

REDEVELOPMENT OF THE STANDARD ROAD WASTE TRANSFER STATION, BUCKLEY

PLANNING STATEMENT

Prepared on behalf of:

Flintshire County Council



axis

AXIS
Well House Barns
Bretton
Flintshire

Tel: 0844 8700 007
www.axisped.co.uk

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1.0 INTRODUCTION

1.1 Overview

1.1.1 Axis, on behalf of Flintshire County Council, has prepared this planning statement for an application for planning permission to redevelop the existing waste transfer station (“WTS”) at Standard Road, Buckley (“the Site”). The development (“The Proposal”) will comprise the demolition of an existing WTS and replacement with a larger, modern WTS (including a visitor and welfare facility), associated development and a vehicle charging station. Standard Road and Globe Way will be rearranged to accommodate the larger unit and provide better vehicular access and circulation.

1.2 Structure of the Document

1.2.1 This Planning Statement comprises six sections. Section 2.0 provides a description of the Site and the planning history. Section 3.0 explains the Proposed Development. Section 4.0 summarises the environmental considerations relevant to the Proposal. Section 5.0 provides an appraisal of the key planning policies. Section 6.0 draws concise conclusions.

1.2.2 This statement is supported by technical appendices, including a Waste Planning Assessment.

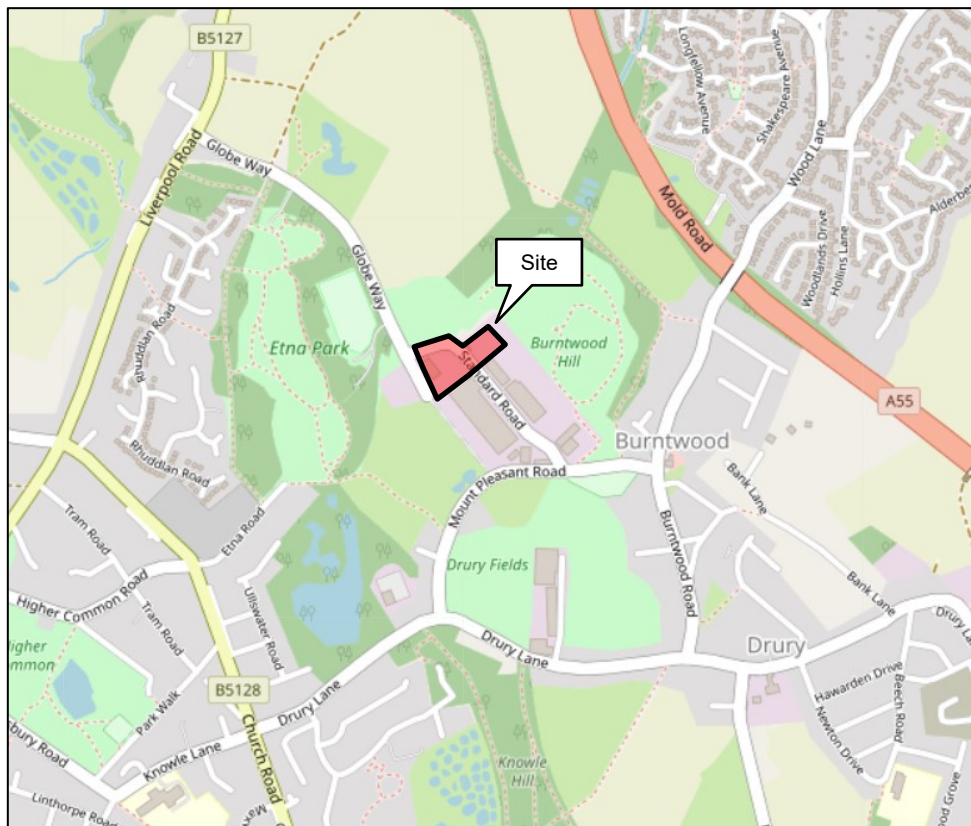
1.2.3 In preparing this planning application, detailed consideration was given as to whether an Environmental Impact Assessment (EIA) was required to accompany the application. On the 19th August 2020 a letter was sent on behalf of the Applicant, to Flintshire County Council Planning Department requesting a formal screening opinion be adopted in accordance with Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017. On 8th September 2020, Flintshire County Council, in their capacity as local planning authority, confirmed in writing their formal opinion that the application is not required to be supported by an EIA. Notwithstanding, this statement provides an appraisal of the relevant environmental considerations.

2.0 EXISTING CONDITIONS

2.1 Site Location

- 2.1.1 The Site is located within the Spencer Industrial Estate, approximately 1.4 km northeast of Buckley. The WTS is situated at the corner of Standard Road and Globe Way.
- 2.1.2 The Site location is illustrated in **Figure 1** appended and inserted below.

Figure 1: Site Location Plan



2.2 Surrounding Highway Network

- 2.2.1 The Site is surrounded by several industrial and servicing units accessed from Standard Road and Globe Way.
- 2.2.2 Standard Road is a single carriageway, with a useable width of between 5.5m and 7.5m. On either side of the carriageway, areas for parking and servicing are provided.

- 2.2.3 To the south, Standard Road links to Mount Pleasant Road, which in turn connects to Drury Lane to the south and Burntwood Road to the east. Burntwood Road provides access to the wider residential area, including public transport facilities.
- 2.2.4 To the northwest of the Site, Standard Road meets Globe Way at a large T-junction. Globe Way has a carriageway width of between 6.5m and 7.0m. A footway is provided on the eastern side of the carriageway linking to the wider footway network on Liverpool Road.
- 2.2.5 Liverpool Road is a distributor road providing the most convenient access to the strategic road network, namely the A494 via St David's Park Interchange and the A55 via Junction 34.

2.3 Existing Site

- 2.3.1 The Site area is approximately 0.95 hectares, comprising a roughly rectangular shape with the existing WTS storage building, a service yard and offices on the opposite side of Standard Road. The existing WTS building has a Gross Floor Area (GFA) of circa 650 sq.m.
- 2.3.2 The operation of the existing WTS involves the importation of recyclable household waste from kerbside collections, the manual processing and bulking of the material, and exportation elsewhere via articulated vehicles. The WTS also accepts bagged food waste which is bulked up for onward transportation.
- 2.3.3 The current Site layout is shown on **Figure 2** appended and inserted below.



2.4 Planning History

- 2.4.1 The Site has a limited recent planning history.
- 2.4.2 The current planning permission for the Site was granted in 2005 (ref: 037899). This provided for the construction and operation of a waste transfer building and enclosed yard area. The permission was granted subject to 22 planning conditions.
- 2.4.3 The most recent application at the Site is application reference 049740 which was approved in October 2012 for the construction of an education centre with continuation of activities at adjoining materials recycling facility, improvements to existing office/staff facilities building and retention of car park compound. This permission has not been implemented and has lapsed.

3.0 THE PROPOSAL

3.1 Site Operations

3.1.1 The Proposal will comprise the construction of a replacement, modern WTS and associated development. The road network between Standard Road and Globe Way will also be rearranged to accommodate the larger unit and provide better vehicular access and circulation.

3.1.2 The proposed Site layout is shown on drawing reference 2738-01-02.

3.1.3 The proposed WTS would be circa 2,208 sq.m, hence resulting in a net increase of 1,558 sq.m.

3.1.4 There will be no change to the principal waste operations undertaken at the Site. The WTS is currently used for bulking and baling of dry recyclable materials, and bulking of bagged food waste, which are collected at the kerbside. The Site processes waste from Monday to Saturday, with baling and waste collections taking place throughout the week.

3.1.5 The materials are separated and loaded onto specialised vehicles at the kerbside. Material is then brought to the WTS where each waste stream is tipped into individual bays. From there, the waste is either bulked into large skips to be sent for processing at another site or baled onsite to increase the payload for onward transportation.

3.1.6 The range of waste streams currently processed at the WTS include:

- Glass
- Plastics
- Aluminium
- Steel
- Paper and cardboard mixes
- Used beverage cartons
- Batteries
- Food

3.1.7 These waste streams will continue to be handled at the redeveloped WTS.

3.1.8 In terms of on-site staff, there are currently six operatives. As part of the Proposal, this could possibly change to four operatives over two shifts.

- 3.1.9 The core operation hours at the WTS are between 07:00 and 17:00, although it may operate until 20:00. The Site is closed on Sundays and Bank Holidays. This will not change as part of the Proposal.
- 3.1.10 Kerbside collection Heavy Goods Vehicles (HGVs) arrive at the Site twice a day for tipping. The first tip is between 10:00-12:00 and the second is between 15:00-16:00. The later hours of the day until 20:00 are for processing the waste that has been delivered to the Site.

3.2 Waste Tonnage

- 3.2.1 The monthly throughput at the Site between April 2019 and March 2020 is detailed in Table 1 below.

Table 1: Monthly Waste Throughput

Month	Total Collected (Tonnes)	Recycled (Tonnes)
Apr-19	1171.004	1163.415
May-19	1599.779	1202.059
Jun-19	1344.294	991.614
Jul-19	1537.721	1142.481
Aug-19	1372.651	1005.491
Sep-19	1487.916	1125.416
Oct-19	1553.315	1150.075
Nov-19	1457.204	1074.464
Dec-19	1486.725	1084.485
Jan-20	1856.287	1384.247
Feb-20	1166.377	802.817
Mar-20	1523.734	1109.594
Total	17937.438	13236.158

- 3.2.2 The WTS experienced a sustained increase in tonnage over the past year. This is predicted to increase further with higher demand and generation of recyclable household waste. As a result, FCC wish to futureproof the WTS throughput by 10%.
- 3.2.3 In total, the redeveloped WTS might therefore be expected to receive approximately 21,000 tonnes of material per annum. All material received at the Site will be exported for recycling, processing, or disposal. For the eleven-month period between May 2019 and March 2020 approximately 74% of the material accepted

was exported for recycling. The remaining 26% comprises material unsuitable for recycling, such as material contaminated with the residual waste. Unsuitable material would be removed for disposal or recovery.

3.3 Site Access Arrangements

- 3.3.1 Vehicular access to the Site will be from both Standard Road and Globe Way. The current arrangement where Globe Way meets Standard Road would become a one-way exit system for collection vehicles.
- 3.3.2 A new realigned Standard Road will be created to the southeast of the proposed WTS building and offered up for adoption by the Local Highway Authority. The stopping up of that section of the existing Standard Road that will be achieved via S247 of the Town and Country Planning Act following the grant of planning permission of the redevelopment.
- 3.3.3 The new alignment of Standard Road will connect to Globe Way via a new priority controlled junction, including a new left turn lane from Globe Way, and is designed to allow for two-way HGV movement.
- 3.3.4 The formation of the left turn lane will allow vehicle to access the new alignment of Standard Road even if a queue of vehicles is waiting to enter the household waste recycling centre on the opposite side of Globe Way.
- 3.3.5 Collection vehicles will approach the Site from Globe Way, travelling from the north, using the new link road and internal site roads before entering the WTS at its northern point. They will then systematically unload food, paper, plastic and glass into designated storage bays before exiting the WTS via Standard Road and then Globe Way for their onward journey. The articulated vehicles collecting material will access the site from Standard Road and will reverse into the building where they will be loaded. Once loaded and sheeted, they will exit the facility onto Standard Road before making their onward journey along Standard Road. The vehicle movements are shown on Figure 4.
- 3.3.6 The proposal will require the relocation of a public weighbridge.

3.4 Parking Provision

- 3.4.1 A car park of 20 spaces is proposed east of the WTS, to the north east of the existing telecommunications mast and landfill gas utilisation plant.

3.4.2 As staff numbers are not expected to increase (four operatives over two shifts), the parking provision would reduce on-street parking demand associated with the current WTS.

3.4.3 Cycle storage will be provided to encourage staff to cycle to/from work.

3.5 Trip Generation

3.5.1 Based on current information provided by the Applicant, the current inward HGV movements are shown in **Table 2** below.

Table 2: Inward HGV Movements

Vehicle	Numbers	Operating Days
Kerbside Collection Vehicles	16	Monday to Saturday
Scatter (rural) Caged Vehicle	1	Monday to Thursday
Trade Vehicle	1	Monday to Thursday
Cleanser	1	Once a week (assumed Fridays)

3.5.2 The kerbside collection HGVs arrive twice a day for tipping. The first tip is between 10:00-12:00 and the second is between 15:00-16:00. The Kerbside collection HGVs are not stored overnight on site as they arrive from other facilities around Flintshire, hence only generating 'inward trips' from 10:00.

3.5.3 The inward frequency of kerbside collection HGVs is therefore 32 trips. With the scatter caged and trade vehicles, the total inward movements Monday to Thursday is 34 trips. The scatter caged and trade vehicles do not tip twice a day, hence only generating one inward trip each.

3.5.4 One inward and outward trip has been accounted for the cleanser, which is assumed to take place every Friday.

3.5.5 Table 3 below shows the current outward HGV movements from the WTS.

Table 3: Outward HGV Movements

Collection	Frequency	Operating Days
Glass	3 per week	Monday, Wednesday and Friday
Plastic Bales	2 per week	Mondays and Fridays
Aluminium Bales	1 per month	On Request

Steel Bales	2 per month	On Request
Paper and cardboard mixes	8 per week	X2 Monday to Thursday
Used Beverage Cartons	1 per 6 months	On Request
HH Batteries	2 per month	On Request
Food	8 skips per week	X2 Monday to Thursday
Process Rejects Skip	2 per week	On Request

3.5.6 Excluding the 'On Request' trips as these are infrequent, a total of 6 outward HGV trips would occur on Mondays, 4 on Tuesdays, 5 on Wednesdays, 4 on Thursdays and 2 on Fridays.

3.5.7 Further, 32 outward trips will be generated Monday to Saturday as kerbside collection HGVs tip at the Site and leave twice a day.

3.5.8 From the above, the current daily two-way HGV trip generation is summarised in Table 4 below.

Table 4: Current Daily Two-way HGV Trips

Day	In	Out	Two-way
Monday	40	40	80
Tuesday	38	38	76
Wednesday	39	39	78
Thursday	38	38	76
Friday	35	35	70
Saturday	32	32	64
Weekly Average	37	37	74

3.5.9 As shown, 74 two-way HGV trips are currently being generated at the WTS across the week. Most of these trips are associated with the kerbside collection HGVs, with a total of 64 two-way trips being generated Monday to Saturday.

3.5.10 These trips would occur outside the typical peak hours of the highway network, between 10:00-12:00 for the first tip and 15:00-16:00 for the second tip.

3.5.11 The WTS experienced a sustained increase in inputs in 2019/2020. It is predicted that recyclable household waste will continue to rise and as a result a 10% futureproofing has been suggested. Therefore the future HGV trip generation has been increased by 10% as shown in Table 5 below.

Table 5: Future Daily Two-way HGV Trips

Day	In	Out	Two-way
Monday	44	44	88
Tuesday	42	42	84
Wednesday	43	43	86
Thursday	42	42	84
Friday	39	39	77
Saturday	35	35	70
Weekly Average	41	41	81

3.5.12 As shown, the average two-way HGV trips would increase to 81 trips across the week. Again, most trips would occur outside the typical peak hours of the highway network, between 10:00-12:00 for the first kerbside collection tip and 15:00-16:00 for the second kerbside collection tip.

3.6 Waste Transfer Station Building

3.6.1 The WTS building would be constructed with a steel portal frame with profile metal cladding. The building would measure approximately 60 metres by 35 metres. The building would be 14.6 metres to the pitch. The roof would have profile metal cladding and translucent panels for natural lighting purposes. The building would be fully enclosed. The elevations, as shown in drawing 2738-01-03, would have roller shutter doors in the north and east elevation. It is proposed to finish the building in green; however, the colour could be agreed by way of a condition attached to any planning permission.

3.7 Visitor/ Education Centre

3.7.1 The Proposal includes an education and visitor centre located on the second floor of the WTS building, above the staff welfare facility. A dedicated coach parking space will be provided for the education and visitor centre. The visitor and education Facility will have a floor area of approximately 267 sq.m.

3.7.2 The education facility will be open for all schools in Flintshire. It is anticipated there will be two visits per week in term time. The facility will also be open for community groups – possibly evening groups (no later than 9pm). The facility could also be available as a meeting room for the Streetscene Department.

3.8 Photovoltaic Panels

3.8.1 Given the comparatively large roof areas in the scheme, Flintshire County Council was particularly keen to explore sustainable options based on photovoltaic (PV) panels to generate electricity. It was considered viable to include PV provision on a south facing pitch of the WTS building to ensure the Visitor and Education Centre and possibly a proportion of the WTS energy usage could be powered with a contribution from renewables. An indicative arrangement is shown on the roof plan (drawing reference 2738-01-03 for the PV Panels, these will be delivered through permitted development or alternatively a separate planning application.

3.9 Electric Charging Station

3.9.1 The scheme will include 2 electric charging points for electric powered buses.

3.10 Site Lighting

3.10.1 All waste handling activities would be undertaken internally within the building. Due to the design and enclosed nature of the operations within the building, it is considered that there would be only limited external lighting to enable safe traffic movements on the operational hardstanding and internal access routes and safe movement of pedestrians around the site. Hours of working mean lighting may be required in the evenings to ensure safe working. Precise details of lighting type / specification would not be finalised until post grant of planning permission. At that point, a detailed lighting study would be produced to determine what the ambient lighting conditions are, and set the detailed specification for lighting requirements on the Site.

3.10.2 Lighting of external yard and storage bays would use modern flat glass high pressure sodium (or similar) lanterns which achieve full 'cut-off', meaning that the light shines down with minimal upwards or sideways spill. The lit surfacing would not materially extend beyond the operational boundary of the site. Lights are likely to be mounted on 5-metre-high columns.

3.10.3 The full external lighting system would only operate during hours of darkness when vehicle deliveries are occurring, this being during the normal working day. After this time, the main lighting would automatically be switched off. In order to cater for health and safety needs of early and late shift workers, a reduced, low level lighting

system would remain in operation after dark during operating hours, utilising low level lanterns and restricted to required walking routes and staff parking areas.

- 3.10.4 It is proposed that the detailed lighting specification is subject to a planning condition, with details being required prior to installation.

3.11 Boundary Treatment

- 3.11.1 The perimeter of the Site will be secured by a 2.4-metre-high metal palisade fence.

3.12 Ancillary Equipment / Infrastructure

- 3.12.1 The application also seeks consent for the relocation of the existing weighbridge, external bale storage and a fire suppression tank.

3.13 The Benefits

- 3.13.1 There are several benefits with the Proposal, which can be summarised as:
- Enabling all waste to be managed within a purpose designed building. Currently plastic and glass are stored and processed in the open yard areas.
 - Providing improved waste sorting and baling arrangements.
 - Providing futureproofing for the WTS, allowing a 10% increased throughput should this be required to support the sustainable management of kerbside collected waste.
 - Delivering safer and more efficient operations at the Site.
 - Improving vehicular circulation in and around the Site, with separate points of access and egress for vehicles depositing waste and articulated vehicles collecting bulked waste.
 - Providing a visitor and education facility within the WTS building for school and residents groups, increasing local awareness of sustainable waste management.
 - Improving the appearance and reducing the impacts associated with the current operations at the Site, with all waste handling being undertaken within the building.

- Providing vehicle charging points for the Council's electric powered vehicles.

4.0 CONSIDERATION OF ENVIRONMENTAL EFFECTS

4.1 Introduction

- 4.1.1 The short-term effects during demolition and construction are not considered likely to be significant. The environmental effects of the redeveloped WTS may in general (and in the longer-term) be beneficial.
- 4.1.2 A consideration of the main environmental effects of the Proposal are addressed in detail in the technical appendices and summarised below.

4.2 Traffic

- 4.2.1 A Transport Statement is provided at Appendix A. A summary of its findings is provided below.
- 4.2.2 The WTS currently generates, on average, 74 two-way HGV trips Monday to Saturday. Most of these trips are associated with the kerbside collection HGVs arriving and departing the site twice each day.
- 4.2.3 To futureproof the WTS allowing for increases in waste production, the application will assume a 10% increase in recyclable household waste.
- 4.2.4 Most of these trips would occur outside the typical peak hours of the highway network, mainly between 10:00-12:00 and 15:00-16:00. These are the current and proposed kerbside collection tipping periods, which would take place twice a day.
- 4.2.5 As the Proposal would result in an increase of only 7 HGVs per day, significant traffic related effects are not likely.

4.3 Ecology

- 4.3.1 An Ecological Assessment has been undertaken and provided at Appendix B. A summary of its findings is provided below.

Habitats and Designations

- 4.3.2 The Site does not form part of any statutory site designated for nature conservation, but lies adjacent to Deeside and Buckley Newt Site SAC, and Buckley Claypits and Commons SSSI, both designated for their nationally and internationally important great crested newt (GCN) population. The designated sites will not experience any

direct effects, and indirect effects from construction activities can be suitably avoided through good practice pollution prevention and runoff control measures.

- 4.3.3 The Proposal occupies developed operational land (mainly hardstanding) and indirect effects from construction runoff can be suitably avoided through standard good practice pollution prevention and runoff control measures.
- 4.3.4 Habitats which will be directly affected by construction works are restricted to the boundary woodland strip and small areas of ruderal vegetation.
- 4.3.5 Standard pollution protection measures and construction good practice (including dust and runoff control measures) would protect adjacent habitats and watercourses and ecologically valuable habitats and sensitive downstream receptors.

Birds

- 4.3.6 The hardstanding dominated habitat is unlikely to support any breeding birds during the breeding bird season (generally 1st March-31st August). Whilst some level of temporary displacement of birds could occur during the construction phase this is considered to have no discernible effects on local populations given the poor suitability of the Site, and the wide availability of better quality habitat in the local area.
- 4.3.7 The strip of woodland towards the western side of the Site provides some suitable breeding habitat for common breeding bird species, all typical of similar habitats within the region.
- 4.3.8 No species listed on Schedule 1 of the Wildlife and Countryside Act 1981 (as amended) are considered likely to nest within the Site due to a lack of suitable habitat.

Bats

- 4.3.9 Habitat loss within the Site in general will be minimal, involving mostly hardstanding and bare ground and disturbance would be largely restricted to temporary disturbance during construction.
- 4.3.10 Higher value habitats within the Site include the woodland along the western boundary. Two pedunculate oak trees were identified as having low bat roost potential at the south west corner of the woodland strip.

- 4.3.11 The existing building, constructed of corrugated metal, lacked voids or suitable features to support roosting bats and was considered to have negligible roost potential.
- 4.3.12 The boundaries of the Site, namely woodland edge, may be used by bats for commuting and foraging. Any lighting required during construction and/or operation of the Proposal will be directed away from woodland habitats.

Badger

- 4.3.13 No setts or any other signs of badger activity were identified within or immediately adjacent to the Site. The majority of the Proposal area is hardstanding and unsuitable for badgers generally, in particular for sett construction. Due to the lack of evidence of badger presence, badger is not considered likely to be present within the Site. However, the deciduous woodlands to the north and west of the Site are likely to provide suitable breeding and foraging habitat for badger. These adjacent habitats will not be affected by the Proposal and will be safeguarded during the construction phase by suitable boundary fences and good practice construction working methods. Woodland at the eastern end of the site is separated by fencing from the development and will similarly be protected and will not be directly impacted by works.
- 4.3.14 As a precaution, safeguards will be put in place to protect any badger that may be occasionally present in habitat around the development area. Any ground excavation made during the construction phase should be covered overnight or fitted with a means of escape should a badger become trapped. All materials would be stored in secured compounds or raised off the ground.

Amphibians & Reptiles

- 4.3.15 The Site contains no ponds or watercourses suitable for GCN and the majority of the area is hardstanding with negligible value for either amphibians or reptiles. There are small areas of potentially suitable terrestrial habitat within the woodland strip at the eastern edge of the Site which provides some potential foraging habitat and places of shelter or refuge, but this small area is surrounded by roads and hardstanding, limiting its connectivity to the more suitable habitats within the SAC/SSSI. There are a number of ponds in the locality, many of which form part of the SAC; all of these are also separated by roads and intervening more suitable terrestrial habitat.

- 4.3.16 Any amphibians or reptiles locally present and associated with the neighbouring ponds and other habitats would be expected to remain within and favour the nearby higher value habitat in preference to that within the Site. However, the proposed construction works will result in the loss of the vegetated earth bank along Globe Way and will also affect a narrow strip of amenity grassland adjacent to the access road along the northern boundary. These areas could potentially shelter small numbers of GCN.
- 4.3.17 An assessment of potential impacts of the development on GCN and the provision of an outline mitigation strategy has been undertaken with reference to Natural Resources Wales' Template Method Statement to be used within a GCN Development Licence Application.
- 4.3.18 Vegetation clearance will be undertaken separately to the current WTS application, under a European protected species development licence from Natural Resources Wales which is held by Flintshire County Council (referenced as Standard Landfill and Materials Recycling Facility (MRF)). This is a five year licence for Standard landfill and represents a renewal of Licence Ref: 60878a:OTH:EPS:2015 covering maintenance works together with associated projects.
- 4.3.19 Under this licence, the aim is to relocate the GCN permanent fence along Globe Way to reduce the attractiveness of the Site to amphibians and to reduce future amphibian movements across the two roads to prevent capture/ killing. This will also enable the trapping to be undertaken in a suitable time frame ahead of the proposed re-development and ensure that the boundaries permanently exclude GCN/amphibians. Trapping of GCN commenced on 22nd October and is scheduled to be completed subject to weather temperatures on 13th November. Provision is included in the licence for suitable mitigation, including a continuation of the maintenance and management of mitigation ponds associated with the landfill site which have to date achieved success in the restoration of local GCN populations. Habitat management and enhancement of existing ponds (both lagoon ponds to the north and landfill ponds to the north west). This will involve an annual flail to manage vegetation around ponds and associated aquatic vegetation management annually but on rotation.
- 4.3.20 Additional site enhancements will be through the installation of permanent GCN exclusion fencing on the WTS boundary fence and recessed kerbs adjacent to

relevant gully pots on junctions into Spencer Industrial Estate. Recessed kerbs are already in place on Globe Way.

- 4.3.21 Installation of permanent amphibian exclusion fencing around the Site and works within hardstanding areas already largely safeguarded by exclusion fencing will result in temporary disturbance only in areas highly unlikely to support GCN. As a precaution, works in these areas will be undertaken following appropriate Reasonable Avoidance Measures (RAMs).
- 4.3.22 Reasonable Avoidance measures as part of the GCN licence will also serve to protect any reptiles potentially present. Standard good practice pollution prevention and control measures will be set in place during construction and operation of the Proposal, ensuring that off-site terrestrial habitat and ponds and the species they support can be suitably protected from the risk of surface water runoff causing pollution.

Otter and Water Vole

- 4.3.23 The presence of water voles or otters is not considered likely due to the hardstanding-dominated habitat within the Site which is unsuitable for these species.

Other Species

- 4.3.24 No other species are considered pertinent in relation to the Proposal.
- 4.3.25 No invasive non-native species were recorded within the Site; therefore, no-further actions are required.

4.4 Trees

- 4.4.1 A Tree Survey is provided at Appendix C. A summary of its findings is provided below.
- 4.4.2 The Tree Survey has been undertaken in accordance with BS5837:2012. The aim of the survey is to establish which trees are moderate and good quality; suitable for retention, and which trees are low or poor quality; unsuitable to retain.
- 4.4.3 The survey identified three tree groups and four individual trees. Groups G1 and G2 and trees T1, T2 and T3 have been categorised as Category C which means they are low quality and of very limited merit. Group G3 and tree T4 fall within category B which means that they are of moderate quality.

4.4.4 All the existing trees on the Site will be removed to accommodate the proposed development. As set out above, the majority of these trees are of low quality. Replacement landscaping would be provided and be secured through condition.

4.5 Ground Conditions

4.5.1 A Stage 1 Contamination Assessment is provided at Appendix D. A summary of its findings are provided below.

4.5.2 The Site was originally occupied by part of a spoil tip associated with the adjoining Mount Pleasant Colliery and possibly the Standard Brick and Terra Cotta works. The tip appears to have been levelled sometime in the 1970s following closure of the colliery and later the brickworks. To the north, a series of claypits were used for a large landfill, part of which appears to have extended onto the Site, although this may not necessarily include waste deposits. Land to the immediate southeast was redeveloped to an industrial estate, initially comprising a single large works (now occupied by Spencer Industrial) and later followed by additional smaller units. The site itself is understood to have been occupied by a scrap yard in the 1980s / 90s although no information is available regarding this. The existing building on the site is believed to have been constructed in about 2008 and the site has been used as a waste transfer station since then.

4.5.3 The proposals include for the provision of surfaced hardstanding and built development across the site. Significant risks to human health and controlled waters from any residual underlying contamination are not indicated, although should be subject to confirmation. Potential risks to structures and services are also likely to be low but should be confirmed.

4.5.4 The underlying spoils and made ground, possible shallow mineworkings and nearby mine shafts, may also give rise to ground / mine gas. The adjacent former landfill site may also give rise to on-site gas migration. It is known the landfill is served by an active gas extraction system, the compound for which is located on the Site itself, and the landfill remains subject to management under an Environmental Permit. Although included within the application site boundary, the Landfill Gas Compound is to remain in place and subject to continued operation and maintenance. The potential for on-site gas migration from the landfill cannot however be discounted at this stage.

4.5.5 An intrusive site investigation will be carried out across the Site to determine the ground conditions and contamination status of the shallow soils. Such works could be completed concurrently with any geotechnical investigation undertaken to inform the structural design / bearing capacity. Sampling of the soils should include analysis for a range of typical industrial contaminants including pH, metals, fractionated hydrocarbons, speciated PAHs, sulphates / sulphur and asbestos.

4.5.6 A gas monitoring programme will be required to inform the ground gas regime across the Site. This would be informed by further information relating to the Standard Landfill and existing landfill gas status.

4.6 Surface Water and Flood Risk

4.6.1 A drainage assessment is provided at Appendix E. A summary of the main findings is provided below.

4.6.2 The Development Advice Map indicates that the Site is located within Zone A (defined as an area considered to be at little or no risk of fluvial or coastal/tidal flooding).

4.6.3 There does not appear to be any small, unmodelled watercourses in close proximity to the Site which could pose a risk not covered by the Development Advice Map.

4.6.4 The Site is generally shown to be at very low risk from surface water flooding and therefore a flood consequence assessment is not required.

4.6.5 The drainage assessment has been undertaken in accordance with the requirements of Technical Advice Note 15.

4.6.6 The drainage assessment sets out that surface water run off should be disposed of according to the following hierarchy: Rainwater collected for use; Into the ground (infiltration); To a surface water body; To a surface water sewer or highway drain; To a combined sewer.

4.6.7 As part of the drainage strategy on site, a rainwater harvesting system could be considered to collect non potable water for reuse where possible. This could include the installation of water butts at the visitor's centre, which would reduce demand on potable water supplies. However, there is minimal scope for the rainwater harvesting at the proposed development. Therefore, Priority Level 1 has been discounted as the primary method for disposal of surface water.

- 4.6.8 The Site is underlain by soils with impeded drainage. As such the disposal of surface water via infiltration is unlikely to be feasible. Furthermore, the contamination assessment undertaken by Smith Grant indicated that the adjacent site consisted of a former colliery containing spoil and other landfill waste, which may be situated adjacent or beneath the site. Given the proposed land use and the reported ground conditions beneath the Site, it is assessed that infiltration is an unsuitable method of disposal and Priority Level 2 has been discounted.
- 4.6.9 There is no adjacent watercourse, so Priority level 3 has been discounted. It is therefore proposed to direct all surface water runoff from the redeveloped site to the 475mm diameter surface water sewer to the north east of the site i.e. Priority Level 4. No surface water drainage will discharge to the combined sewer following redevelopment.
- 4.6.10 Attenuation storage will be provided to restrict surface water runoff generated across roofs and hardstanding.
- 4.6.11 With regards to foul water, the proposed welfare and visitors centre is anticipated to have minimal increase on foul water loadings at the development. Following redevelopment, foul flows will discharge into the existing 225mm combined sewer in Standard Road.

4.7 Noise and Air Quality

- 4.7.1 All operations will be undertaken within the WTS building. The closest residential property is approximately 350 metres from the Site boundary. Site sensitivity is low, and thus the proposal is unlikely to give rise to air quality or noise effects.
- 4.7.2 Flintshire County Council Pollution Control has confirmed that given the proposed changes would result in potentially lower noise levels, a noise assessment is not required.
- 4.7.3 It is proposed that the existing noise condition attached to the operational planning permission is carried forward to the new permission.

5.0 PLANNING POLICY

5.1 Introduction

- 5.1.1 Section 38(6) of the Planning and Compulsory Purchase Act (September 2004) requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.1.2 In the case of the Proposal the relevant development plan comprises the Unitary Development Plan (UDP), adopted by Flintshire County Council in September 2011.

5.2 Appraisal

Development Plan

- 5.2.1 The Site is located within a Development Zone and Principal Employment Area (DZaPEA), where Policy EM3 will apply. Policy EM3 provides that within a DZaPEA, B1, B2 and B8 employment development will be permitted. Policy EM3 seeks to identify on the Proposals Map the areas where most employment development is likely to take place. By identifying key areas where new employment development will generally be acceptable, the Plan aims to provide a greater degree of certainty and consistency and avoid the need to identify numerous small allocations or commitments. Although the Site is not specifically identified for waste uses, it is commonly accepted that waste uses are akin to a B2 use and are acceptable in employment areas. The Proposal involves the redevelopment of an existing waste management site. Whilst Policy EM3 provides a presumption in support of employment uses within the DZaPEA it in no way prevents the continued use or redevelopment of the Site for waste uses.
- 5.2.2 Policy EWP7 'Managing Waste Sustainably' states that: *'Proposals for new waste management facilities will be rigorously tested to ensure that:*
- a. The facilities proposed are required to meet an identified need within the Regional Waste Plan;*
 - b. Facilities seek to treat and/or dispose of waste as close to the generation source as practically possible;*
 - c. The proposal considers the potential to transport waste by means other than road; and;*

d. Facilities should treat and/or dispose of waste using the best practicable environmental option.'

5.2.3 The facility will enable kerbside collected recyclable and food waste to continue to be managed sustainably, being bulked locally and transported to processing, treatment or disposal facilities. Due to the nature of operations undertaken at the Site it will not be possible to use non road modes of transport. The facility will not treat or dispose of waste. The reasoned justification to the policy promotes the role of sustainable waste management and explains the importance for new waste management facilities to use waste appropriately, ensuring that the full potential of waste resources is optimised. Furthermore, it explains that proposals will be expected to have full regard to the waste hierarchy to demonstrate that waste is to be used in the most efficient and environmentally acceptable way. It places significant weight to the 'proximity principle' and the need to locate facilities close to the source of waste generation. The Proposal will enhance and improve operations currently undertaken at the Site.

5.2.4 Policy EWP8 'Control of Waste Development and Operations' provides that proposals for new waste management facilities will be permitted where they meet a number of criteria, which are summarised below:

- The development does not have significant adverse impact on recognised features of landscape, sites of nature conservation value or archaeological importance.
- The development does not detrimentally affect the health and amenity of neighbouring land users.
- Measures are included to mitigate adverse impacts.
- A detailed scheme of restoration is submitted.
- The development does not have any significant adverse impacts on watercourses, air and soil quality and on flora and fauna.
- The development and associated traffic does not result in unacceptable disturbance to local communities through noise, smell, vibration, smoke or air pollution.

- 5.2.5 The proposal accords with the criteria in Policy EWP8. The application is supported by a suite of environmental assessments which show that there will be no unacceptable environmental effects resulting from the development. The Proposal is for a permanent facility and thus a detailed scheme of final restoration is not necessary. The Proposal does however incorporate boundary landscaping. The reasoned justification to the policy explains how the policy is designed to control the location of proposals for new waste facilities. The policy explains that the first priority in managing waste should be to reduce the quantities produced and then to recycle and re-use, with landfill being the last option. It promotes the principle of the 'proximity principle' and minimising the impacts of transport. It also explains that great care should be taken to ensure that processes do not have a detrimental impact on quality of life or the environment.
- 5.2.6 Other UDP policies of relevance include:
- 5.2.7 Policy STR1 – 'New Development'. In accordance with the policy, the development is located within an employment area and on a suitable brownfield site. Through appropriate mitigation measures the Proposal will protect standards of residential and other amenity and will respect physical and natural environmental considerations by minimising effects to air, water or land.
- 5.2.8 Policy STR7 – 'Natural Environment'. The Proposal will support the policy aim of safeguarding the natural environment through developing a brownfield site which is not subject of any landscape designations, affording suitable protection to land, air and soil through appropriate mitigation measures.
- 5.2.9 Policy STR10 – 'Resources'. The policy seeks to make the best use of resources. Of particular relevance is the promotion of the development of brownfield land, and minimising the production, transport and disposal of resources and waste in accordance with the waste management hierarchy. The Proposal supports the aforementioned.
- 5.2.10 Policy GEN1 – 'General Development Considerations'. The Proposal supports this aims of the Policy by:
- Redeveloping and modernising an existing waste management facility.
 - Not having significant adverse impacts on the built, natural or historic environments.

- Not impacting the amenity of residents.
- Not giving rise to levels of traffic which would unacceptably affect the highway network.

5.2.11 Policy D1 – ‘Design Quality, Location and Layout’. In accordance with this policy, the Proposal incorporates good standards of design. The Site is located within an industrial setting, currently in waste management use and adjacent to existing waste uses (HWRC). The Proposal is suitable for the Site and its surroundings.

5.2.12 Policy D4 – ‘Lighting’. In accordance with the policy, associated lighting will be restricted to the minimum which is necessary to allow the safe operation of the facility.

Other Policy and Guidance

5.2.13 Technical Advice Note (TAN) 21: Waste was updated in February 2014. The revisions align planning advice with overarching European and National policy of waste management and facilitate a comprehensive, flexible, integrated and adequate land use planning framework that is consistent with the direction of travel of national policy for waste management. The TAN seeks to ensure that planning policy promotes the driving of waste up the waste hierarchy, minimise impacts and realise the economic and social benefits from the management of waste.

5.2.14 TAN21 may be material to the decisions on individual planning applications. The guidance advises on how the planning system should contribute towards sustainable waste management and resource efficiency. The TAN, along with Planning Policy Wales, the Local Development Plan and Towards Zero Waste, taken as a whole, comprise the overall waste management plan for Wales.

5.2.15 A key aim of the TAN is to ensure that the right facilities are located in the right place to meet environmental, economic and social needs. Of particular relevance to the Proposal, the TAN acknowledges that transportation considerations may affect whether a proposed location is suitable and that all proposals must be environmentally acceptable.

5.2.16 The TAN reinforces the need to apply the waste hierarchy as a priority.

5.2.17 In terms of strategic planning for waste, the TAN identifies that in the short term there will be a continued need to develop more waste treatment and recovery facilities in

order to reduce reliance on landfill and in the longer term to deliver an infrastructure network based on higher levels of reuse. It recognises that, in line with sustainability principles, there is an expectation that all areas should be prepared to accommodate infrastructure to support the development of an integrated and adequate network, including transfer stations.

- 5.2.18 The proposal will provide an improved WTS, contributing to delivering an integrated and adequate network of facilities.
- 5.2.19 In respect of locating waste management facilities, the TAN identifies that there are numerous factors that may influence the type of location. It acknowledges that new facilities might be located on: industrial areas, degraded, contaminated or derelict land and that facilities may provide good opportunities for remediating and enhancing such sites; sites previously or currently occupied by other types of waste management facilities; and on sites where the nature of existing and proposed neighbouring land uses facilitates the location of waste management facilities. It also acknowledges that new sites could be located where site infrastructure is present, there are existing transport links, or there are existing planning permissions and permits.
- 5.2.20 The proposal accords with all locational criteria set out above.
- 5.2.21 Whilst in the purest sense the Proposal is not a disposal, recovery or recycling facility, in accordance with the requirements of the TAN, a waste planning assessment proportionate to the nature, size and scale of the proposal is submitted with the application (See Appendix F).

Towards Zero Waste

- 5.2.22 Towards Zero Waste is the overarching waste strategy document for Wales. It requires the Welsh Government and everyone else involved in making waste management decisions in Wales to apply the waste hierarchy as an order of priority in legislation and policy. The waste hierarchy promotes the prevention of waste as well as the reuse, recycling and recovery (e.g. energy) of waste, with disposal to landfill as the least preferred option.
- 5.2.23 Towards Zero Waste, seeks by 2025 to eliminate (as far as possible) the landfilling of waste and promotes high levels of recycling (70%).

The Infrastructure and Markets Sector Plan

- 5.2.24 The Infrastructure and Markets Sector Plan seeks to create a sustainable approach to resource management by ensuring that a high volume of clean, recyclable material is separated at source (for example on the door step) and delivered to reprocessors (based in Wales as far as possible).
- 5.2.25 The redeveloped facility will contribute towards the provisions of The Infrastructure and Markets Sector Plan by delivering improvements and efficiencies in the collection of recyclable material and by enabling certain waste types to be bulked for future sorting, processing or treatment.

Planning Policy Wales (PPW) Edition 10

- 5.2.26 The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 5.2.27 Paragraph 3.57 explains that adequate and efficient infrastructure, including services such as ... sustainable waste management, is crucial for economic, social and environmental sustainability.
- 5.2.28 Paragraph 5.13.1 states the planning system has an important role to play in facilitating sustainable waste management by providing a framework for decision making which recognises the social, economic and environmental benefits that can be realised from the management of waste as a resource to meet the needs of society and businesses, whilst at the same time: minimising adverse environmental impacts and avoiding risks to human health; protecting areas of designated landscape and nature conservation from inappropriate development; and protecting the amenity of residents, of other land uses and users affected by existing or proposed waste management facilities.
- 5.2.29 At paragraph 5.13.4 the PPW explains that planning authorities should, in principle, be supportive of facilities which reflect the priority order of the waste hierarchy.
- 5.2.30 Paragraph 5.13.3 explicates that: *“There is likely to be a significant change in the nature and type of infrastructure needed to support a transition towards circularity of materials”* and that *“Facilities will need to support high efficiency and high quality reuse and recycling.”* Paragraph 5.13.5 lends support to proposals such as this, by

stating: *“Proposals aimed at preparation for reuse and reuse facilities should be supported by planning authorities, taking into account factors associated with the deposit and collection of goods, the nature of the repairs, maintenance and treatment, the need to ensure satisfactory transport and accessibility for the deposit and collection of goods and any potential environmental and amenity implications.”*

- 5.2.31 The Proposal will improve and modernise an existing waste management facility, ensuring that impacts are minimised and improving the management of kerbside collected waste, recovering value from the waste stream. The Proposal supports the aims of PPW.

6.0 CONCLUSION

- 6.1.1 The Proposal will comprise the demolition of an existing WTS and replacement with a larger, modern WTS (including a visitor and welfare facility), associated development and a vehicle charging station. Standard Road and Globe Way will be rearranged to accommodate the larger unit and provide better vehicular access and circulation.
- 6.1.2 There will be no change to the principal waste operations undertaken at the Site. The WTS is currently used for bulking and baling of dry recyclable materials, and bulking of bagged food waste, which are collected at the kerbside. The Site processes waste from Monday to Saturday, with baling and waste collections taking place throughout the week.
- 6.1.3 The materials are separated and loaded onto specialised vehicles at the kerbside. Material is then brought to the WTS where each waste stream is tipped into individual bays. From there, the waste is either bulked into large skips to be sent for processing at another site or are placed through baling equipment to increase the payload for onward transportation.
- 6.1.4 There are several benefits with the Proposal, which can be summarised as:
- Enabling all waste to be managed within a purpose designed building. Currently plastic and glass are stored and processed in the open yard areas.
 - Providing improved waste sorting and baling arrangements.
 - Providing futureproofing for the WTS, allowing a 10% increased throughput should this be required to support the sustainable management of kerbside collected waste.
 - Delivering safer and more efficient operations at the Site.
 - Improving vehicular circulation in and around the Site, with separate points of access and egress for vehicles depositing waste and articulated vehicles collecting bulked waste.
 - Providing a visitor and education facility within the WTS building for school and residents groups, increasing local awareness of sustainable waste management.

- Improving the appearance and reducing the impacts associated with the current operations at the Site, with all waste handling being undertaken within the building.
- Providing vehicle charging points for the Council's electric powered vehicles.