

11th December 2007

Minerals and Waste Development Framework
Preferred Options
Planning Policy, Growth Management
Northamptonshire County Council
PO Box 163
County Hall
Northampton
NN1 1AX

Re Minerals Waste Development Framework

At a planning meeting which took place on 29th of November 2007, Raunds Town Council met to listen to a presentation by Mr W Squire of NCC waste management and to discuss the Minerals Waste Development Framework.

In view of the information presented to us at this time and in relation to the Preferred Options document, **Raunds Town Council conclude that they object to both the Chelveston (WA8) and Ringstead (MA12) sites as defined in your Minerals and Waste Development Framework for the reasons attached.**

**Raunds Town Council Objections
Minerals Waste Development Framework
Chelveston Site – WA8**

Objection	Reference	Reason
<p>1 The development is in contrary to the Waste development policy W5</p>	<p>Policy W5 states that the location must be within or closely related to new urban extensions or at locations for new development equivalent to 1000 or more dwellings.</p> <p>Located on existing or designated industrial land or on derelict, despoiled or brown field land or buildings or redundant industrial or farm buildings in rural areas.</p>	<p>Site WA8 does not satisfy these criteria and is isolated from the listed areas of development by poor infrastructure and distance.</p> <p>Site WA8 is naturalised grassland and recognised in East Northamptonshire Council's 'Three Towns Preferred Options' document. As a green field site it does not meet the criteria.</p>
<p>2 The development is in contrary to the Waste development policy W4</p>	<p>Policy W4 states that waste facilities will be on sites with good access from primary road networks.</p> <p>Policy W4 states that preference will be given to locations with potential for rail and/or water transport.</p>	<p>Site WA8 is not served by an A class road. The nearest roads would be either the A6 or A45 and then by B, C and unclassified roads to the site. These minor roads are unsuitable for sustained HGV traffic.</p> <p>Site WA8 does not meet such preference criteria.</p>
<p>3. Contrary to Emerging Waste Development Policy W7</p>	<p>The policy states that anaerobic digestion plants should form an integral part of waste management facilities.</p> <p>Facilitate the delivery of a strategic urban-focussed flexible waste management network which supports the proximity principle, with particular encouragement of integrated waste recovery and treatment facilities.</p>	<p>Site WA8 does not match these policy criteria due to its isolation from other facilities. WA8 is located at the extreme eastern point of the county and thus is neither 'urban focussed,' nor in 'close proximity' to the source of waste. WA8 is far from the growth areas shown as the development spine, and even further away from the secondary growth areas listed as Daventry, Rothwell and Towcester.</p>
<p>4 Contrary to: UK Biodiversity Plan (BAP)</p>	<p>The development would result in an adverse environmental impact</p>	<p>The development will have a wide visibility span due to its location and landform.</p>

<p>1995 PPG17– Developments within Open Spaces</p> <p>PPS10</p>		
<p>5 Negative Environmental Pollution – Vibration, Smell / Fumes and Noise</p>	<p>WA8 is listed as a sub-regional site for anaerobic digestion.</p> <p>As the details of traffic and thus pollution have not been addressed at this stage we as councils have been asked to guess the levels of traffic associated with site WA8.</p>	<p>In view of this we assume that Site WA8 would generate volumes of traffic that would not be sustainable within the traffic infrastructure. Both the local and A and B roads within and surrounding Raunds are already heavily used, as such any contributory polluter to the area would lead to unacceptable levels for the people living in these areas.</p>
<p>6 Unsuitable Access</p>	<p>Located largely away from sensitive residential receptors</p>	<p>Site WA8 has been looked at in isolation and effects far more than a few ‘sensitive residential receptors’ when the site is looked at in more detail and in particular on how to access the site.</p> <p>Increased traffic in the form of large HGVs will affect a number of communities through noise and vibration. Access is also unsuitable in view of the weight limits upon surrounding roads</p>
<p>7 Contrary to Planning Policy Guidance 4</p>	<p>Authorities should discourage new development where it would be likely to add unacceptably to congestion.</p>	<p>The Northamptonshire Local Transport Plan 2006/7 – 2010/11 that states that the A14 and A45 are already congested.</p>

<p>8 Contrary to Highways Act 1980</p> <p>Contrary to PPG 17 – Developments Within Open Spaces</p> <p>Countryside to Rights of Way Act 2000</p> <p>Contrary to Highways Act 1980</p> <p>Contrary to Policy IC1, Northamptonshire County Structure Plan 1996 & Policy GEN2 of Adopted East Northamptonshire District Local Plan 1996</p>	<p>WA8 is not in the best interests of the public and may potentially have serious health and safety risks associated to it.</p>	<p>The proposed site has a number of well-used footpaths and bridleways crossing the area. The enjoyment of these facilities would be adversely affected by the proposed development of site WA8.</p>
<p>9 Contrary to PPS 22</p>	<p>Development proposals are required to demonstrate how environmental and social impacts are being minimised through careful consideration of location, scale and other matters.</p>	<p>Site WA8 is developer led and other matters associated with WA8 have not been demonstrated within the documents made available to Raunds Town Council or members of the public.</p>

**Raunds Town Council Objections
Minerals Waste Development Framework
Ringstead Site - MA12**

Objection	Reference	Reason
1 Cumulative impact	Raunds and the smaller surrounding parishes and town of Raunds are already developing fast in other areas such as employment land and residential. Bringing with it increased traffic, pollution and development of Greenfield land.	WA12 will add to the already proposed changes to the area of Raunds and surrounding parishes and as such should be looked at as a whole.
2 Negative environmental impact	Pollution, vibration and noise	<p>Within the documents Highways response is neutral, it points out that links from the A45 to A14 are running at full capacity. Raunds could thus be subjected to large volumes of HGVs using the town as a direct link to other road networks and HGV operating centers. This is already apparent within Raunds and is at current unmonitored within ENC and NCC and causing great public concern.</p> <p>If WA12 site should still go ahead in view of RTCs objections the need for improvements to the A45 and A14 should be addressed and in particular dulling of the single carriageways should take place before the site is developed in any way.</p> <p>Also provision should be made for an operating center that will allow for HGVs to be allocated within the actual site, thus reducing the need for large HGVs to travel through Raunds and neighboring parishes.</p>
In contrary to North Northants Core Spatial Strategy,	In particular the Milton Keynes and South Midlands Regional Strategy Plan and the ENC (Raunds and surrounding areas) Development Preferred Options Plan.	The site is not within the vicinity of the main anticipated housing growth.

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