the returning train back to Scunthorpe. The railway line continues north and west to the Corus Steelworks at Flixborough Wharf.'*
- 9.1.4 The Roxby rail sidings comprises two sidings located to the west of the landfill site. The sidings enter the site from the south and are aligned generally north to south, separated by a concrete apron. The rail sidings occupy an area of around 2.5ha.
- 9.1.5 The 2002 Rail Impact Assessment report states that all waste being brought to the site came from the Greater Manchester area via Scunthorpe. Trains bringing waste to the site were permitted to offload between the hours of 0600hrs and 2200hrs. Each train consisted of 51 bogies, each carrying a container in which the waste is packed. Each container carried ~12t of waste so the overall capacity of each train was calculated as being 612t (or 612m<sup>3</sup>) of waste.
- 9.1.6 Whilst there were 3 trains per day travelling to the site, permission was sought under planning application WD/2002/1134 to increase the maximum number to 6 trains per day.
- 9.1.7 The 2002 Rail Impact Assessment concluded that:

- It was feasible to increase the number of trains to 6 per day;
- Under the current railway operating conditions the additional trains would need to arrive and depart between 1740hrs and 2200hrs;
- Operationally, the existing infrastructure at Roxby could cater for 1 additional train per day, but 2 additional trains per day may have operational problems at Roxby sidings; and
- The potential for noise nuisance problems from the railway line is small.

9.1.8 Extant planning permission reference 2006/0411 does not include any conditions with regards to the importation of waste by rail or road. The rail sidings operate under planning permission reference PA/2022/1293 dated 7th October 2022, which varied conditions 3 and 9 of permission PA/2019/830 to allow the rail sidings to operate until May 2026, in line with the timescales for the landfill site.

9.1.9 Planning permission PA/2007/0056 was granted on 10th September 2007 *'to modify existing agreements originally made under Section 106 of the Town and Country Planning Act 1990 relating to the removal of clauses 3(1)(2)(3)(4) and (5) to allow waste to be transported to the site by road'*. A legal agreement attached to this permission, requires that vehicles entering the site must only approach from the south and turn left into the access road from the A1077 and vehicles leaving the site must only turn right onto the A1077. HGV movements are also limited to 50 HGVs per day as an average over a 12 month period.

9.1.10 Waste is currently imported to the site by both rail and road. Current waste inputs to the landfill amount to approximately 150,000 tonnes per annum (tpa) with approximately 110,000tpa brought in by road and 40,000tpa brought in by rail on approximately two trains per month.

9.1.11 Waste is imported to the site in Refuse Collection Vehicles (RCVs) and bulk haulage vehicles. The average payloads of these vehicles are as follows:

- RCV – 6-8 tonnes (calculation based on 6t for worst case scenario);
- Bulk haulage vehicle – 23 tonnes.

9.1.12 Based on annual waste input rates (by road) of 110,000tpa, 275 working days per year<sup>2</sup>,

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<sup>2</sup> Based on 5.5 working days per week and 50 working weeks per year.

and assuming a 50:50 split between vehicle types, it is calculated that the following vehicle movements would be associated with the importation of waste to the site by road:

- RCV – 33 RCVs per day (or 66 two-way RCV movements per day);
- Bulk haulage vehicle – 9 bulk vehicles per day (or 18 two-way bulk vehicles per day).

9.1.13 In total approximately 42 waste vehicles travel to the site per day (or 84 two-way vehicle movements).

## 9.2 Conclusions

9.2.1 Traffic generated by the proposed development would continue for an extended period. The level of vehicle movements would be similar to the current situation during the operational period (i.e. until May 2034) but would reduce for the last 7 year period whilst the site is being restored as only restoration soils would need to be imported.

9.2.2 The level of traffic travelling to the site was previously assessed as part of the planning application (ref: PA/2007/0056) to allow waste to be imported to the site by road and was considered acceptable.

9.2.3 The continued traffic levels for a temporary additional period of time are considered to be of negligible significance on the surrounding highway network. The site has operated without giving rise to any unacceptable effects on the highway network and there are no proposals to increase vehicle movements to or from the site beyond the current limit of 50 HGVs per day. Furthermore, no changes are proposed to the current arrangements with regards to routing (i.e HGVs must enter from the A1077 by turning left into the site and must leave by turning right onto the A1077). It is considered that the proposed development would not have a significant impact on the operation of the local highway network in terms of highway safety or capacity.

9.2.4 Paragraph 116 of the NPPF states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'*.

9.2.5 In summary, the proposals relate solely to an extension of time, along with minor

changes to the approved phasing. The changes would not give rise to any significant impacts upon highway safety or capacity.

## **10 FLOOD RISK AND DRAINAGE**

### **10.1 Baseline Conditions and the Potential for Impacts**

- 10.1.1 A Flood Risk Assessment (FRA) has been prepared and accompanies this planning application as the site area exceeds 1ha.
- 10.1.2 The FRA assessed the existing fluvial and coastal flood risk to the site and established a management regime for surface water runoff from the site so that flood risk to adjacent areas is not increased. In line with national guidance, the FRA considered the potential for flood risk from rivers, the sea, groundwater, surface water, sewers and reservoirs.
- 10.1.3 The FRA describes the baseline environment at the site and immediate surrounding area. The topography of the site rises approximately 45m from the western boundary along the railway to 60mAOD at the centre of the northern area of the landfill.
- 10.1.4 The site is underlain by a Secondary A and Secondary U (undifferentiated) aquifer and is not within a groundwater Source Protection Zone.
- 10.1.5 British Geological Survey Mapping indicates the site is underlain by Frodingham Ironstone Member, Charmouth Mudstone Formation and Pecten Ironstone bedrock deposits. The west and south of the site are underlain by Brighton Sand Formation, Blown Sand superficial deposits.
- 10.1.6 The Lias Clay Formation comprises an easterly-dipping sequence of massive mudstones and subordinate (generally less than 10m thick) bands of water-bearing limestone and ironstone. The formation is approximately 40-50m thick at this location.
- 10.1.7 The rail sidings (Roxby Gullet) are excavated into Lias Clay strata, which in this region make up the Lower Jurassic. The strata are underlain at depth by Triassic through Permian aged strata. The area immediately east of the site is dominated by a north-south trending escarpment, the Lincoln Edge, formed of Middle to Upper Jurassic limestones and sandstones which dip gently to the east.
- 10.1.8 Roxby Gullet was excavated to expose and remove the Frodingham Ironstone, which has been extensively worked in this area. The excavation involved the removal and backcasting of the Coleby Mudstones, which are massive mudstones and subordinate bands of limestone and ironstone dipping in an easterly direction. The mudstones

comprise over 90% of the total thickness of strata exposed in the east face of Roxby Gullet. They are stiff, fissured and highly over-consolidated.

- 10.1.9 Winterton Beck lies close to the western landfill boundary, west of the rail sidings, and is designated as a 'Main River' by the Environment Agency. There are no known Ordinary Watercourses within the site boundary. There may be some uncharted watercourses present within the topographically lower areas of the site. These features, while not currently identified on available mapping or surveys, could influence surface water flow and drainage patterns.
- 10.1.10 There is a known foul sewer network within Roxby Road. There are no known surface water sewers within the site.
- 10.1.11 The landfilled areas of the gullet in the south are drained to a balancing pond via a perimeter ditch along the southern boundary of the site and the balancing pond discharges to Winterton Beck at the south west corner of site. To prevent contaminated waters entering the ditch each of the two discharge points flows into a three-stage interceptor which may be isolated to retain any spillage. Each interceptor operates in conjunction with a balancing pond.
- 10.1.12 The run-off from the rail sidings is directed via a central gully to various drainage points, ultimately discharging to Winterton Beck.
- 10.1.13 The existing car park in the south of the site is metalled with a fall to allow surface water run-off from the area to flow directly into Winterton Beck. Water accumulating within the compound area flows via a three-stage interceptor to Winterton Beck. Run-off from the site access road flows via a drain to the balancing pond before being discharged to Winterton Beck.
- 10.1.14 In addition to the balancing pond in the south western corner of the landfill, there is a pond in the north western corner of the landfill site which currently discharges to a perimeter drain on the northern boundary of the site. This conveys surface water run-off to Winterton Beck in the north west of the site.
- 10.1.15 The FRA considered the potential for flooding from a range of sources.
- 10.1.16 According to Flood Risk Mapping for Planning website (<https://flood-map-for-planning.service.gov.uk/>) the site is located entirely within Flood Zone 1, outside the extent of the 0.1% Annual Exceedance Probability (1 in 1000) risk of flooding from a

major river in any one year. As the site is in Flood Zone 1, it is considered to be at low risk of flooding from fluvial sources.

- 10.1.17 The majority of the site is classed as being at low risk (i.e. 1 in 1000 or 0.1% chance) of surface water flooding, with smaller areas being at high risk (i.e. 1 in 30 or 3.3% chance) of flooding and medium risk (i.e. between 1 in 100 or 1% and 1 in 30 or 3.3% chance) of surface water flooding. These areas correspond with topographic depressions across the landfill surface.
- 10.1.18 The site is considered to be at low risk from reservoir flooding. In the unlikely event of a reservoir breach this would likely result in water finding its way to other water bodies such as rivers and canals, causing increased flood depths and extents within these bodies and therefore the impact and subsequent risk of flooding due to reservoir failure within the application site is very low.
- 10.1.19 The site is considered to be at low risk from groundwater flooding.
- 10.1.20 The site is considered to be at low risk of flooding from sewers.
- 10.1.21 In terms of the classification of the site, according to Annex 3 of the NPPF 'Flood risk vulnerability classification' the site is classified as 'more vulnerable' as it comprises 'landfill'. However, the site lies entirely within Flood Zone 1 and therefore the Sequential Test is considered to have been passed and there is no requirement to apply the Exception Test.
- 10.1.22 The FRA took into account the potential effects of climate change on the rate of surface water run-off. Based on an agreed maximum discharge rate for the restored landfill site of 2.3l/s, an initial assessment was undertaken as to the preliminary sizing of the required storage capacity. The FRA states that, dependent on discharge rates, initial calculations suggest a storage capacity of a maximum of 328m<sup>3</sup> would be required to provide attenuation for a 1 in 100-year storage + 40% climate change storm event.
- 10.1.23 The proposed development would result in the continued use of existing surface water drainage arrangements which channel surface water run-off from the landfill and site surfaces, into perimeter drainage ditches before discharging to the nearby Winterton Beck. It is proposed to discharge surface water run-off from the site at the identified maximum discharge run-off rates.
- 10.1.24 Post restoration, surface water will be channeled away from the eastern landfill

boundary by a shallow ditch towards balancing ponds located in the south western and north western areas of the site. Surface water will flow by gravity from the balancing ponds to Winterton Beck to the west of the site. The surface water ditch will be designed with varying bed widths and side slopes to provide visual interest and ecological benefits.

- 10.1.25 Drainage proposals from the impermeable surfaces (car parks and the leachate and gas management compound) will ensure that surface water discharge is controlled at the maximum discharge rate to Winterton Beck, via a network of ditches and balancing ponds.
- 10.1.26 The approved restoration scheme has been carefully designed to allow surface water to drain freely from the landform into the network of on-site drainage ditches and ponds, and finally into Winterton Beck to the west of the site. Any deviation from the approved contours would have potentially significant implications for surface water drainage across the site which would increase the potential for engineering issues and pollution.

## **10.2 Conclusions**

- 10.2.1 The site lies within Flood Zone 1, which is land at the lowest risk of flooding from rivers and the sea. The site is considered to be at low risk of flooding from fluvial, surface water, groundwater, sewer and reservoir sources.
- 10.2.2 The proposed extension of time, and minor changes to the approved phasing, would not increase the risk of flooding on site.
- 10.2.3 During the operational phase when landfilling is being undertaken, no changes are proposed to the management of surface water, which is currently directed to Winterton Beck to the west of the site, via a series of drainage channels and balancing ponds.
- 10.2.4 No changes are proposed to the approved restoration scheme which includes a series of gravity fed drainage channels, which will direct surface water run-off from the landfill site to balancing ponds in the north west and south west of the landfill, ultimately being discharged to Winterton Beck to the west. The restoration of the site to the approved pre-settlement contours will further reduce the potential for ponding of surface water across the landfill surface and the completion of the surface water

drainage scheme will result in controlled surface water run-off rates, thereby minimising the potential for off-site flooding. It would also result in a reduction in suspended solid concentrations in the discharge waters.

10.2.5 The assessment of flood risk and surface water drainage has taken into consideration an allowance for climate change and has concluded that the surface water arrangements at the site are appropriate to allow for the capacity requirements for a 1 in 100-year storm plus a 40% allowance for climate change.

10.2.6 In conclusion, the proposed development would not increase the flood risk on site, or off-site onto surrounding land and would not therefore give rise to any significant effects with regards to flood risk or surface water drainage.

## **11 ENVIRONMENTAL NUISANCE**

### **11.1 Baseline Conditions and the Potential for Impacts**

11.1.1 The Applicant operates the site in accordance with operational management plans, including an over-arching Amenity Management Plan (last updated August 2024). This plan covers the control of issues which have the potential to give rise to effects on local amenity, such as pests/vermin, dust, mud and litter. Separate Odour and Dust Management Plans also exist and are read in conjunction with the Amenity Management Plan as well as the site's bespoke Environmental Permit.

#### Odour

11.1.2 Odours may arise from landfills as a result of the waste types being accepted and the operational practices undertaken at the site. Although household waste landfills have a distinctive odour, resulting from the wastes themselves and the volatile compounds emitted during its decomposition, including landfill gas, the smell is not normally strong enough to be a significant problem for off-site receptors, particularly for sites such as Roxby, where residential properties are relatively distant from the site boundary.

11.1.3 Certain wastes, principally some industrial and hazardous wastes, have the potential to create unpleasant odours. These are mainly associated with hydrogen sulphide or other sulphur chemicals. Roxby Landfill does not accept wastes that would give rise to such highly odorous compounds.

11.1.4 Odour can also be associated with leachate and landfill gas and the management of these odour sources is therefore also considered within this section.

11.1.5 Waste arriving by rail is offloaded by grab machines which load the waste onto articulated dump trucks. The waste is then transported to the working face where it is unloaded and rapidly compacted using mobile plant. No waste is stockpiled at the rail sidings.

11.1.6 Waste arriving by road is either delivered in RCVs, where waste is mainly enclosed within the body of the vehicle, or in sheeted bulk haulage vehicles. Vehicles travel across the site to the working face, where waste is tipped directly from the vehicles and is rapidly compacted using mobile plant. Daily cover material is used at the end of

each working day to prevent waste becoming windborne and this significantly reduces the potential for odour associated with new waste deposits.

11.1.7 In addition to the above management measures, three mobile atomiser systems using an odour neutralising compound are used on the landfill, close to the working face and with their position on site changing depending on the wind direction. In addition to the 3 mobile units, on the operational area there are 2 perimeter systems fixed to the perimeter fencing. One is a wet odour line which sprays in a similar way to the atomisers but through a line and nozzles that are raised to the top of the fence. The second system is a dry odour system which uses an odour neutralising oil at the pump station through corrugated plastic pipe. This is attached to the perimeter fence but at a lower level. The use of the odour control system, together with careful management on site, significantly reduces the potential for odour to be detected off site

11.1.8 The control and management of odour is the subject of conditions within the site's Environmental Permit, which is regulated by the Environment Agency. The site also has an Odour Management Plan which sets out the requirements for managing and controlling odour at the site from all sources including incoming waste vehicles, deposited waste, leachate and landfill gas. The mitigation and control measures include:

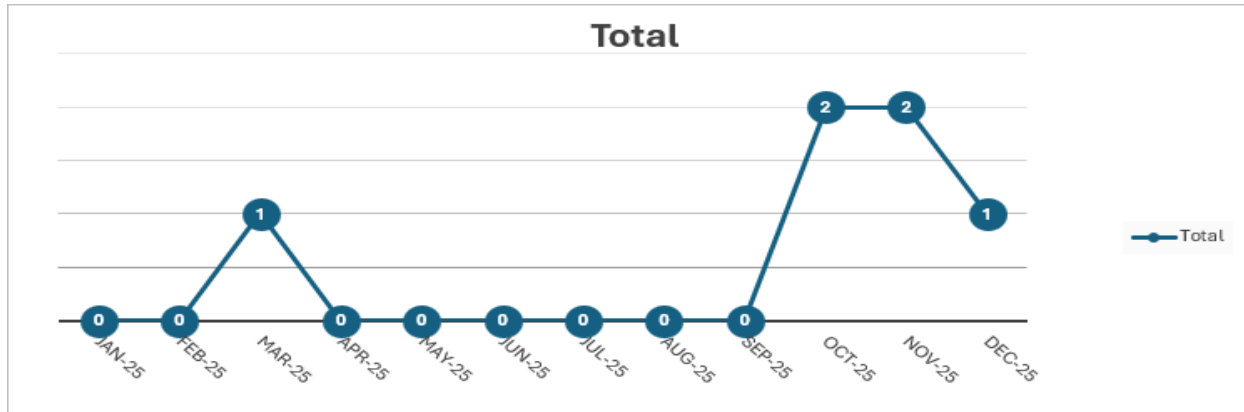
- Ensuring incoming vehicles are sheeted/ covered;
- Ensuring outgoing vehicles exit via a wheel wash;
- Prompt disposal and compaction of waste at the working face;
- Operating small working areas to ensure the minimum area of waste is exposed;
- Covering the wastes at the end of each working day with inert wastes or alternative daily cover;
- Use of mobile odour control system, comprising an odour neutralising compound, on the landfill surface;
- Routine walk overs across landfill to check for potential sources of odour, such as pooling of leachate;
- Routine odour monitoring at site boundary.

11.1.9 An additional measure that is employed, should the need arise, is to cover particularly odorous waste consignments immediately after they are deposited at the working face.

- 11.1.10 The Odour Management Plan includes contingency measures to provide additional controls under the following scenarios:
- Delivery of malodorous wastes;
  - Plant and equipment malfunction;
  - Electrical failure;
  - Unusual weather conditions (i.e. extreme temperature);
  - Flood; and
  - Staff shortages.
- 11.1.11 The Odour Management Plan provides guidance to site staff in the unlikely event that the above scenarios are experienced. Additional mitigation measures would then be employed to provide an increased degree of odour control and to ensure that monitoring of the situation is undertaken by site management and recorded to minimise the likelihood of the situation re-occurring.
- 11.1.12 Records of odour complaints over a 16 year period have been reviewed by the site management. There have been two periods when landfilling operations have given rise to odour at levels which have generated relatively high levels of complaints from residents. The first of these was in 2013 when a newly engineered cell flooded, causing significant operational issues which affected the ability to manage odour effectively, including the ability to extract landfill gas from the new cell. The second period was during the winter of 2019/2020 when the rainfall was at record levels (and for a period thereafter whilst remedial measures were being undertaken). Water levels within landfill cells not only prevented access to construct the capping layer but also prevented gas extraction infrastructure from being installed. At this time (2019/2020) the site also accepted a higher level of waste fines which also increased the level of odour generated as a result of accelerated gas production.
- 11.1.13 Since 2020, the operational and management measures which have been implemented at the site have led to a significant drop in odour complaints with only 25 complaints being received in 2023, 10 being received in 2024 and only 6 being received in 2025, with 1 complaint between January and September 2025 (confirmed as being related to agricultural spreading off-site) and the remaining 5 being received after September when the planning application was submitted for the extension of time. All complaints were reported to the Environment Agency and were thoroughly investigated. No odour complaints have been received to date in 2026.

11.1.14 Figure 11.1 below provides an illustration of the profile of odour complaints received at the site in 2025.

**Figure 11.1:** Profile of Odour Complaints received in 2025



11.1.15 Current waste pre-acceptance and on-site waste acceptance procedures, reduced inputs to the site, and improvements to the quality of fines have led to significantly lower numbers of odour complaints, as evidenced by the Complaints Log. Furthermore, following the 2019/2020 period when relatively high numbers of odour complaints were received, Biffa has introduced procedures to ensure that open areas of the site are now tracked and recorded, the installation of landfill gas infrastructure and capping is now programmed and environmental issues are now discussed and prioritised during weekly management calls/meetings.

11.1.16 In addition, to the above operational improvements, waste accepted at the site is now largely non-putrescible. The Government’s Simpler recycling policy means that food waste has to be separated from general waste and separately treated, essentially diverting food waste from landfill. The proposed ban on Biodegradable Municipal Waste to landfill, which takes effect in 2028, will further reduce biodegradable inputs to the site. These changes will significantly reduce the potential for odours to arise from uncapped areas of the site as well as landfill gas emissions.

11.1.17 In terms of odour complaints, it is worth noting that the site not only lies within an agricultural area where the use of fertilisers and organic material is often spread on farmland, but the site also lies less than 1km to the south of Winterton Landfill Site which is operated by FCC Environment. This site is a hazardous landfill site which has been operating since around 2003, but is currently non-operational. The site lies approximately 500m from the closest properties within the village of Winterton. In

summary, there are other sources of odour within the surrounding area which could be mis-interpreted as originating from the application site.

- 11.1.18 It is considered that the conditions of the Environmental Permit and the site's existing odour control measures detailed within the Odour Management Plan provide a robust combination of operational and management measures which are sufficient to ensure that odour is effectively managed on site. In the unlikely event that odour complaints are received at the site, the company's documented Complaints Procedure would be followed with all mitigation measures recorded within the Site Diary.

#### Landfill Gas

- 11.1.19 Landfill gas is produced during the biodegradation of putrescible wastes and comprises predominantly methane and carbon dioxide, in varying proportions depending on the stage of decomposition of the waste. If allowed to vent naturally to atmosphere it may give rise to odours, adversely affect vegetation growth by replacing oxygen in the soil atmosphere and cause air pollution. Both methane and carbon dioxide are greenhouse gases and are thus implicated in climate change.
- 11.1.20 Landfill gas migration, especially if it accumulates in confined spaces such as service ducts or buildings, can lead to explosive, asphyxiating or toxic conditions. Migration control is therefore an essential health and safety issue on all landfills accepting biodegradable waste.
- 11.1.21 When present in sufficient volumes, landfill gas can be utilised to produce electricity, or (more rarely) used directly to provide power to industrial or quarrying equipment. This has the advantages of controlling the emission of greenhouse gases, and providing electricity from a renewable resource to reduce the use of fossil fuels.
- 11.1.22 Landfill gas at Roxby Landfill Site is used to produce electricity. Landfill gas emissions from the site are controlled in accordance with the site's Environmental Permit and Gas Management Plan. Gas control measures at the site currently comprise an active gas extraction system connecting a series of gas extraction wells installed across the waste mass and a network of pipework connecting the wells to the environmental management compound in the south of the site. Suction is applied at the compound to actively extract the gas from the landfill area and draw it to the gas extraction system in the landfill gas compound, where it may be flared or used to fire gas engines to

generate electricity. The network of gas wells will be extended as infilling progresses.

- 11.1.23 Within the environmental management compound, landfill gas is used to generate up to 4MW of electricity in four separate generating engines. The electricity is exported direct to the national grid. Any excess gas is flared within the compound.
- 11.1.24 In accordance with the requirements of the Environmental Permit, landfill gas monitoring is regularly undertaken in both the gas wells installed within the landfill as well as in a network of perimeter boreholes outside the waste mass. Monitoring of the perimeter boreholes, which is undertaken on a monthly basis, seeks to demonstrate that landfill gas is not migrating beyond the site boundary. The monitoring results are provided to the Environment Agency.
- 11.1.25 In terms of odour from landfill gas, the extraction of the gas, with subsequent use for generating electricity or being flared, reduces the potential for odour to be detected beyond the site boundary. As the site is progressively capped and restored the potential for odour also reduces as the engineered capping layer prevents odours from migrating to the atmosphere.
- 11.1.26 The landfill gas extraction system will continue to be extended as landfilling progresses and landfill gas monitoring will continue for the life of the site operations and beyond. Odour associated with landfill gas will also continue to be routinely monitored and any odours detected beyond the site boundary will be investigated at the earliest opportunity.

#### Dust

- 11.1.27 Dust may arise during landfill operations, especially during very dry and windy conditions when fine particles of cover material or restoration soils are lifted and carried by the wind. Dust may also arise from vehicle wheels when travelling over unsurfaced site roads. The waste itself is usually damp enough for dust generation to be highly unusual.
- 11.1.28 The landfill's Amenity Management Plan provides a number of measures to reduce the potential impact from dust. These include:
- Provision of wheel cleaning equipment to prevent dust and debris being carried onto the access road and rail transfer loading area;
  - Provision of a water bowser towed behind site vehicles to spray surfaced and

unsurfaced site roads. The water bowser will be used as necessary during dry weather. The need for chemical suppressants is also reviewed regularly;

- Speed limits are strictly enforced by site management;
- Waste transported to the site by rail is in enclosed containers. Incoming waste vehicles are sheeted;
- Waste is compacted once it has been tipped in the operational area and is covered at the end of each working day;
- Potentially dusty loads are discharged carefully at the front of the working face and covered immediately. In periods of strong wind dusty loads will not be deposited at the site. There is adequate storage area at the rail transfer area to hold containers until weather conditions improve and, if considered necessary, the site would be closed to incoming waste vehicles.
- As soon as possible following spreading of restoration soils, the area will be seeded to establish a grass cover to stabilise the soils and inhibit dust release from the surface.

11.1.29 As landfilling progresses, site activities would be carried out at higher levels which may be more exposed. However, no changes are proposed to the approved final restoration contours and therefore the site activities would not be any higher than those which are already approved.

11.1.30 The site complaints record does not indicate that dust generation has been a problem at this site. The nearest properties are relatively distant and dust is controlled in accordance with the requirements of a Dust Management Plan (which forms part of the site's Amenity Management Plan). This Plan is regularly reviewed and updated.

#### Litter

11.1.31 Landfill sites that accept household wastes are especially prone to problems caused by windblown litter. This is partly because household wastes contain a higher proportion of lightweight material that is small enough in size to be readily picked up by the wind. In addition to this, sites that take local authority collected waste are usually under an obligation to remain open during adverse weather conditions, so as to provide continuity of service and avoid the risk that household waste will not be collected on a regular basis.

11.1.32 Complaints received by the site relating to litter are very low, with only 11 complaints being received since 2010, with the last complaints (2No.) being received in 2021. It is acknowledged that comments received on the 2025 application from local residents included complaints regarding litter on the highway. Unfortunately, litter on public roads is an issue across the whole of the UK. However, with the changes in waste types coming to landfill sites now (e.g. lower quantities of lightweight plastics and paper), litter from Roxby Landfill is less of an issue than it used to be.

11.1.33 Litter is controlled at the site through a combination of operational and management measures. These include:

- Waste is delivered to the site by rail in open containers and by road. Waste transported by rail is sampled beforehand which ensures that loads do not include a high proportion of lightweight material, which may have a higher potential for becoming wind-blown;
- Waste imported by rail is unloaded using grab machines that place the waste into dump trucks which then drive to the working face. Waste is not stockpiled at the rail sidings;
- Waste imported by road is always transported in sheeted or enclosed vehicles, which are only opened on arrival at the working face, shortly prior to final disposal. This removes the risk of waste becoming wind-blown during transportation across the site;
- Once at the working face, waste is spread quickly and compacted by a purpose-built waste compaction vehicle. This has the effect of crushing and pinning down refuse, including lightweight materials;
- Whenever possible, on windy days, landfilling operations are undertaken in lower, more sheltered areas of the site, until weather conditions become more favourable. When this is not possible, the site management contacts customers to prohibit light-weight waste materials until weather conditions improve;
- The area of the working face is restricted to a size that enables site personnel to keep the waste sufficiently well compacted and covered with daily cover material;
- Mobile litter screens 4m in height are erected adjacent to the working areas. The location of the screens is changed as necessary, according to the wind direction and location of working within the site. The screens are regularly inspected and

any litter accumulating on the screens is removed to ensure that their efficiency is maintained; and

- Daily cover is used at the end of each working day so that waste cannot become wind-blown when staff are not on site to manage it.

11.1.34 Routine monitoring at the site boundary includes checks to ensure that litter has not escaped outside of the site. In the unlikely event that litter is detected beyond the site boundary, litter picking would be undertaken.

#### Pests/Vermin

11.1.35 Since 2010, only 11 complaints have been received by the site relating to pests, with 1 complaint in 2012, 9 complaints in 2013 (note, this was the year when there were a number of operational problems which also gave rise to odour complaints) and 1 complaint in 2016. No pest related complaints have been received in the last 10 year period.

11.1.36 It is acknowledged that comments received on the 2025 planning application included complaints about flies. However, given the types of waste being accepted at the site in recent years and the distance from sensitive receptors, it is considered extremely unlikely that flies observed in the nearby villages are associated with Roxby Landfill Site. In particular, the low level of food waste accepted at the site means that available food sources for flies are negligible. The area surrounding the landfill site is relatively agricultural in nature and there are multiple other activities (e.g. farming) which could lead to flies.

11.1.37 The site's Environmental Permit requires the site to have a Management Plan to control pests and vermin, and this includes the management of flies. Included within this plan is the use of scudder grid monitoring at locations likely to be a source of fly activity. Inhibitor fly sprays are carried out as required on the operational area, mainly between April and October when fly activity is likely to be highest due to the increased air temperature. Outside of this period, fly sprays are used when deemed necessary following inspections. Additional cover is also used over waste on flanks of the landfill to prevent fly infestation of these areas.

11.1.38 In conclusion, the range of procedures in place to control pest and flies on the site are considered sufficient to prevent unacceptable effects at nearby receptors, including

local properties and businesses.

#### Mud and Debris

- 11.1.39 Since 2010, only 4 complaints have been received by the site relating to mud and debris on the highway, with the most recent complaint being received in 2021.
- 11.1.40 Any mud and debris noted on the highway in the vicinity of the site is unlikely to be from the landfill site. The site reception area includes wheel cleaning facilities, through which all site vehicles are required to pass. Furthermore, the site haul road is in excess of 850m in length and therefore, in the unlikely event of vehicles having any mud on their wheels after driving through the wheelwash, it would have become dislodged by the time the vehicles access Winterton Road.
- 11.1.41 The site's Amenity Management Plan includes procedures for the management of mud and debris from road going vehicles associated with the landfill site. The procedures include:
- The deployment of a mobile road sweeper between Monday and Saturday, with the hours adjusted to respond to site specific activities;
  - During times of higher risk of mud being tracked onto the highway, for example during engineering works (including by third party contractors), roadways would be monitored and additional road sweeping /brushing would be carried out if required;
  - Entrance and access roads are metalled and will be maintained in good condition;
  - Any un-metalled roads (e.g. haul roads across the landfill) will be maintained using frag and hardcore. This minimises the amount of mud accumulating on vehicle wheels;
  - A vehicle inspection area is provided on site. Drivers must use this area to inspect vehicles' wheels for any trapped bricks and debris prior to using the wheel wash and leaving the site;
  - All vehicles must use the wheel wash provided prior to leaving the site. The wheel wash is maintained in good working order and cleaned regularly. Downtime is minimised and is always carried out during quiet periods of low traffic frequency. Any breakdowns of the wheel wash are to be reported immediately and repairs carried out as quickly as possible;

- If the wheel wash breaks down during periods of adverse weather conditions, an operative would be employed to manually clean vehicle wheels prior to vehicles leaving the site;
- If necessary, an out of hours mobile road sweeper will be employed to clean the access road and highway; and
- Any complaints will be investigated immediately and thoroughly. Details of the complaint and any action required will be recorded in the Site Diary and Complaints Log.

11.1.42 In conclusion, the range of procedures in place to control mud and debris, and preventing it being tracked onto the public highway, are considered to be sufficient to prevent unacceptable effects.

## **11.2 Conclusions**

11.2.1 Odour, landfill gas, dust, litter, pests/vermin, mud and debris are currently controlled in accordance with robust, site-specific management plans, which are regularly reviewed and updated as necessary. The site also operates under the conditions of an Environmental Permit, which is regulated by the Environment Agency and includes conditions relating to air quality including odour and dust. All existing control measures would continue throughout the life of the site.

11.2.2 The proposed extension of time and minor changes to the approved phasing would not result in any significant effects in terms of amenity issues, including those relating to odour, landfill gas, dust, litter, pests/vermin, mud or debris. The conclusions of the previous ES are therefore considered to remain valid.

## **12 ECOLOGY**

### **12.1 Baseline Conditions and the Potential for Impacts**

12.1.1 A Preliminary Ecological Appraisal (PEA) has been undertaken to accompany this planning application. The PEA covers the entire planning application area including the landfill site, the site compound area, the site offices and land to the south of the access road.

12.1.2 Details of the methodology used for the PEA are provided within the PEA report, along with details of any relevant legislation and guidance. The results and conclusions of the PEA are summarised within this chapter.

#### Designated Sites

12.1.3 One internationally important site is situated within 10km of the site boundary. The Humber Estuary RAMSAR, Special Area of Conservation (SAC), Special Protection Area (SPA), Site of Special Scientific Interest (SSSI) and Wild Bird General Licence Protection Sites Condition Zone (WBGLPSCZ) is located approximately 4.3km to the west of the site boundary. The site comprises muddy flats and suspended sediment providing a range of habitats and qualifying features include sandbanks which are slightly covered by sea water all the time, Salicornia and other annuals colonising mud and sand, Atlantis salt meadows, coastal lagoons and embryonic shifting dunes and fixed dunes.

12.1.4 Three statutory designated sites for nature conservation are situated within 2km of the site boundary, the closest being Conesby (Yorkshire East) Quarry SSSI, located approximately 750m to the south-west of the site boundary. This SSSI is known for its geological interest. Risby Warren SSSI lies approximately 1.4km to the south west and is designated for both biological and geological interest. Its mosaic of plant communities includes not only one of the finest inland dune systems in Britain, but also heathland, contrasting acidic and calcareous grassland, broadleaved scrub and areas of coniferous plantation. Conesby Quarry Local Nature Reserve (LNR) lies approximately 1.4km to the south west and has a blue lagoon and an active quarry, with a variety of flora and fauna.

12.1.5 There are five non-statutory designated sites within the 2km search radius of the site, the closest being Thealby Gullet Local Wildlife Site (LWS), located adjacent to the western boundary of the site. This site includes scrub and a lake and comprises the

unmanaged, botanically-rich northern part of the former limestone quarry complex.

12.1.6 A MAGIC search identified that the site falls within the SSSI Impact Risk Zone (IRZ) for multiple SSSI sites. Within the risk zone, it states that for any development that falls within the waste and air pollution category, further consultation with Natural England is required.

12.1.7 Priority habitats exist within 1km of the site. Deciduous woodland and open mosaic habitat are located within the site boundary. A traditional orchard lies approximately 770m to the east of the site.

#### Protected Species

12.1.8 A search of records of protected species was undertaken and details of species of conservation importance, or otherwise notable species, recorded within the last 10 years and within a 2km search radius of the site were noted within the PEA report (Table 3.3). These included amphibians (e.g. Common frog *Rana temporaria*), mammals (e.g. brown long-eared bat *Plecotus auritus* and Common pipistrelle *Pipistrellus pipistrellus*), birds (e.g. Barn owl *Tyto alba*, Red kite *Milvus milvus* and Reed bunting *Emberiza schoeniclus*) and invertebrates (e.g. Wall *Lasiommata megera*).

#### Species Records

12.1.9 MAGIC returned one record for Great Crested Newt (GCN) Class Survey Licence Returns approximately 1.6km to the south west of the site. The record included 6 surveys dated from 2015 and returned a positive presence for GCN. MAGIC also returned 6 records for European Protected Species Licensing for various bat species within 5km of the site boundary.

12.1.10 MAGIC identified that the site contains 4 arable assemblage farmland birds and 2 grassland assemblage farmland birds. Additionally, MAGIC identified eighteen specific farmland birds, including grey partridge, lapwing, redshank *Tringa totanus*, snipe, tree sparrow *Passer montanus* and turtle dove *Streptopelia turtur*.

#### Invasive Species

12.1.11 Records of invasive species within the past 10 years indicated that a number of invasive species had been identified within 2km of the site. These comprised Canada Goose *Branta canadensis* and 4 flowering plants, namely Japanese Rose *Rosa rugosa*, Nuttall's

Waterweed *Elodea nuttallii*, Butterfly-bush *Buddleja davidii* and Himalyan balsam *Impatiens glandulifera*.

### Phase 1 Habitat Survey

#### *Habitats*

12.1.12 Habitats surveyed across the site included:

- Areas of semi-improved neutral grassland (3 areas of differing sizes) within the central and southern areas of the site;
- Marshy grassland in the centre of the site along the eastern boundary;
- Ephemeral habitat in the centre of the site;
- Tall ruderal in the centre of the site;
- Broadleaved plantation woodland (4 areas) in the centre of the site along the eastern boundary, in the centre of the site along the western boundary and within the centre of the site. Two areas of woodland contained waterbodies;
- Mixed plantation woodland in the centre of the site;
- Semi-natural broadleaved woodland;
- Dense/continuous scrub (3 areas) within the centre of the site along the eastern boundary, within the north eastern corner of the site and within the centre of the site along the western boundary;
- Species-poor hedgerow in the north of the site;
- Standing water (two waterbodies in the central and eastern parts of the site);
- Hardstanding, including site haul road and site compound area; and
- Spoil (landfill area).

#### *Species*

12.1.13 Eleven waterbodies were identified within 500m of the site boundary although only one pond was accessible and subject to Habitat Suitability Index (HIS) assessment. This was considered to be of poor suitability for amphibians. Suitable habitat for amphibians was noted within the site boundary and tall ruderal, woodland, scrub, acid grassland and hedgerow bases were considered suitable to provide refuge for GCN and other amphibian species.

12.1.14 The grassland, ephemeral habitat, hedgerow bases, waterbodies, woodland, scrub and tall ruderal vegetation provide suitable refuge, foraging and commuting grounds for

reptile species. Whilst the wider landscape is dominated by intensively managed arable land, there is suitable connectivity for reptiles to woodland blocks, waterbodies and other suitable habitat in the wider area. However no evidence of reptiles was observed during the site visit.

- 12.1.15 The trees within the site, and within close proximity, were assessed for their suitability to support roosting bats. During the Phase 1 Habitat Survey (August 2024), the majority of the trees were immature and/or lacked any suitable features to support roosting bats. The buildings within the centre of the site lacked any suitable features to support roosting bats and were regularly disturbed by staff movements, therefore, were assessed as providing negligible roosting potential for bats.
- 12.1.16 The hedgerows, scrub, ephemeral vegetation, waterbodies, woodland edges and grassland within the site boundary were considered to provide some suitable foraging and commuting habitat for bats. The nature of the wider environment is dominated by intensively managed arable land. However, there is suitable connectivity through woodland edges and hedgerows to woodland blocks and waterbodies in the wider area.
- 12.1.17 During the Phase 1 Habitat Survey, no badger setts were observed on or within 30m of the site boundary. The scrub, acid grassland, woodland, tall ruderal, ephemeral habitat and hedgerows within the site boundary provide suitable foraging and commuting grounds for badgers. In addition, there is suitable connectivity to the woodland blocks and other suitable habitats in the wider landscape. Due to the continuous movement of mobile plant on the spoil (landfill) area, it is considered unsuitable for sett creation.
- 12.1.18 The large waterbody to the west of the site boundary and the woodland blocks within the site boundary were considered to provide suitable foraging and resting opportunities for otters. However, due to the lack of records within 2km of the site boundary and the active nature of the site, it is considered highly unlikely that otters will be present within the site boundary. The habitats within the site and the surrounding area were considered to provide negligible suitability for water voles.
- 12.1.19 It was considered unlikely that hazel dormice would be present within the site boundary due to the nature of the site, the habitats within the wider landscape and the lack of records within 2km of the site boundary.

- 12.1.20 Evidence of brown hare as well as mammal paths and deer scat were noted within the Phase 1 survey. The grassland, woodland, scrub, ephemeral habitat, tall ruderal and hedgerows were considered to provide some suitable habitat for various mammal species.
- 12.1.21 The hedgerows, scrub, woodland, grassland, tall ruderal and waterbodies were considered to provide some suitable nesting and foraging opportunities for a range of bird species.
- 12.1.22 The grassland, ephemeral habitat, woodland, hedgerows, waterbodies and scrub were considered to provide suitable habitat for invertebrates.
- 12.1.23 Horsetail, which is an invasive species, was noted on site during the survey.

Potential for effects

- 12.1.24 The proposed development only comprises an extension of time for landfilling and restoration works and minor changes to the approved phasing. No changes are proposed to the approved restoration scheme and there are no additional areas of land which will be affected by the proposals.
- 12.1.25 Due to a combination of distance, lack of functionally linked habitats and significant barriers between the landfill and the sites, no direct or indirect adverse impacts are predicted on the statutory designated sites, including the Humber Estuary Ramsar, SAC, SPA, SSSI and WBGLPSCZ, or the SSSIs and LNR within 2km of the site.
- 12.1.26 Due to a combination of distance, lack of functionally linked habitats and significant barriers between the landfill and the sites, no direct or indirect adverse impacts are anticipated on the 5 non-statutory designated sites within 2km of the site.
- 12.1.27 Habitats that have established on the landfill and areas around the site compound and in the southern part of the application area will be affected by the works required to deliver the approved restoration scheme for a country park. These works are likely to comprise the placement of restoration soils and/or removal of vegetation. However, this would be the case, regardless of whether an extension of time is granted permission.
- 12.1.28 Although no badger setts were identified during the site visit, badgers are highly transient and suitable commuting and foraging habitat exists within the site. Mitigation

measures have been proposed which would protect badgers during the life of the site, including the use of ramps within excavations, storing chemicals securely and checking soil stockpiles and bunds for evidence of badgers prior to removal or seeding of the bunds.

12.1.29 Best practice working methods are proposed to ensure that mammals, such as brown hare, are not affected by the site works.

12.1.30 The proposed extension of time would not have a significant effect on birds. However vegetation removal should be undertaken outside of the nesting bird season (March to August inclusive) and if this is not possible, a nesting bird check will be required less than 24 hours prior to any vegetation removal.

12.1.31 The PEA report provides recommendations for the removal of invasive species, such as horsetail, which was identified on site.

12.1.32 Recommendations for ecological enhancement are also provided including:

- Suitable bird and bat boxes targeting a number of species should be installed on retained trees within the site boundary;
- Hibernacula should be created within areas of suitable habitat to provide refuge for amphibian and reptile species;
- Habitat enhancement should be incorporated into the restoration scheme to ensure grassland habitats are species-rich and woodland areas are created like-for-like, or better, to the lost areas;
- Incorporation of nectar and pollen-rich flora species, as well as night-scented varieties, in keeping with the local area targeting a variety of invertebrate species and bat species within any seed mixes;
- Native hedgerow, tree and shrub planting, in line with the local character area should be incorporated into the restoration scheme to enhance these habitat types. Additionally, they will provide a variety of berry and seed-bearing species.

## **12.2 Conclusions**

12.2.1 This application only comprises an extension of time as well as minor changes to the phasing of the infilling. The approved restoration scheme would create a country park, which includes areas of grassland, woodland, waterbodies and pathways. No changes

are proposed to this scheme.

- 12.2.2 The proposed development would not give rise to any significant effects on designated sites, on protected species or other species. Once landfilling has been completed and the approved pre-settlement contours have been achieved, it would be necessary to deposit soils across the landfill surface in order to create the proposed habitats. It may be necessary at this stage to remove vegetation that has established across the landfill surface and on areas to the south of the landfill (such as scrub and self-seeded trees), in order to achieve the approved restoration scheme. However, measures would be taken to ensure that any vegetation removal is undertaken appropriately and at the appropriate time of year (i.e. to avoid nesting bird season). However, where necessary an appropriately experienced ecologist would be used to carry out checks for nesting birds prior to the removal of vegetation.
- 12.2.3 It is considered that the proposed extension of time and minor revisions to the approved phasing would not give rise to any significant effects with regards to ecology, biodiversity or nature conservation.

## **13 OTHER ISSUES**

### **13.1 Soils, Contamination and Waste Management**

- 13.1.1 The vast majority of the application area comprises a landfill site, which is engineered to minimise the migration of leachate and landfill gas from the waste mass. Landfill gas is actively extracted and utilised to generate electricity. Excess gas is flared.
- 13.1.2 The landfill operations are controlled in accordance with an Environmental Permit, regulated by the Environment Agency. The site is subject to regular monitoring by the Environment Agency and any compliance issues discussed with the site management. The conditions of the Permit include measures to ensure the regulation and control of pollution caused by current and future waste management activities.
- 13.1.3 No changes are proposed to the site operations, other than the timescales for the life of the site and restoration, as well as minor alterations to the approved phasing. It is therefore considered that there is no potential for the proposed development to have an unacceptable effect on soils or to cause contamination.
- 13.1.4 In conclusion, no changes are proposed that would give rise to any significant impacts on soils, contamination or waste management. It is therefore considered that the proposals are in accordance with the Development Plan.

### **13.2 Archaeology and Cultural Heritage**

- 13.2.1 The site largely comprises an operational landfill site which occupies the site of former ironstone workings, which commenced in the general area in 1859 and ceased in 1989. The Ironstone Gulleys represent an important local natural history and cultural heritage resource, although some, like Roxby Gullet, have planning consent for waste disposal. There is virtually no undisturbed ground within the site boundary and therefore the potential for archaeological remains of any significance is very low.
- 13.2.2 A small section of the permitted landfill site area along the eastern boundary is outside the extent of ironstone workings, and is currently in agricultural use. It is limited to less than 50m in width, and contains no surface indication of any features of archaeological or cultural heritage importance.
- 13.2.3 In the surrounding area, the main sites of cultural heritage importance are Winterton village, approximately 1km from the site, which is designated as a Conservation Area, and Normanby Hall, approximately 2km to the west of the site, which is an important recreation resource. Normanby village is also designated as a Conservation Area. There

are sites of Roman villas at Winterton and Roxby and evidence of prehistoric and Anglo-Saxon occupation in the general area.

- 13.2.4 No changes are proposed to the site boundary and there are no proposals to excavate land within the boundary of the site. The proposed development would not have a significant effect on archaeology or cultural heritage.
- 13.2.5 In conclusion, no changes are proposed that would give rise to any significant impacts on archaeology or cultural heritage. It is therefore considered that the proposals are in accordance with the Development Plan.

## **14 CLIMATE CHANGE**

### **14.1 Baseline Conditions and the Potential for Impacts**

- 14.1.1 National Planning Practice Guidance explains why it is important for planning to consider climate change and states that effective spatial planning is an important part of a successful response to climate change as it can influence the emissions of greenhouse gases. It urges Planning Authorities to ensure that the protection of the local environment is considered alongside the broader issues of protecting the global environment. Addressing climate change is now one of the core land use planning principles which the NPPF expects to underpin both plan-making and decision taking.
- 14.1.2 The effects of climate change and the vulnerability of the development proposal to these changes have been considered as part of the preparation of the EIA. However, the proposed changes relate only to an extension of time for the landfilling operations resulting in a longer operational timeframe.
- 14.1.3 The site is an operational landfill site which accepts approximately 150,000tpa of municipal, commercial and industrial waste from within the North Lincolnshire area. Waste is transported to the site by HGV and by rail. The use of the adjacent rail sidings to transport approximately 40,000tpa of the 150,000tpa imported to the site annually, significantly reduces the number of HGV movements to and from the site. Furthermore, staff are encouraged to car share where possible in order to reduce the number of staff vehicles travelling to the site.
- 14.1.4 The site lies within Flood Zone 1, which is land at the lowest risk of flooding. No changes are proposed to the site which would affect surface water management or increase the flood risk associated with the site operations, either on site or off site.
- 14.1.5 The site operates under the conditions of an Environmental Permit which requires the operator to take appropriate measures to ensure that energy, raw materials and water are used efficiently in the activities.
- 14.1.6 The site is engineered with an impermeable basal and side liner and is being progressively capped with an engineered clay and/or geotextile cap. Landfill gas generated within the waste mass is actively extracted and used for the generation of electricity. Any excess landfill gas is flared at the site's landfill gas compound. These measures minimise the uncontrolled migration of landfill gas, which includes

compounds which have the potential to contribute towards greenhouse gas concentrations and therefore climate change effects.

- 14.1.7 The proposed development would not result in any new built development but would result in the landfill site being operational for an extended period of time until 10<sup>th</sup> May 2034, with the site being subsequently restored over a period of a further 7 years.
- 14.1.8 The proposed development would not lead to an increase in vehicle movements or an otherwise increase in intensity of operations. Biffa's fleet of vehicles are regularly maintained and serviced in accordance with the manufacturer's instructions. In order to minimise emissions associated with their use, all mobile plant and machinery would be regularly serviced and maintained and would be switched off when not in use.
- 14.1.9 Biffa's Sustainability Report explains the company's approach to tackling climate change and its commitment to reducing its environmental impact through carbon emissions reduction. This will be achieved through three key areas: greening the collection fleet, optimising collection route efficiencies and advancing renewable energy initiatives. Of particular relevance to this application, the company aims to transition its diesel collection fleet to alternative fuels and has already adopted 120 electric or Hydrotreated Vegetable Oil vehicles as part of its alternative fuels strategy.
- 14.1.10 Carbon emissions may be further reduced through collection route optimisation. Biffa achieved a 7% increase in collection route efficiencies nationally in 2022/23 and a re-routing exercise, in conjunction with the integration of acquisitions, has streamlined operations and resulted in significant environmental benefits, saving approximately 1,600 tonnes of CO<sub>2</sub>e emissions annually.
- 14.1.11 The effects of climate change, and the vulnerability of the development proposal to these changes, has been considered as part of the preparation of the EIA, particularly in terms of hydrology/ flood risk and ecology (i.e. the impacts of climate change on habitats and species). The development proposal would not result in any significant impacts with respect to hydrology, hydrogeology or flood risk, even when taking account of the predicted likely effects of climate change.

## **14.2 Conclusions**

- 14.2.1 In terms of the effects on climate change, taking the above considerations into account, it is evident that the proposed development represents an appropriate

continued use of the site whilst avoiding increased vulnerability to the range of impacts arising from climate change.

- 14.2.2 The proposals relate solely to an extension of time for the site, as well as minor changes to the phasing. The changes would not give rise to any significant impacts upon climate change and therefore the conclusions of the original ES are considered to remain valid.

## **15 SOCIO-ECONOMIC EFFECTS**

### **15.1 Baseline Conditions and the Potential for Impacts**

- 15.1.1 Roxby Landfill Site has been operational since 1992 and currently employs 9 members of staff, as well as providing indirect employment through the company's extensive supply chain.
- 15.1.2 Biffa is an important employer within the local area. The site and company have a significant annual expenditure with suppliers in the local and wider area, as well as contributing to the national and local tax base.
- 15.1.3 The proposed development comprises an extension of time for the landfill site until 10<sup>th</sup> May 2034, with the subsequent restoration of the site over a period of a further 7 years. The proposed extension of time would sustain and protect 9 direct jobs and numerous indirect jobs that might otherwise be lost should the facility close in May 2026.
- 15.1.4 The Company is therefore important locally and granting permission for the extension of time would help secure these jobs. The social and economic value of the proposed development is therefore evident at a local level.

### **15.2 Conclusions**

- 15.2.1 The proposals relate to an extension of time for the existing landfilling operations. The proposed development would result in the retention of local jobs, which would make a small but important contribution to the local economy. The proposal would not result in any significant effects on the socio-economic environment.

## **16 ACCIDENTS AND HAZARDS**

### **16.1 Summary**

- 16.1.1 The Applicants (site operators) are committed to achieving the highest standards of health and safety for all its operations, sites, workforce, contractors, customers and the general public.
- 16.1.2 The site has operated since 1992 and will continue to operate in accordance with relevant health and safety, and other relevant legislation, to ensure that operations are undertaken in a safe manner and the risk to staff, visitors and the community is minimised. Furthermore, the Applicants have a company-wide health and safety management system in place. This helps ensure that the risk of accidents happening is minimised as far as practicably possible.
- 16.1.3 It is considered that the likely potential impact of the proposed extension of time and changing to phasing, in terms of risk of accidents, is very low with effects of negligible significance.
- 16.1.4 The assessments undertaken have not identified any significant potential for accidents. Therefore, no additional mitigation measures are considered necessary over and above those which are part of the existing operation.

## **17 CUMULATIVE AND IN-COMBINATION EFFECTS**

### **17.1 Introduction**

17.1.1 Schedule 4, Part 1, Paragraph 4 of the EIA Regulations requires the likely effects of the 'development' and the likely effects of other developments in the geographical area of the site to be considered in order to determine the likelihood of cumulative effects, i.e. the cumulative impacts and the impact interactions.

17.1.2 The EIA Regulations require consideration of developments that have been undertaken recently or are currently under construction, those for which planning permission exists or those which could be reasonably considered to be coming forward.

17.1.3 A search of developments has been undertaken through a search of:

- planning applications and permissions listed on the Public Access website; and
- designated sites in Local Development Framework and Emerging Local Plan Documents.

17.1.4 The search covered:

- projects that were under construction;
- permitted applications that were not implemented;
- submitted applications not yet determined;
- projects in the National Infrastructure's programme of projects; and
- projects identified in the relevant development plan (and emerging development plans).

17.1.5 All sites within 2km of the site were considered. The search incorporated a 5 year period, which covered projects that received consent over 3 years ago and which have been implemented but not yet fully constructed.

### **17.2 Baseline Conditions and the Potential for Impacts**

17.2.1 No developments were identified within the area of search that would give rise to any cumulative environmental effects.

### **17.3 Conclusions**

17.3.1 The proposals relate solely to an extension of time for the landfill site and minor alterations to the approved landfill phasing. No changes are proposed to the approved restoration scheme. The changes would not give rise to any significant cumulative or in-combination effects and therefore the conclusions of the 2002 ES are considered to remain valid.

17.3.2 In conclusion, the proposed development and operations would not have significant direct or indirect impacts on population and human health; biodiversity; land, soil, water, air and climate; material assets, the landscape; or the interaction between these factors in accordance with the EIA Regulations.

## **18 CONCLUSIONS**

### **18.1 Summary**

- 18.1.1 The proposed development seeks to vary Condition 6 of planning permission 2006/0411 dated 10<sup>th</sup> May 2006 which requires landfilling and restoration of the site to cease within 20 years of the date of the commencement of operations. Development at the site commenced on 10<sup>th</sup> May 2006 and therefore, as worded, the site's planning permission requires landfilling to cease by 10<sup>th</sup> May 2026.
- 18.1.2 There has been an overall reduction in waste disposal to landfill across the UK resulting from legislative and regulatory changes, such as increasing Landfill Tax rates, landfill diversion targets and the requirement for waste producers to apply the Waste Hierarchy when managing their waste. As the site accepts waste from commercial and industrial sources, the Covid-19 pandemic also had a significant effect on waste inputs to the site, as well as the subsequent economic downturn.
- 18.1.3 In January 2026, it was calculated that the remaining void at Roxby Landfill Site amounted to approximately 1.8Mm<sup>3</sup> but with continued landfilling since this period, the void is now anticipated to be approximately 1.7Mm<sup>3</sup>. Based on a waste input rate of 150,000tpa, it is calculated that it would take a further 11 years, followed by 5 years of restoration, to achieve the approved restoration contours. However, when Biffa applied for planning permission in 2025 (application ref: PA/2025/1074) for an extension of time for a further 11 years of landfilling plus 5 years to complete restoration, concerns were raised by local residents about the proposed timeframe for continued landfilling operations. As a result of these comments, Biffa have considered alternative options for completing the landfilling and restoration of the site and this is reflected in the current proposal.
- 18.1.4 This ES explains the reasons why it is critical that the site is restored to the approved contours to avoid potential engineering and environmental issues arising and to ensure that the site is assimilated into the local landscape, minimising visual impact and providing the opportunity to restore the site to a country park. It also sets out the reasons why it is important that the site continues to operate as a landfill site, as landfill voidspace is a finite and diminishing resource which is essential for managing waste which cannot be reused, recycled or otherwise recovered. The proposed development therefore provides for the continuation of landfilling at Roxby Landfill Site, as well as the restoration of the site to the previously approved contours. However, this planning application proposes a shorter period of landfilling than was previously proposed in

the 2025 application, with a slightly longer period of restoration. This would enable the site to achieve the same approved restoration contours, so the overall voidspace would not change, but would involve the acceptance of a smaller proportion of waste and a greater proportion of restoration materials (e.g. soils).

- 18.1.5 The proposed development therefore comprises an extension of time for an additional 8 years of landfilling beyond the currently permitted end date of 10<sup>th</sup> May 2026 (i.e. until 10<sup>th</sup> May 2034) with a further 7 years to complete restoration (i.e. until 10<sup>th</sup> May 2041). This amounts to an additional 15 years beyond the currently permitted end date. This compares with an additional 11 years of landfilling and a further 5 years to complete restoration (i.e. 16 years in total) which was applied for in 2025 (application ref: PA/2025/1074).
- 18.1.6 The NPPF states in paragraph 8 that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives; economic, social and environmental. The environmental objective is to *'protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution...'*. The proposed development satisfies these objectives by providing a strategically important waste disposal facility which is an existing, well managed site, incorporating a wide range of pollution prevention measures. The site receives a very low number of complaints which are all investigated thoroughly to ensure that issues are addressed in a timely manner and that lessons are learnt for the future. Following the closure of the site, it would be restored to a mixture of woodland, grassland and waterbodies in accordance with the approved restoration scheme, which would create a mix of ecologically valuable habitats.
- 18.1.7 In addition to an extension of time for landfilling and restoration, permission is also being sought for minor changes to the approved landfill phasing which is necessary to reflect operational changes to phasing that have been necessary in recent years and to allow for restoration soils to be deposited across the site once landfilling has ceased. These changes are only minor in nature and would not affect the timescales for completion of the site.
- 18.1.8 An Addendum to the 2002 Landscape and Visual Impact Assessment has been undertaken to update the baseline environment and to take account of changes to phasing and a delay to the final restoration of the site. This assessment concluded that

the proposed development would not give rise to any unacceptable effects on landscape character or visual amenity.

- 18.1.9 A Transport Statement has also been prepared to assess the potential for environmental effects associated with traffic and transport. The proposed development would not lead to any changes in vehicle movements associated with the operation of the landfill, or any intensification in rail movements, and no unacceptable impacts are therefore predicted.
- 18.1.10 A Preliminary Ecological Appraisal has been undertaken to update the ecological baseline and to assess the potential for effects on ecology and biodiversity. The assessment concluded that the proposed extension of time, and minor revisions to the approved phasing, would not have any unacceptable effects on ecology or biodiversity.
- 18.1.11 The site currently operates under the conditions of an Environmental Permit which would continue to be regulated by the Environment Agency. The Environment Agency regularly monitors the site and raised no objection to the previous planning application in 2025. Recent visits by the Environment Agency have raised no concerns regarding the site operations. The site also operates under a number of Operational Management Plans, which detail the management measures required to control dust, odour, pests/vermin, mud/debris and litter, as well as providing guidance on general good housekeeping measures. It is considered that these management plans provide appropriate controls over the day-to-day operation of the landfill and no unacceptable amenity effects are anticipated.
- 18.1.12 This ES Addendum has considered the potential environmental and local amenity effects of the proposal and has concluded that, subject to the continued imposition of established mitigation measures that can be secured via planning condition, no significant adverse impacts would arise.
- 18.1.13 At the heart of the NPPF is the presumption in favour of sustainable development for proposals which are in accordance with the Development Plan. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission should be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise.
- 18.1.14 This ES Addendum and supporting assessments have demonstrated that the proposed extension of time for the landfill site is, on balance, in accordance with the Development Plan for North Lincolnshire and there are no material considerations which indicate otherwise.



## **DRAWINGS**

R01 – Site Location Plan

R02 – Planning Permission Boundary

R03 – Existing Site Plan

R04 – Remaining Restoration Phasing Sequence

R05 - Final Restoration

R06 – Roxby Remaining Void January 2026