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## Roxby Landfill Site

### Transport Statement

Final Report for:



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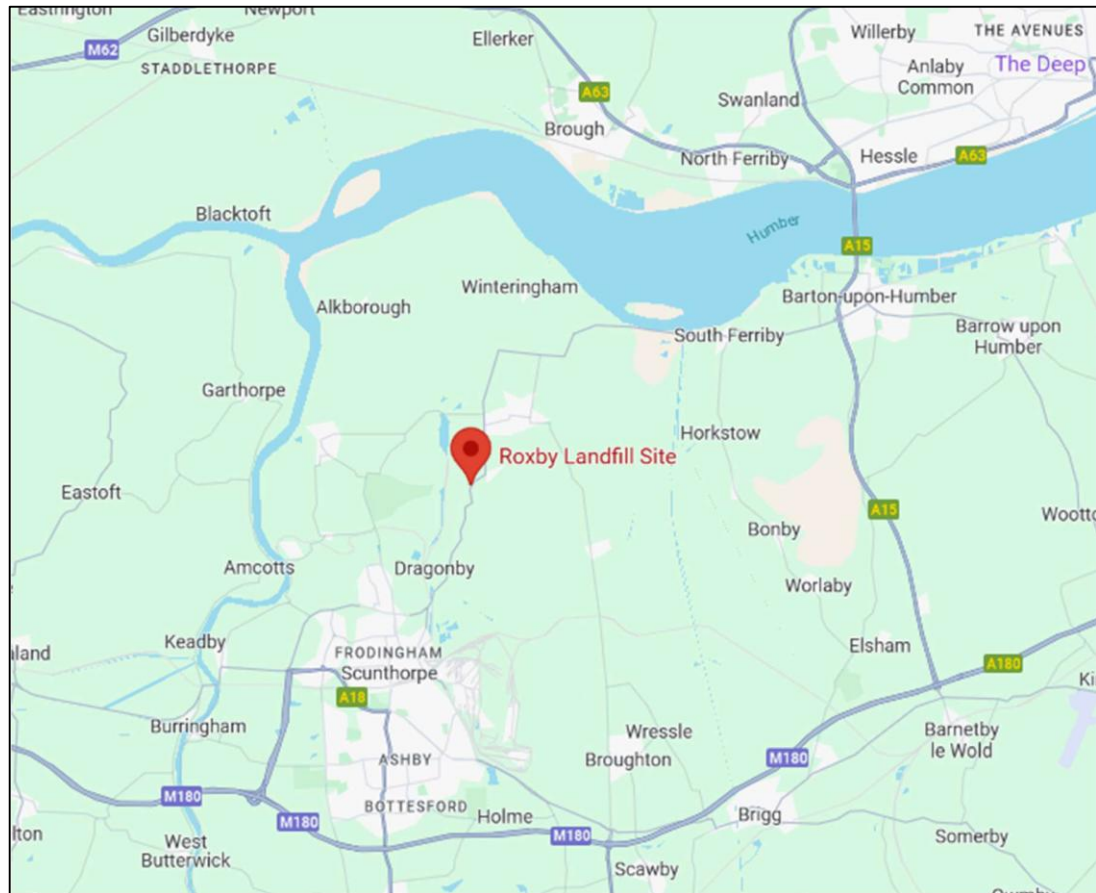
## 1.0 INTRODUCTION

### 1.1 Introduction

1.1.1 Cora IHT have been instructed by Heaton Planning to prepare a Transport Statement [TS] to support the extension of time for landfilling at Roxby Landfill Site facility located on land off Winterton Road, Scunthorpe DN15 0BJ.

1.1.2 **Figure 1.1** illustrates the site location.

**Figure 1.1: Site Location**



1.1.3 This TS has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

## **1.2 Scope**

### 1.2.1 Following this brief introduction:

- Section 2 describes the site location and provides a review of the existing highway network.
- Section 3 then describes the development proposals.
- Section 4 provides an assessment of the traffic associated with the proposed development.
- The summary and conclusion is set out in Section 5.

## 2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

### 2.1 Existing Site

2.1.1 The site is located off Winterton Road, Roxby, Scunthorpe.

2.1.2 **Figure 2.1** illustrates an extract of the site and surrounding area.

**Figure 2.1 – Local Site Location**



2.1.3 The current permission allows for landfilling and restoration to be completed by May 2026.

2.1.4 In 2002, all waste was imported by rail, however, planning permission PA/2007/0056 was granted on 10th September 2007 'to modify existing agreements originally made under Section 106 of the Town and Country Planning Act 1990 relating to the removal of clauses 3(1)(2)(3)(4) and (5) to allow waste to be transported to the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'.

2.1.5 The rail sidings are located at the western side of the landfill site. Two railway lines enter the site from the south and are aligned in a north to south fashion, separated by a concrete apron. The rail sidings occupy an area of around 2.5 hectares (ha).

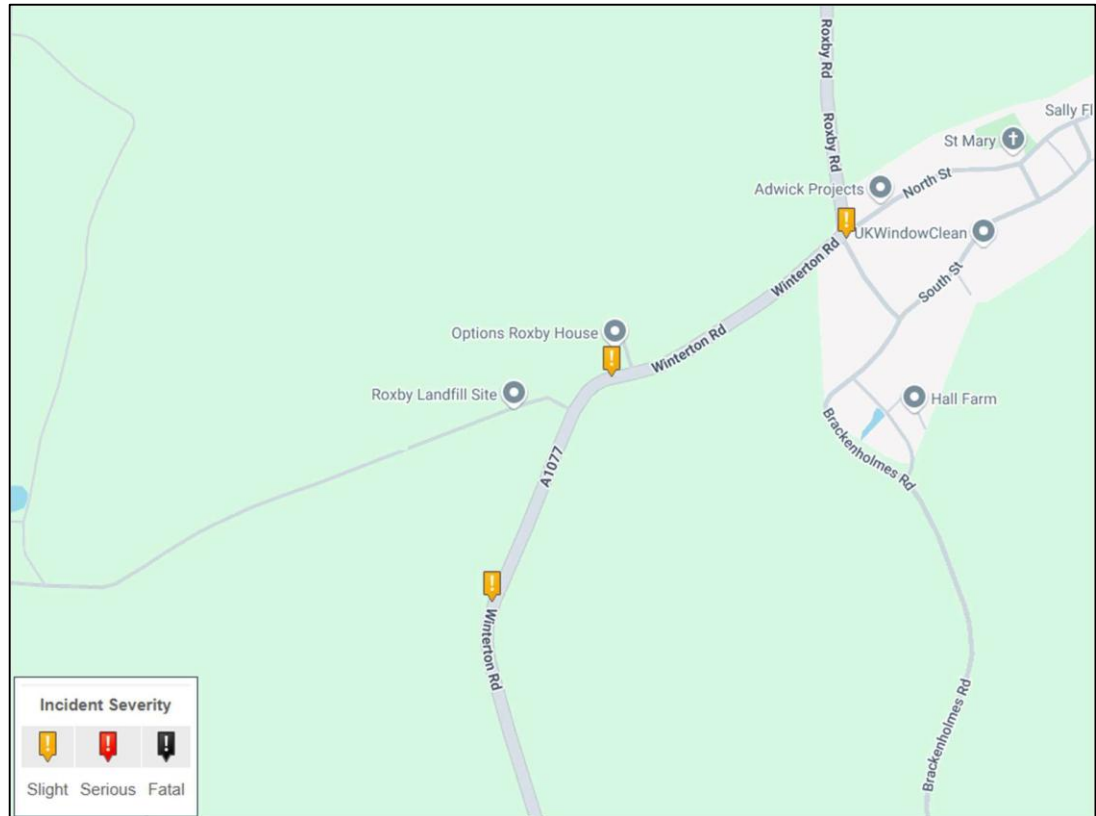
2.1.6 The rail sidings have permission to operate until 10th May 2026, as per the landfill. It has permission for up to 6 trains per day however currently only 2 trains per month visit the site bringing in approximately 40,000tpa of waste.

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- 2.1.7 The sidings operate under pp ref: PA/2022/1293. This allows the sidings to operate between 0600-2200hrs Mon to Fri and 0600-1700hrs Saturdays. No working on Sundays or bank holidays.
- 2.1.8 Under the S106 Deed, the obligations are as follows:
- 1) To ensure that waste which is imported onto the Site pursuant to the Permission shall be transported as follows:
    - a) in respect of HGV vehicles importing waste onto the Site only to approach the Site from the south and to turn left into the access road to the Site from the A 1077/
    - b) in respect of HGV vehicles leaving the Site only to turn right into the A 1077
  - 2) To ensure that the number of HGV vehicle movements onto the Site shall not exceed 50 per day taken as an average of 12 months
  - 3) To provide to the Council proof of the number of HGV vehicle movements referred to in sub-clause (2) by reference to weighbridge data together with a calculation of averaged vehicle movements for such period as shall be reasonably requested by the Council from time to time [not being less than a period of 3 months)
  - 4) To construct the Site access entrance in accordance with the layout drawings approved pursuant to the Permission to prevent HGV vehicles turning right into the Site from the north or turning left from the Site when leaving the Site
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## 2.2 Accident Analysis

2.2.1 Accident data has been obtained from the Crashmap website (<http://www.crashmap.co.uk>) for the period of 2019-2023. **Figure 2.2** shows an extract of the accident plot.

**Figure 2.2: Crashmap Accident Plan**



2.2.2 As shown in the plan above, no accidents have been recorded at the Roxby Landfill site access.

2.2.3 There has been 3 accidents along the A1077 Winterton Road, although these were not associated with the landfill operations.

2.2.4 It is concluded that the recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems.

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### **3.0 DEVELOPMENT PROPOSALS**

#### **3.1 *Proposed Development***

- 3.1.1 The proposal consists of seeking permission for an additional 8 years (until May 2034) for landfilling and a further 7 years for restoration (May 2041).
- 3.1.2 The proposals would adhere to the existing S106 obligations as set out in Para 2.1.6. to ensure that the number of HGV vehicle movements onto the Site shall not exceed 50 per day taken as an average of 12 months.
- 3.1.3 The proposed hours of operation on site are as follows:
- 0600-1800 hours Monday to Fridays;
  - 0600-1400 hours on Saturday; and
  - No operations on Sundays or Bank Holidays.
- 3.1.4 The above operations, therefore, are for 5.5 days per week, 50 weeks per year.
- 3.1.5 Waste imported in RCVs with an average payload of 6-8t and bulk haulage vehicles with an imported payload of 23t.

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## 4.0 TRIP GENERATION

### 4.1 *Development Trips*

- 4.1.1 The site is currently operating and generates a level of traffic, therefore, the proposals would not increase traffic as a result of the extensions of time application.
- 4.1.2 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); and
  - Bulk haulage vehicle – 23 tonnes.
- 4.1.3 Based on annual input rates (by road) of 110,000tpa of waste, 275 working days 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).
- 4.1.4 In total it is, therefore, calculated that approximately 42 waste vehicles travel to the site per day (or 84 two-way vehicle movements).
- 4.1.5 9 full time staff are employed at the site.
- 4.1.6 The above figures do vary day to day, however, the maximum daily figure of 50 HGVs is adhered to.
- 4.1.7 **Table 4.1** summarises the traffic levels over the duration of a typical working day based on the maximum of 50 HGVs.

**Table 4.1: Maximum Traffic Levels for Typical Day**

Time Beginning	HGVs		Cars	
	Arrival	Departure	Arrival	Departure
0600	4	4	9	0
0700	4	4	0	0
0800	4	4	0	0
0900	4	4	0	0
1000	4	4	0	0
1100	4	4	0	0
1200	5	5	0	0
1300	5	5	0	0
1400	4	4	0	0
1500	4	4	0	0
1600	4	4	0	0
1700	4	4	0	0
1800	4	4	0	9
Total	50	50	9	9

- 4.1.8 The traffic associated with the proposed development would result in a maximum of 4 HGV arrivals during the AM and PM peak hours.
- 4.1.9 It can be deduced that the proposed development would not have a severe impact on the highway network as a result of the predicted number of vehicle movements.

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## **5.0 SUMMARY AND CONCLUSION**

### **5.1 Summary**

- 5.1.1 Cora IHT have been instructed by Heatons Planning to prepare a Transport Statement to support the extension of time for landfilling at Roxby Landfill Site facility located on land off Winterton Road, Scunthorpe DN15 0BJ.
- 5.1.2 The proposal consists of seeking permission for an additional 8 years (until May 2034) for landfilling and a further 7 years for restoration (May 2041).
- 5.1.3 The proposals would adhere to the existing S106 obligations to ensure that the number of HGV vehicle movements onto the Site shall not exceed 50 per day taken as an average of 12 months.
- 5.1.4 The recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems.
- 5.1.5 The site is currently operating and generates a level of traffic, therefore, the proposals would not increase traffic as a result of the extensions of time application.
- 5.1.6 The proposed development would not have a severe impact on the highway network as a result of the predicted number of vehicle movements.

### **5.2 Conclusion**

- 5.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation related reasons upon which a refusal of the planning application for the proposals would be justified.

