



Report to West Area Planning Committee

Application Number:	CM/0009/21
Proposal:	Variation of condition 5 of planning permission CC12/9001/CM to increase permitted HGV movements
Site Location:	Wycombe Recycling Ltd Unit 53 Binders Industrial Estate Cryers Hill Road Cryers Hill Buckinghamshire HP15 6LJ
Applicant:	Wycombe Recycling Ltd
Case Officer:	James Suter
Ward(s) affected:	Ridgeway East
Parish-Town Council:	Hughenden Parish Council
Date valid application received:	1st April 2021
Statutory determination date:	1st July 2021
Recommendation:	It is recommended the application is approved subject to the conditions set out in Section 4

1.0 Summary & Recommendation/ Reason for Committee Consideration

1.1 This application, made under section 73 of the Town and County Planning Act 1990 (as amended), seeks to vary condition 5 (HGV Movements) attached to planning consent CC12/9001/CM for a waste transfer station at Unit 53, Binders Industrial Estate, Cryers Hill Road, Cryers Hill, Buckinghamshire, HP15 6LJ.

1.2 The original planning condition stated:

“The maximum total number of vehicle movements shall not exceed 80 (40 in, 40 out) per day.”

1.3 The applicant is seeking to vary this to 160 movements and the following revised condition wording is recommended:

“The maximum total number of HGV movements (vehicles over 3.5 tonnes unladen weight) shall not exceed 160 (80 in, 80 out) per day on Mondays to Fridays. On Saturdays the maximum total number of HGV movements (vehicles over 3.5 tonnes unladen weight) shall not exceed 80 (40 in, 40 out) per day.”

- 1.4 The application was deferred at the West Area Planning Committee on 17th August 2021, to allow for further information to be sought in respect of highway safety aspects of the proposed development.
- 1.5 The development would accord with the development plan and no material considerations dictate that a decision should be taken other than in accordance with the development plan. In summary the proposal:
- Would have no adverse impact on highway safety or the operation of the local road network
 - Would conserve the Chilterns AONB within which the site is situated
 - Would not be inappropriate development in the Green Belt
 - Would safeguard the amenity of neighbouring occupiers
 - Would provide increased waste management capacity on an existing site safeguarded for such use
- 1.6 A copy of the original committee report provides a detailed assessment of the proposal is set out in Appendix C, and should be read alongside this update report.
- 1.7 It is recommended the application is APPROVED subject to the conditions set out in Section 4.

2.0 Updated Information

- 2.1 The applicant has clarified that the split of vehicle types accessing the yard is 95% HGV and 5% Vans or Light goods vehicles.
- 2.2 The applicant has also provided estimates for HGV movements for two annual throughput scenarios. The scenario in table 1 equates to approximately 8 movements per hour over the working day. The scenario in table 2 equates to 10 movements per hour over the working day.

Table 1: Total average daily HGV movements at 23,000 tonnes throughput per year

Type of movement	Total annual tonnes	Average load size (tonnes)	Number of daily movements
Skip lorries (incoming waste)	23,000	2.11	78
Container (outgoing materials)	16,000	12	10
Tipper (outgoing materials)	7,000	20	4
Total			92

Table 2: Total average daily HGV movements at 30,000 tonnes throughput per year

Type of movement	Total annual tonnes	Average load size (tonnes)	Number of daily movements
Skip lorries (incoming waste)	30,000	2.11	100
Container (outgoing materials)	20,000	12	12
Tipper (outgoing materials)	10,000	20	4
Total			116

- 2.3 The Transport Strategy Team has recently provided a report to the North West Chilterns and Missendens Community Board in response to two recent petitions regarding

removing and/or banning HGVs from certain roads in Great Kingshill. The report provided background information and some recommendations to assist the Community Board on how they wish to proceed.

2.4 Of most relevance to the assessment of this planning application is information regarding traffic surveys. The table below shows that there was an increase in total volume flows from 2016 to 2018 but HGV numbers remained pretty stable. There was little HGV variance from 2018 to 2021, although there have been pandemic lockdowns during this period but this is not felt to have significantly affected the HGV results.

	Oct 2016	Oct 2018	May 2021	Variance 2018 over 2016	Variance 2021 over 2016	Variance 2021 over 2018
Non HGV	5,221	5,727	5,749	506	528	22
HGV	95	100	97	5	2	-3
Total vehicles	5,316	5827	5,846	606	625	19
% HGVS of all vehicles	1.8%	2.0%	2.0%	0.2%	0.2%	0.0%

2.5 In summary, the transport strategy report highlighted the following: -

- Collision data for the area means the Great Kingshill area would not be prioritised for road safety measures, as there are currently a higher number of higher priority sites to be treated.
- Speed data indicates whilst there is a level of speeding this is not exceptional and best tackled by working with the police through community speed-watch.
- Traffic counts suggests all levels of vehicles and, HGVs in particular have not increased since 2018. As a result, there are no grounds for priority action to be taken in this location by the Highways Authority.
- Enquiries with HS2 and their main contractor confirmed there is no reason for any HS2 contracted vehicles to be in the Great Kingshill Area.

2.6 It has been recommended to the Community Board that they consider traffic calming measures and advisory “unsuitable for HGV” signage with feasibility studies being conducted to confirm the appropriateness of these measures to certain roads in the Great Kingshill Area. The ability of the Community Board to proceed would not be compromised by a decision on this planning application.

3.0 Additional Policy Considerations and Evaluation

Highway safety and transport matters

BMWLP: Policy 17 (Sustainable Transport)

WDLP: DM33 (Managing Carbon Emissions: Transport and Energy Generation), CP12 (Climate Change)

- 3.1 The Highway Authority have reviewed the further information and have confirmed that they maintain no objection. A reason for refusal on highway impact grounds, such as safety or capacity could not be sustained.
- 3.2 Paragraph 111 of the NPPF states "Development should only be 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."
- 3.3 The application is acceptable with regards to highways impact and would accord with the development plan in this respect.

4.0 Recommendation

4.1 The application is recommended for approval subject to the following conditions:

1. The development hereby permitted shall not be carried out other than in complete accordance with the following documents:

- Proposed Site Plan – Drawing no: 150WRNB/1
- New Building and Plant Elevations -Drawing no: 150WSNB/2
- Proposed Office Elevations – Drawing no: 126WSR/5 Rev A
- Vehicle Flows – Drawing no: 126WSR/9
- Fencing and Drainage Plan – Drawing no: 115WSE/12
- Location Plan – Drawing no: 126WSR/1

Reason: To define the development which has been permitted and to control the operations in accordance with policy 16 of the Buckinghamshire Minerals and Waste Local Plan.

2. The development shall be carried out in accordance with details submitted to and approved by the Local Planning Authority on 16th July 2013 pursuant to condition 3 of planning permission CC12/9001/CM and detailed in the application AOC/CC12/9001/CM shall be adhered to for the duration of the development.

Reason: To define the development which has been permitted and in the interests of limiting the visual impact of the development in accordance with policy 16 of the Buckinghamshire Minerals and Waste Local Plan.

3. Sole access to the site shall be via the northern access onto the A4128 as shown on drawing no: 126WSR/1.

Reason: In the interests of highways safety and the amenity of the local area in accordance with policies 16 and 17 of the Buckinghamshire Minerals and Waste Local Plan.

4. The maximum total number of HGV movements (vehicles over 3.5 tonnes unladen weight) shall not exceed 160 (80 in, 80 out) per day on Mondays to Fridays. On Saturdays the maximum total number of HGV movements (vehicles over 3.5 tonnes unladen weight) shall not exceed 80 (40 in, 40 out) per day.

Reason: In the interests of highways safety and the amenity of the local area in accordance with policies 16 and 17 of the Buckinghamshire Minerals and Waste Local Plan.

5. No loaded heavy goods vehicle or skip vehicle shall exit the site without being securely sheeted or netted.

Reason: In the interests of highways safety and the amenity of the local area in accordance with policies 16 and 17 of the Buckinghamshire Minerals and Waste Local Plan.

6. A record of the number of daily vehicle movements and the tonnage of waste being imported to the site shall be maintained for the duration of the development hereby permitted and shall be made available to the Local Planning Authority no later than one week after any request to view them has been made.

Reason: In the interests of highway safety and the amenities of the local area and to comply with policies 16 and 17 of the Buckinghamshire Minerals and Waste Local Plan.

7. Chains on the skip lorries accessing and egressing the site shall be isolated using a resilient material.

Reason: To mitigate the metallic impact sound as the metal chains come into contact with other metal surfaces such as the skip and/or vehicle frame so to protect local residents from being adversely impacted by noise in accordance with policy 16 of the Buckinghamshire Minerals and Waste Local Plan.

8. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no unacceptable risk to controlled waters. The development shall be carried out in accordance with the details shown on approved plan number 150WRNB/1.

Reason: To prevent contaminated surface water from entering the aquifer in accordance with policy 16 of the Buckinghamshire Minerals and Waste Local Plan.

9. No operations authorised by this consent shall be carried out other than between the following hours:

- 7:00 to 19:00 Mondays to Fridays
- 7:00 to 13:00 Saturdays

Reason: In the interests of local amenity in accordance with policy 16 of the Buckinghamshire Minerals and Waste Local Plan.

10. The site shall be enclosed by a fence to prevent the escape of windblown litter off site, in accordance with the details submitted pursuant to condition 5 of planning permission 09/06430/CONCC approved by the Local Planning Authority on 20th July 2010.

The fencing shall be maintained for the operational lifetime of the development. Site working practices shall include an auditable schedule of regular (twice a week) litter clearance for the external areas of the site.

Reason: In the interests of local amenity in accordance with policy 16 of the Buckinghamshire Minerals and Waste Local Plan.

11. Noise from the operations shall not exceed 55dB LAeq 1hr (free field) as measured at the facades of the nearest properties as shown on the plan submitted pursuant to condition 9 of planning permission 09/06430/CONCC approved by the Local Planning Authority on 20th July 2010.

Reason: To protect the occupants of nearby premises from loss of amenity from noise disturbance and to conserve the tranquillity of the AONB in accordance with policies 16 and 22 of the Buckinghamshire Minerals and Waste Local Plan.

12. All plant and machinery used at the site shall be properly silenced and maintained in accordance with the manufacturer's specification
Reason: To minimise impacts upon the amenity of the locality and to conserve the tranquillity of the AONB in accordance with policies 16 and 17 of the Buckinghamshire Minerals and Waste Local Plan.
13. No wastes other than construction and demolition waste and commercial and industrial waste shall be imported to and deposited at the site.
Reason: The importation of other waste streams would raise environmental and amenity issues which would consider separate consideration in accordance with policy 16 of the Buckinghamshire Minerals and Waste Local Plan.
14. Stockpiles of processed or unprocessed material within the site shall not exceed 4 metres in height.
Reason: In the interests of local amenity in accordance with policy 16 of the Buckinghamshire Minerals and Waste Local Plan.
15. No further illumination shall be erected or otherwise provided on the site.
Reason: To prevent light spill beyond the boundaries of the site, to preserve the dark skies of the AONB, preserve the amenities of the local area and to comply with policies 16 and 22 of the Buckinghamshire Minerals and Waste Local Plan.
16. The monitoring and mitigation of dust shall not be carried out other than in complete accordance with the details submitted pursuant to condition 3 of planning permission CC10/9001/CM approved by the Local Planning Authority on 30th December 2010. The development shall not be carried out other than in compliance with the approved dust monitoring and mitigation details for the duration of the development.
Reason: To protect occupants of nearby residential premises from the loss of amenity from dust in accordance with policy 16 of the Buckinghamshire Minerals and Waste Local Plan.

APPENDIX A: ADDITIONAL CONSULTATION RESPONSES

Highways Authority – No objection. Cryers Hill Road is an A-class road subject to a 30mph speed restriction with no parking or waiting restrictions within the vicinity of the site. The road benefits from pedestrian footways but does not benefit from street lighting.

The Highway Authority has previously commented on this application proposal, dated 6th May 2021. The comments ultimately had no objection to the variation of condition 5. The application was considered at planning committee, to which the application was subsequently deferred so that further information could be sought in respect of highway safety aspects of the proposed development.

As a result of the proposed development, petitions were raised regarding concerns around the existing level of HGVs within the Great Kingshill area. In response, the council's Transport Strategy section produced a collation and response to the North West Chilterns Community Board, identifying relevant available information and some recommendations on how to proceed.

It must be noted that when the initial comments from the Highway Authority were submitted, this document was not publically available and therefore was not considered at the time of the initial assessment of the application. However, an assessment of this document has been assessed and commented on below.

Enquiries were made to Transport for Buckinghamshire, Road Safety Team, HS2 Team, Pipers Corner School and Transport Strategy. In summary, having assessed the findings and information, it is considered that that the report does not raise any highway safety matters that would be detrimentally exacerbated if the proposed variation of condition received consent and, as a result, there is no tangible material weight upon which a highway objection to this application could be lodged or sustained.

Furthermore, the measures suggested by the report appear to be a reaction to the local aspirations to limit HGV traffic in this area; there are no identifiable network capacity or safety issues that stipulate that these measures must be employed. Consequently, the options suggested within the document cannot be considered as mitigation for the current application to increase HGV movements given that the proposals are already deemed acceptable in the opinion of the Highway Authority.

Whilst I note discussions pertaining to the existing level of HGV movements and vehicle types from Binders Industrial Estate have taken place between the applicant and the Local Planning Authority, this information was already reviewed as part of this Authority's initial analysis of the proposals, which determined that trip generation wasn't a basis for objection and that further information in this regard was unnecessary in order for the Highway Authority to review its position on the proposals.

Mindful of the above, and in conjunction with previous comments made, I maintain that the Highway Authority does not have any objections or conditions to recommend for this application with regard to highway issues.