

Development Management  
North Lincolnshire Council  
Church Square House  
30-40 High Street  
Scunthorpe  
DN15 6NL

My Ref: BIF-039-W  
Your Ref:  
Date: 30 April 2026

Dear Sir or Madam,

**ROXBY LANDFILL SITE RAIL SIDINGS, WINTERTON ROAD, ROXBY  
VARIATION OF CONDITION 2 OF PLANNING PERMISSION PA/2022/1293**

Introduction

Planning permission reference PA/2022/1293 was granted by North Lincolnshire Council (NLC) 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, Winterton Road, Roxby, DN15 0BJ*'. The development relates to Roxby Rail Sidings, which lies adjacent to the western boundary of Roxby Landfill Site, Winterton Road, Roxby.

Condition 2 of planning permission PA/2022/1293 states:

*'The development hereby permitted shall expire on 10 May 2026. At the end of the period specified the site shall have been cleared in accordance with condition 4 and restoration shall have been completed in accordance with details to be submitted to and approved by the local planning authority.'*

This timeframe aligns with the currently permitted end date for the adjacent Roxby Landfill Site i.e. 10<sup>th</sup> May 2026. However, permission is now being sought, under a separate planning application, to extend the life of the landfill site beyond the currently permitted end date. It is therefore considered essential that the life of the rail sidings is also extended to enable waste to continue to be transported to the landfill by rail and to allow restoration materials to be transported to the site by rail in the future.

This letter accompanies completed application forms and certificates, which together form a planning application seeking permission to vary Condition 2 of planning permission PA/2022/1293 to extend the life of the rail siding until 10<sup>th</sup> May 2041.

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## Site Location and Description

Roxby Landfill Site is located approximately 6.3km to the north of Scunthorpe and 18km east of Goole, within the administrative area of North Lincolnshire. The landfill site comprises an active landfill; two railway sidings to facilitate the import of waste by rail; an access road for the importation of waste by road; and ancillary infrastructure including site offices, welfare facilities, weighbridge and environmental facilities for the management of landfill gas and leachate from the landfill.

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).

Roxby Landfill Site is a modern, fully engineered landfill site which accepts non-hazardous wastes for disposal and operates under the conditions of an Environmental Permit, which is regulated by the Environment Agency.

Wastes are currently imported by both road, via an access off the A1077, and by rail via the sidings. Current waste imports by rail amount to approximately 40,000 tonnes per annum on around two trains per month. Biffa are exploring opportunities to increase the proportion of the annual waste inputs which are brought in by rail, which would ultimately lead to a reduction in road-going HGVs.

## Background

Although the landfill site and rail sidings are inherently linked, they operate under two separate planning permissions. The landfill operates under permission reference 2006/0411 and the rail sidings operate under permission reference PA/2022/1293. Permission reference PA/2022/1293 was granted in October 2022 and extended the life of the rail sidings from 28<sup>th</sup> January 2024 until 10<sup>th</sup> May 2026 to match the end date for the landfill site. Under the extant permissions, operations at both the landfill site and rail sidings must cease by 10<sup>th</sup> May 2026.

Whilst the landfill 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. As a result, in September 2025 an application was submitted to 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 10th 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). A separate planning application (ref: PA/2025/1075) was submitted in parallel to extend the life of the 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 10th May 2042.

Both planning applications PA/2025/1074 and PA/2025/1075 were refused by NLC on 16th March 2026. Copies of both Decision Notices are provided in Appendices B and C of the Planning Statement.

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. It is also essential that the rail sidings are permitted to continue to operate in order to allow the delivery of both waste and restoration materials into the site by rail.

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 two revised planning applications, one for the landfill site and one for the adjacent rail sidings.

Permission is therefore being sought for a slightly reduced timeframe for the continuation of landfilling and restoration of Roxby Landfill Site to allow landfilling until 10<sup>th</sup> May 2034 with the final restoration of the site being completed by 10<sup>th</sup> May 2041. This equates to an extension of time for a period of 15 years beyond the currently permitted end date, comprising an additional 8 years of landfilling and a further 7 years to fully restore the site.

In order to allow the transportation of waste and restoration materials to the landfill site by rail, this planning application is seeking permission to allow the rail sidings to continue until 10<sup>th</sup> May 2041 to align with the proposed life of the landfill.

## Proposed Development

This planning application seeks permission, under Section 73 of the Town and Country Planning Act 1990, to vary condition 2 of planning permission PA/2022/1293 dated 7<sup>th</sup> October 2022 to allow for an extension of time to align with the proposed life of Roxby Landfill Site. Condition 2 states:

*'The development hereby permitted shall expire on 10 May 2026. At the end of the period specified the site shall have been cleared in accordance with condition 4 and restoration shall have been completed in accordance with details to be submitted to and approved by the local planning authority.'*

The current wording of condition 2 refers to the site needing to be cleared in accordance with condition 4, whereas it is considered that this should refer to condition 3. It is therefore proposed that condition 2 is varied to read:

*'The development hereby permitted shall expire on 10 May 2041. At the end of the period specified the site shall have been cleared in accordance with condition 3 and restoration shall have been completed in accordance with details to be submitted to and approved by the local planning authority.'*

## Need For An Extension Of Time

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 businesses were forced to temporarily close), as well as the subsequent economic downturn.

Whilst the Waste Hierarchy dictates that disposal to landfill is the least preferred waste management option and should only be used as a last resort when all other waste management methods have been discounted, landfill remains an important part of the holistic approach to waste management. Furthermore, for many local authorities, landfill is still the principal option for managing residual (non-recyclable) waste.

However, landfill is the most expensive method of waste management and is therefore the last resort for waste producers.

It is important that the remaining finite permitted void is maximised to ensure the holistic, cradle to grave approach to waste management can be delivered across the North Lincolnshire area and wider region. As other landfill sites in the region close, the void at Roxby will be in greater demand by customers as a final disposal point for residual waste.

In order to facilitate the completion and restoration of Roxby Landfill Site, in accordance with the approved restoration scheme, it is necessary to seek an extension of time for the landfill and restoration operations. An extension of time for a period of 8 years for landfilling (i.e. until 10<sup>th</sup> May 2034), and a further 7 years to complete restoration (i.e. until 10<sup>th</sup> May 2041) in accordance with the approved scheme, is therefore being sought (under a separate planning application to North Lincolnshire Council). The proposed extension of time would enable the permitted restoration contours to be achieved and the site restored to a mix of grassland, woodland and waterbodies.

The rail sidings form an essential part of the site infrastructure at Roxby Landfill Site, which, at the time of construction, required a significant amount of capital investment. It facilitates the importation of approximately 40,000 tonnes per annum (tpa) of waste directly to the landfill by rail, which is a sustainable mode of transport and significantly reduces the number of road-going HGVs required to travel to the site to deliver waste. It is estimated that the importation of 40,000 tpa of waste by rail removes approximately 2,759 HGVs<sup>1</sup> from the highway network per year. There is also an opportunity to further reduce the number of HGVs travelling to the site if future contracts can be secured to transport waste by rail.

It is considered essential that the rail sidings continue to serve the landfill site for the duration of infilling and its subsequent restoration. Permission is therefore being sought to extend the life of the rail sidings to align with the proposed end date for the adjacent landfill site.

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<sup>1</sup> Based on an average payload of 14.5t (assuming a 50:50 split between 6t Refuse Collection Vehicle and 23t bulk haulage vehicle)

It is proposed that landfilling operations cease by 10<sup>th</sup> May 2034 and restoration works are completed by 10<sup>th</sup> May 2041. There is potential for the rail sidings to transport both waste for the operational phase of the landfill, as well as soils during the restoration phase, which would reduce the number of HGVs on the public highway. It is therefore proposed that the life of the rail sidings is extended until 10<sup>th</sup> May 2041, which would align with the end date for the restoration of the landfill. This equates to 15 years beyond the currently permitted end date.

### Consideration of Environmental Effects

The rail sidings already have planning permission until 10<sup>th</sup> May 2026. The effect of the proposed development would be to extend any identified environmental effects from the use of the rail sidings by a period of 15 years.

Planning applications to extend the operational hours (in 2019) and to extend the life of the rail sidings (in 2022) considered the potential for environmental effects with regards to air quality, odour and noise. The rail sidings are already constructed and therefore the potential for landscape and visual effects are considered to be negligible.

As the site area exceeds 1ha, a Flood Risk Assessment (FRA) accompanies this planning application. The FRA considers the potential for flood risk from both the rail sidings and the adjacent landfill site.

### *Odour and air quality*

A dust and odour assessment was undertaken as part of the planning application to extend the operational hours of the rail sidings in 2019 and it was found that the site could operate without causing unacceptable impacts on amenity by virtue of either dust and/or odour.

The site operates under an Environmental Permit and is regulated by the Environment Agency. The Environmental Permit includes conditions to control odour. The site also operates under an adopted Odour Management Plan (OMP) that details odour controls and management measures at the site. Both the Environmental Permit and the OMP will remain in place for the life of the site.

Waste arrives at the rail sidings in wagons, which are unloaded using grabs that place the waste into articulated dump trucks. The dump trucks transport the waste to the working face, where it is rapidly compacted using mobile plant. Waste is not stockpiled at the rail sidings. The potential for odour at the rail sidings is therefore considered to be very low.

No dust or odour related complaints have been received by the site in the last 5 year period. In the unlikely event of a dust or odour related complaint being received, the source of the dust/odour would be investigated in accordance with the Applicant's Complaints Procedure.

The continued effective implementation of the site's existing dust and odour controls and management measures, as defined within the site management plans, in addition to the distance between dust and odour sources and the nearest sensitive receptors, will minimise potential impacts on amenity to an acceptable level during the extended use of the rail sidings to 10<sup>th</sup> May 2041.

#### *Noise*

A Noise Impact Assessment was also undertaken as part of the planning application to extend the operational hours of the rail sidings in 2019. The assessment concluded that, subject to a number of control measures, the noise associated with unloading of trains during the extended operational hours would not pose a constraint to the development.

As part of the planning permission for the extended operational hours, Biffa was required to install a 3m high acoustic fence on the western boundary of the rail sidings. The fence has since been installed and operates effectively. The fence will be kept in place for the duration of the life of the rail sidings.

No noise related complaints have been received by the site within the last 5 year period. In the unlikely event of a noise complaint being received, the source of the noise would be investigated in accordance with the Applicant's Complaints Procedure.

It is considered that operating the rail sidings until 10th May 2041 will not result in an unacceptable impact on amenity by virtue of noise.

### *Flood Risk*

The FRA considered the potential for the rail sidings to be at risk of flooding and for the proposed extension of time to increase the risk of flooding to surrounding land.

Surface water run-off from the rail sidings is directed via a central gully to various drainage points, ultimately discharging to Winterton Beck.

According to Flood Map 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. The site is also considered to be at low risk of flooding from surface water, groundwater, sewers and reservoirs.

No changes are proposed to the current surface water drainage arrangements.

When landfilling ceases, the landfill site and rail sidings would be restored. Within the approved restoration scheme, the rail sidings would be removed and the route of the sidings would be restored as a linear footpath and cycleway. The restoration of the rail sidings would not increase the risk of flooding, either on site or off site.

### Summary

This letter forms part of a planning application, submitted under Section 73 of the Town and Country Planning Act 1990, which seeks permission for an extension of time for Roxby Rail Sidings. Permission is being sought to extend the life of the site to align with the proposed life of the adjacent Roxby Landfill Site until 10<sup>th</sup> May 2041.

This letter should be read in conjunction with the completed application forms and certificates and Drawing Number R2032800 'Railway Waste Transfer Station Boundary'.

It is widely accepted in national and local planning policy that the movement of goods and materials by rail is more sustainable than road, especially when the goods/materials need to be transported over long distances. This not only reduces the number of HGVs on the road network, but also reduces the carbon emissions associated with transporting waste. The transportation of approximately 40,000tpa of waste by rail is considered to

meet the sustainable transport objectives set out within both national and local planning policy.

Extending the end date for the use of the rail sidings to match the proposed end date for the landfill (i.e. 10<sup>th</sup> May 2041) will ensure that the site can continue to operate sustainably reducing the tonnage of waste and restoration materials imported to the site by road.

It is concluded that the potential environmental effects associated with the extension of the end date can be managed to acceptable levels and that there will be no significant effect on amenity as a result of the proposed development.

If you require any additional information, or would like to discuss the application in more detail, please do not hesitate to contact me by email ( [REDACTED] ) or on the mobile number below.

Yours sincerely,

[REDACTED]

Selena Gaskarth  
Heatons

[REDACTED]