Heatons
Planning Environment Design

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 AND RAIL SIDINGS, WINTERTON ROAD, ROXBY

Introduction

Heatons, on behalf of Biffa Waste Services Limited, has prepared two planning applications for proposed development at Roxby Landfill Site, Winterton Road, Roxby, Lincolnshire.

The applications are submitted to North Lincolnshire Council (NLC) as the Waste Planning Authority. These applications seek an extension of time to allow for the continuation of landfilling at Roxby Landfill, as well as the retention and continued use of the adjacent rail sidings and the final restoration of both sites. Details of the proposals are contained within the supporting documents but are also outlined within this letter.

Background

The landfill site operates in accordance with 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.'

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

Two applications were submitted in September 2025:

- Application reference 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 restoration in accordance with the currently approved scheme (i.e. until 10th May 2042). The application included a revised phasing plan for approval; and

- Application reference PA/2025/1075 which sought planning permission to retain the rail sidings at the site until 10th May 2042 to allow waste and restoration materials to be imported by rail.

Both planning applications PA/2025/1074 and PA/2025/1075 were refused by NLC on 16th March 2026. The reasons for refusal for both applications were as follows:

'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.'

Biffa will be lodging appeals against both refusals.

<u>The Revised Planning Applications</u>

Landfill Site

The first of the two revised planning applications seeks permission for the following:

- An extension of time for up to an additional 8 years of landfilling beyond the currently permitted end date of 10th May 2026 (i.e. until 10th 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 10th 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).

No other changes are proposed to the landfill site operations or the approved restoration scheme.

The revised planning application for the landfill site seeks a shorter timeframe for landfilling of 8 years, when compared with the September 2025 application which proposed an 11 year period for landfilling. Whilst the overall remaining void would remain the same, as no changes are proposed to the approved contours, Biffa propose to complete some of the more progressed areas of the landfill with soils rather than waste. This would reduce the volume of waste being used to restore the landfill, and also the time required for landfilling.

By proposing a different end for the development and a change in timescales for the acceptance of non-hazardous waste, this application is materially different to the planning application that was refused in March 2026.

Rail Sidings

The second planning application seeks permission for the retention and continued use of Roxby rail sidings until 10th May 2041. This would align with the proposed timescales for the landfill site.

No other changes are proposed to the rail facility.

<u>Reasons For Refusal of the 2025 Applications</u>

The reasons for refusal of planning applications PA/2025/1074 (landfill) and PA/2025/1075 (rail sidings) stated that ''*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……'*

The need for an extension of time is clearly demonstrated within the supporting documents which accompany these planning applications for the landfill site and adjacent rail sidings and is detailed within Section 6 of the supporting Planning Statement and rail sidings application letter. However, we briefly address the issue of need within this covering letter.

The need for the proposed development is two-fold. Firstly, there is an essential need to make the best use of the available and permitted landfill voidspace at Roxby, which currently amounts to approximately 1.7 million cubic metres (Mm^3). There are a number of reasons why the landfill site has not been completed, which are essentially due to increased recycling and recovery rates across the country, resulting from Central Government's policies relating to waste management. Increased recycling rates inevitably result in lower waste inputs to landfill and therefore there are many landfills across the UK that will not be able to be restored within their originally agreed timescales. However, landfill voidspace is an important finite and diminishing resource which needs to be reserved for waste arisings which cannot be reused, recycled or recovered. Whilst energy recovery is acknowledged to be preferable to landfill disposal, not all waste can be burned and not all local authorities have access to Energy from Waste facilities.

As landfill sites across the UK close, the importance of landfill voidspace becomes even more significant. In 1992, Biffa had 38 operational landfill sites across the country but now have just 6 strategic sites, including Roxby. The importance of this site to Biffa as a business, as well as the customers it serves, cannot be underestimated. Furthermore, Roxby is Biffa's only rail-linked landfill site and this has significant sustainability benefits when compared with non-rail linked landfills.

The second element of the 'need' case relates to the need to restore the site to the approved contours. The approved contours for the site were carefully designed through computer modelling and take account of both the physical site conditions as well as a large number of environmental considerations. The designed contours ensure that the restored landform has a domed profile, take into account the calculated extent of settlement of the underlying waste mass and include suitable gradients across the restored surface that enable surface water to fall towards perimeter drainage ditches. The proposed contours take account of leachate monitoring infrastructure, as well as the extensive network of pipes and wells associated with the extraction of landfill gas from the waste mass (including condensation collected within the pipework). The proposed gradients also ensure that the site can be safely accessed for the long term, for both landscaping, maintenance and public access.

It is critical that the site is restored to the approved contours to ensure that problems associated with differential settlement and surface water ponding are avoided as these can lead to increased leachate and landfill gas generation as well as ongoing environmental issues, including slope stability.

There is also an essential need to retain the adjacent rail sidings in order to allow for the transportation of both waste and restoration materials to the site by rail. The retention of

the rail sidings would also allow material to be transported by rail throughout the restoration phase. The transport of material by rail supports sustainable transport objectives set out within both local and national planning policy.

Whilst this application clearly demonstrates the need for an extension of time at Roxby Landfill Site and the adjacent rail sidings, the technical assessments which accompany this application show that the proposed extension of time does not give rise to any unacceptable effects on the character of the area or the amenity of local residents. No objections were received to the 2025 planning applications by statutory consultees, including the Environment Agency and Environmental Health.

The site's Complaints Log has been reviewed and the results are discussed in the supporting documents. The records show that the number of complaints have been very low in recent years. Furthermore, recent visits by the Environment Agency, the last of which was in March 2026, have not identified any operational issues on site.

Summary

In summary, planning permission is being sought for an extension of time for landfilling at Roxby Landfill Site, for a period of 8 years beyond the currently permitted end date (i.e. until 10th May 2034) and for the completion of restoration within 7 years of landfilling ceasing (i.e. until 10th May 2041). Permission is also being sought, partly retrospectively, for revisions to landfill phasing. In order to ensure the continued transport of both waste and restoration materials by rail, permission is being sought to retain the Roxby rail sidings until 10th May 2041, to align with the end date for the landfill site.

The proposed development is materially different to that proposed in the application reference PA/2025/1074.

As an Environmental Statement (ES) was submitted with the 2002 landfill planning application, an ES Addendum has been prepared to accompany the landfill planning application. This should be read in conjunction with the planning application forms and certificates, Planning Statement and Non-Technical Summary of the ES Addendum, as well as application drawings and technical reports (details of which are provided within the Planning Statement and ES).

The planning application for the rail sidings is accompanied by the planning application forms, certificates, a Planning Statement (letter), Flood Risk Assessment and drawings.

We would encourage Members of the Planning Committee to visit the landfill site prior to these applications being determined. Whilst we understand that Members undertook a visit around the local area and site access prior to the consideration of the previous applications in March 2026, we do consider that Members would benefit from visiting the landfill site itself to gain an understanding of the site operations, its management and the progress that has been made towards completing the site over the last few years. We would be pleased to arrange for a site visit, both for the case officer and for Members, at a convenient time.

Finally, we wish to notify you that, pending determination of these two planning applications, Biffa will continue landfilling operations and restoration at the site.

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]