

Planning Design & Access Statement

Resource Recovery Facility, Plot C Atlantic Trading Estate, Barry

January 2020



CONTENTS

1	Introduction.....	1
2	Site Location and Context.....	2
2.1	Location and Access.....	2
2.2	The Application Site.....	2
2.3	The Proposal.....	4
2.4	Hours of Operation.....	5
2.5	Employment.....	5
3	Design and Access.....	5
3.1	Design.....	5
3.2	Access.....	11
4.	Environmental and Amenity Considerations.....	12
4.1.	Traffic Impact.....	12
4.2.	Noise.....	12
4.3.	Vibration.....	12
4.4.	Dust.....	13
4.5.	Odour and Air Quality Impacts.....	13
4.6.	Litter and Vermin.....	14
5.	Site Constraints.....	14
5.1.	Flood Risk.....	14
5.2.	Ecology.....	16
5.3.	Archaeology.....	16
6.	Planning Policy Framework.....	16
6.2.	National Planning Policy.....	17
6.3.	Other Material National Strategies.....	19
6.4.	Local Planning Policy.....	20
7.	Planning Policy Appraisal of the Proposal.....	22
7.2.	Location.....	22
8.	Conclusion.....	25
9.	Appendices.....	26
9.1.	Appendix 1: Site Constraints Maps.....	26
9.2.	Appendix 2: Site Layout and Elevation Plans.....	27
9.3.	Appendix 3: Transport Assessment (Mott Macdonald).....	28
9.4.	Appendix 4: Ecology Appraisal (David Clements Ecology Ltd).....	29

1 INTRODUCTION

- 1.1.1. This Planning, Design and Access Statement (DAS) has been prepared to accompany a planning application for a proposed Resource Recovery Facility (RRF) at Atlantic Trading Estate, Barry. The Statement provides information to demonstrate and explain how the proposed facility satisfies the relevant National and Local Planning Policy for the provision of sustainable waste materials recovery facilities.
- 1.1.2. The Statement provides contextual information in respect of design and access and explains how the proposal will address environmental and any identified site constraint issues associated with the proposal. The Statement also summarises the key documents that have been prepared separately in support of the Proposal.
- 1.1.3. This DAS has been prepared within the context of National Planning Policy as set out in Planning Policy Wales (PPW) Edition 10 (2018) and the five objectives that should be taken into account when preparing DAS, as set out in the below diagram:

Figure 1: Objectives of Good Design (Source: PPW)



1.1.4. This Document is subdivided into the following sections:

- **Section 2** provides information on site location and surrounding context;
- **Section 3** explains the nature of the proposed development, the type of materials that will be handled, operational hours and vehicular movements.
- **Section 4** considers the contextual matters relating to the design and access of the proposal as well as highway issues.
- **Section 5** explains how environmental and amenity associated with the operations of the proposal has been considered.
- **Section 6** examines the constraints affecting the site in relation to flooding, ecology and archaeological matters, summarising any key documents that have been produced in support of the planning application.
- **Section 7** sets out the National and Local Planning Policy context relevant to the Proposal;
- **Section 8** provides a conclusion.

2 SITE LOCATION AND CONTEXT

2.1 LOCATION AND ACCESS

2.1.1. The Application Site is situated within the existing Atlantic Trading Estate; Barry (National Grid Reference E 313383.230 N 167279.408), a long-established employment estate primarily utilised by industrial/commercial businesses. The application site itself adjoins existing warehousing, including a commercial skip hire business and the Council's civic amenity/recycling centre. The Severn Estuary lies some 150m to the south of the site.

2.1.2. The nearest residential properties are approximately 120 metres to the north of the site, situated along Bendrick Road.

2.1.3. Access to the site will be via the Atlantic Trading Estate (ATE) Link Road and further roads within the Trading Estate. The ATE Link Road connects with Hayes Road, which in turn provides access to the B4267 and then on to the A4050 and the wider strategic highway network.

2.2 THE APPLICATION SITE

2.2.1. The application site (Figure 2) itself comprises a vacant area of land measuring 1.4ha. The site area is shown on Drawing HP/01/318 and a detailed site layout of the proposed development is provided under drawing HP/01/307. The drawings are also provided at Appendix 2.

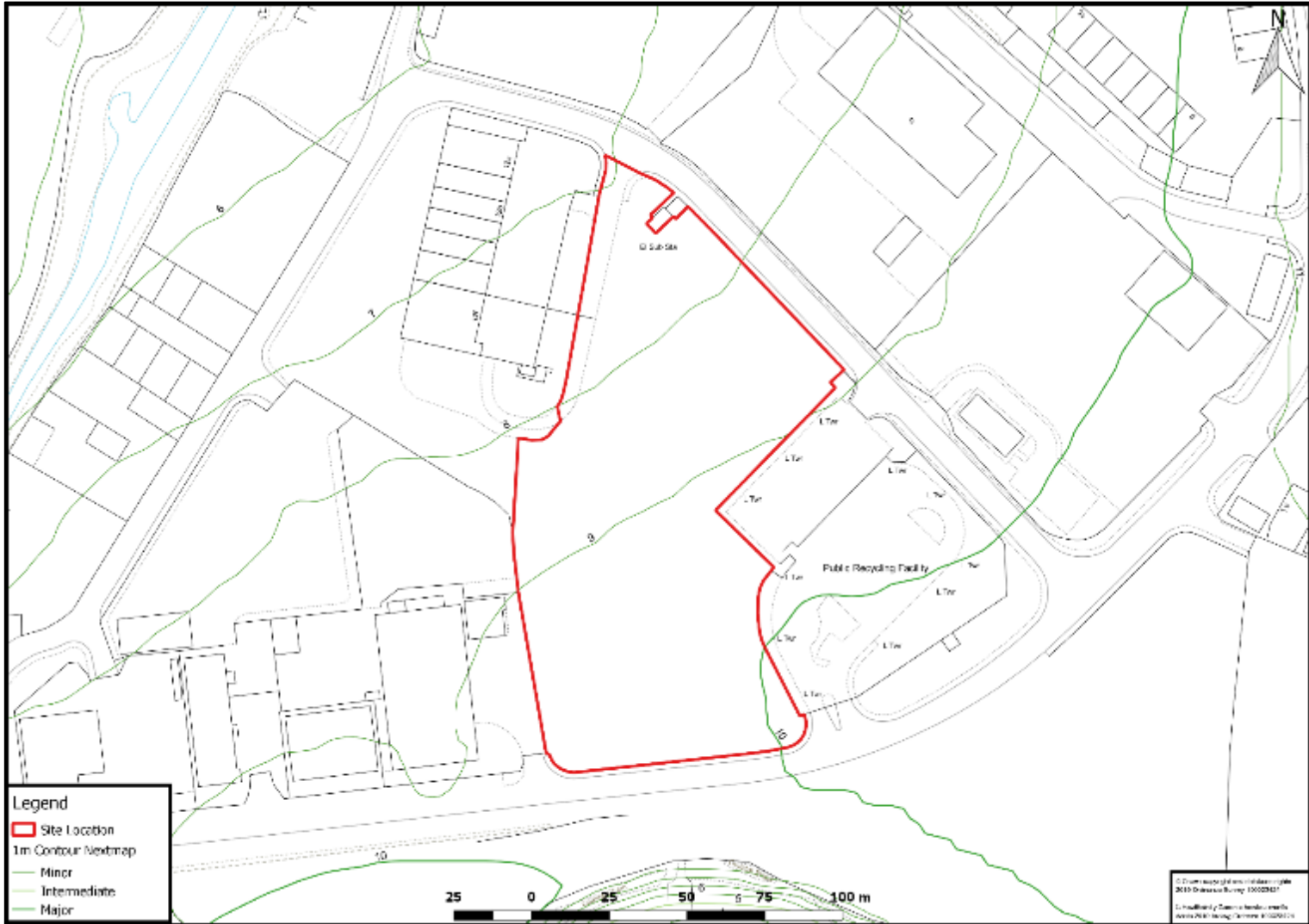
Figure 2: Existing Site Layout



2.2.2. Vehicular access to the site would be via the existing road serving the Trading Estate, although highway improvements to the existing access road are proposed to provide accesses to the facility. Please refer to Drawing HP/01/307.

2.2.3. In terms of topography, the site is relatively flat, rising slightly to the south east. Drawing HP/01/330 shows the detailed topography levels of the site whereas Figure 3 below gives a brief overview of the contours on and surrounding the site.

Figure 3: Existing Site Topography



2.3 THE PROPOSAL

2.3.1. The proposed development comprises the construction of a Resource Recovery Facility (RRF) and will handle up to 75,000 tonnes of material collected from households and commercial uses within the Vale of Glamorgan. The provision of the new RRF will assist the Council to meet its statutory requirement to recycle 70% of waste by 2024/2025.

2.3.2. In this regard the facility is designed to receive, store, process and bulk a range of primarily pre-sorted materials to include:

- Mixed recyclables;
- Inert materials including glass, plastic and cans and
- Organic material including garden and household food waste, wood, paper and card.

- 2.3.3. Once sorted and bulked the materials will be transported for reprocessing for end users for reuse/recycling.
- 2.3.4. It should be noted that no hazardous waste will be accepted at the facility.
- 2.3.5. The site will be subject to an Environmental Permit to allow the facility to operate which will specifically govern the type and amount of waste inputs.

2.4 HOURS OF OPERATION

- 2.4.1. The site will be operational between and 6 a.m. and 9 p.m. Monday to Friday and as necessary on Weekends and Bank Holidays. Notwithstanding this, operational vehicles will be parked overnight at the application site and therefore most deliveries and exports should occur before 4pm.
- 2.4.2. The operations of the facility will also be required to satisfy the condition of regulatory controls provided under the Environmental Permit alongside other planning conditions which may apply.

2.5 EMPLOYMENT

- 2.5.1. It is anticipated that the facility will need eight employees, with staff accommodation and parking provision to be provided within the site. Details of the site layout are shown on the plans.

3 DESIGN AND ACCESS

3.1 DESIGN

- 3.1.1. The following section summarises the design and access arrangements for the proposals. A set of drawings for the proposal is provided at Appendix 1.
- 3.1.2. A detailed layout (drawing HP/01/1307) of the proposed development of the site is illustrated in below in Figure 4.

Figure 4: Proposed Site Layout & Access Arrangements



3.1.3. The principle elements of the proposal include:

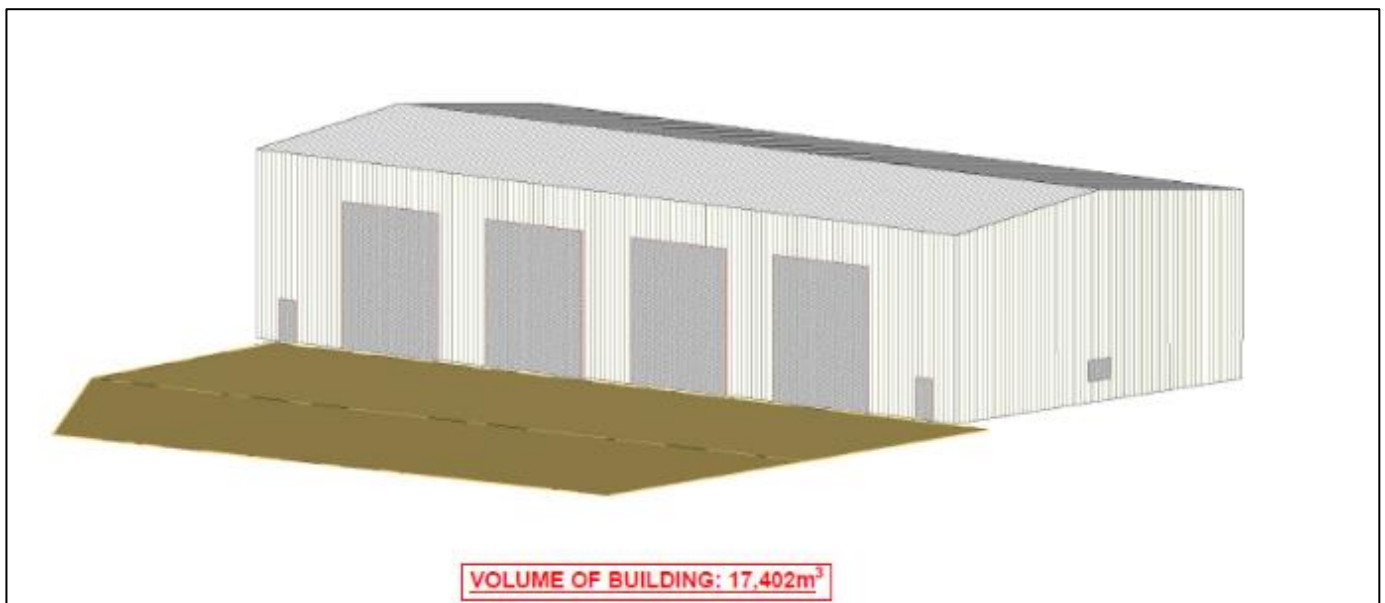
- Road improvements to the existing highway access to the site comprising a new access to the north east of the site as well as improvements to an existing access to the North of the site.
- A new main storage building (Figure 5) which will house the main elements of the Resource Recovery Facility will measure 73 metres (width) by 77 metres (length). The height of this building will be 11.2 metres with a volume of 70 000 m³. (Drawing HP/01/300)

Figure 5: Proposed Main Storage Building Principle Elevation



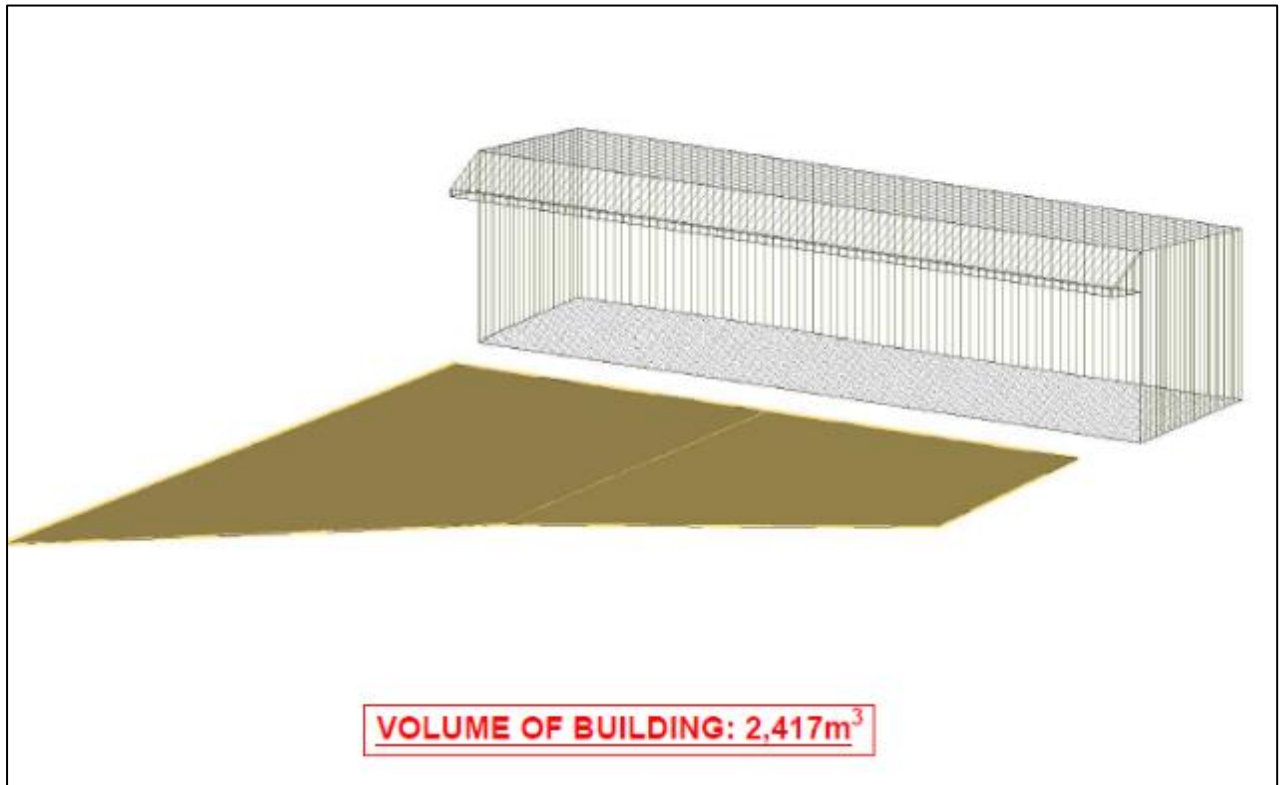
- A second storage building (Figure 6) which will hold materials prior to them being moved off site and will measure 44 metres (width) by 21 metres (length). The height of this building is 10.1 metres with a volume of 17 500m³ (drawing HP/01/301).

Figure 6: Proposed Storage Building No.2 Principle Elevation



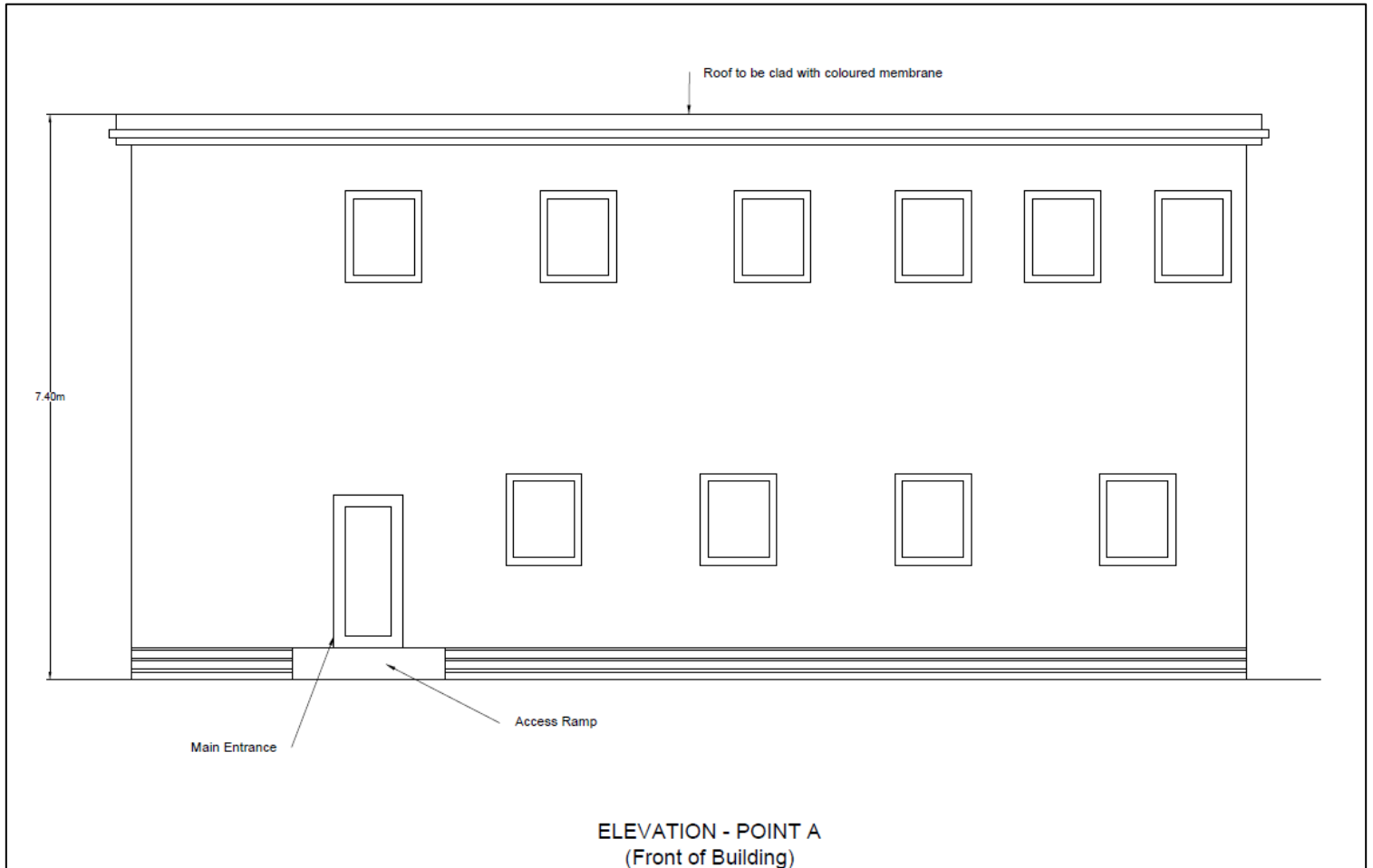
- A third storage building (Figure 7) which will hold materials prior to them being moved off site will measure 26 metres wide (width) by 8 metres (length). The height of this building is 6.5 metres with a volume of 2500 m³ (drawing HP/01/1301)

Figure 7: Proposed Storage Building No.3 Principle Elevation



- A two-storey welfare office building (Figure 8) will provide facilities for staff at the site and will measure 15 metres wide (width) by 5 metres (length). The height of the building is 7.5 metres with a volume of 550m³ (drawing HP01/1319)

Figure 8: Proposed Staff Welfare Building



- Ten parking spaces are to be provided with two spaces marked for disabled persons. One of the parking spaces will have an electric charging point.
- A cycle rack adjoining the parking area will be provided.
- A vehicle wash will be provided on the site which will measure 5 metres by 18 metres.
- A weigh bridge is to be located on the northern access to the site.
- Landscaping is proposed for the site to be incorporated into a Sustainable Drainage System (SuDS). This will be subject to a separate SuDS application which will inform the drainage proposals for the application.
- The main building and the ancillary storage buildings will be made of a green profiled metal sheet. Subject to a viability assessment, solar panels are proposed for the roof where the roof orientation would support solar panels.

- 3.1.4. Building height has been determined by the operational requirements of the facility enabling vehicles to enter the building and unload materials. It is believed that the scale of the development in terms of its width, height and design is in keeping with its surroundings and would not unacceptably impact on neighbouring uses which share a similar profile to the proposal and are industrial in character reflecting the existing use of the area as an industrial trading estate.
- 3.1.5. The design of the facility is based on agreed standards and accepted good practice. The layout has been designed to accommodate any queuing into the facility without impacting on the wider highway network.
- 3.1.6. The site will be surrounded by 2.4m high palisade fencing and will have floodlights and lamp posts for use during the winter period and at times of reduced daylight. Any lighting will be the minimum necessary for the safe operation of the site and its security and would be directed so as to only illuminate the site itself. In addition, the site will be monitored by CCTV cameras to deter vandalism and fly tipping.
- 3.1.7. Overall, it is considered that the nature and appearance of the development in terms of car parking, cycle provision, hardstandings and steel portal framed buildings would be similar in character to the existing industrial development in the immediate area. It is therefore considered that the scale, design and material choice would not have a detrimental impact on the character of the immediate area.

3.2. ACCESS

- 3.2.1. The proposed development would continue to use the existing site access to the south east which leads through the industrial estate directly on to the main route network. Vehicle access to the site itself will be via the existing access road that presently serves adjacent warehousing to the north of the site. The proposal includes improvements to the existing access point to enable suitable and safe access as shown in HP/01/307
- 3.2.2. The proposed highway improvements would not have a significant impact on the surrounding route network and further details are provided in the transport assessment incorporated in this statement at Appendix 3.
- 3.2.3. The internal layout including staff and visitor parking has been designed to ensure safe vehicular movements and the safe segregation of staff and their vehicles/ cyclists from operational vehicles.
- 3.2.4. Parking provision has been provided in accordance with the Council's Parking Standards and incorporates cycle facilities to help promote active travel to and from the site.
- 3.2.5. Vehicles using the site would predominantly consist of commuter trips by staff to the site and operational trips to and from the site. The main trip generation will result from operational vehicles. Operational trips to and from the site will vary from day-to-day depending on the level of material collected and transferred. However, on a typical weekday, when fully operational the site will be served by a maximum of 75 vehicles per day. The operational movements will consist of:
- 23 kerbside sort vehicles, tipping twice per day;
 - refuse vehicles, tipping once per day;
 - seasonal green vehicles, tipping once per day;
 - small local cleansing vehicles, tipping once per day; and
 - bulk transport vehicles, collecting once per day.
- 3.2.6. The Transport Assessment (see Appendix 3) sets out the likely vehicular movements that will be generated by the proposed development, this concludes that the site is situated in a suitable and accessible location. Staff will not be reliant or restricted to travel by car alone, with opportunity to make their journey on foot, by bicycle or by public transport. The existing highway network provides a safe and appropriate means of access for operational vehicles and it is considered that development traffic can be accommodated on the surrounding highway network.

4. ENVIRONMENTAL AND AMENITY CONSIDERATIONS

4.1. TRAFFIC IMPACT

- 4.1.1. The site is situated in a suitable and accessible location with staff not restricted to travel by car alone. The Transport Statement at Appendix 3 provides more information on the traffic impacts.

4.2. NOISE

- 4.2.1. All machinery will be housed within the proposed building which will substantially mitigate potential noise generation. Potential site noise will therefore be largely limited to intermittent vehicular noise from RCVs and RRVs depositing waste at the site and bulk trailers and tautliners removing baled and loose material for reprocessing from the site.
- 4.2.2. One potential noise source will be from the tipping of glass outside into a dedicated bay by the RRVs and the noise generated from the loading of bulk trailers taking glass for reprocessing. This noise will however be intermittent, as RRVs tend to tip in distinct windows, usually twice a day. Bulk collections of glass from the site will only occur once or twice a week and loading a bulk trailer takes around 30 minutes. It is common practice to deposit glass outside to minimise impacts of noise on vehicle and site operatives from the tipping of glass in an enclosed space such as a building.
- 4.2.3. A noise risk assessment will be carried out as part of Environmental Permitting process to assess all potential noise within the permitted area. Any residual noise will be addressed and mitigated through a noise management plan and a defined procedure within the sites' Environmental Management System (EMS).

4.3. VIBRATION

- 4.3.1. The operation of the machinery may also have the potential to cause vibration both in terms of the fixed automated sorting and baling equipment which will be located within a building and from site plant (i.e. loading shovels) and vehicles.
- 4.3.2. The operation of the sorting and baling equipment and site plant will be kept to a minimum to manage potential noise and vibration. Except for managing glass, the site plant will be used within the site buildings.

- 4.3.3. RRVs and HGV's using the site will be subject to strict speed limits to manage safety and potential noise and vibration.

4.4. DUST

- 4.4.1. Measures will be taken to minimise the risk of dust arising from the site. Waste treatment processes and all machinery and equipment will operate within the building. Materials stored outside within the curtilage will be baled or in covered containers.
- 4.4.2. The EMS for the site will contain a section detailing how dust will be managed on site should it arise to ensure it doesn't cause any pollution. Dust mitigation methods commonly employed at Waste Transfer Stations include good housekeeping, the daily use of sweepers on roads and inside buildings and the use of water bowsers should issues arise.

4.5. ODOUR AND AIR QUALITY IMPACTS

- 4.5.1. The site will receive a mixture of waste streams, some of which have the potential to be odorous if standard management and mitigation methods aren't adopted. The wastes which will be received on site which have the potential to cause odour are residual waste, food waste and AHPs (Absorbent Hygiene Products).
- 4.5.2. Food waste will be collected in stillage RRVs in separate dedicated food pods. On arrival at the site, the food pods will be removed from the RRV and immediately tipped into fully sealed food skips. These food skips will remain closed when they are not in use and will be washed on a frequent basis as will the food pods on the RRVs. No food waste will be tipped on the floor and food waste will be on site for a maximum of 3 days.
- 4.5.3. AHPs have the potential to cause odour and also potentially odorous leachate if not managed appropriately. AHPs will be collected in bags and will be deposited in fully sealed skips following collection and will remain on site for no longer than 5 days. AHPs are known to start degrading after approximately 7 days depending on storage conditions and hence removal will occur before the potential to cause odour arises.
- 4.5.4. Residual waste by its very nature is heterogenous and the contents of 'black bags' cannot easily be monitored. The contract which the authority has for residual waste allows for the daily removal of residual waste and hence residual waste will not be on site long enough to create odour issues. Any load received which is overly odorous will be quarantined and removed forthwith from site.
- 4.5.5. An odour risk assessment will be carried out as part of Environmental Permitting process to assess all potential odours within the permitted area.

Any residual odour issues will be addressed and mitigated through an odour management plan and defined procedure within the sites' Environmental Management System (EMS).

4.6. LITTER AND VERMIN

- 4.6.1. Household food waste and AHPs will be stored in a sealed container and transferred offsite for composting/bio energy use or reprocessing. As a result, any odours will be fully contained and risk of attracting flies/vermin minimised.
- 4.6.2. Any windblown litter is likely to be concentrated around the site perimeter fencing, frequent litter picking will occur on site.
- 4.6.3. The EMS will contain a process for pest management which will include the use of registered practitioners to manage the spraying of waste to manage flies should this be required and the use of bait boxes for small rodents.

5. SITE CONSTRAINTS

5.1. FLOOD RISK

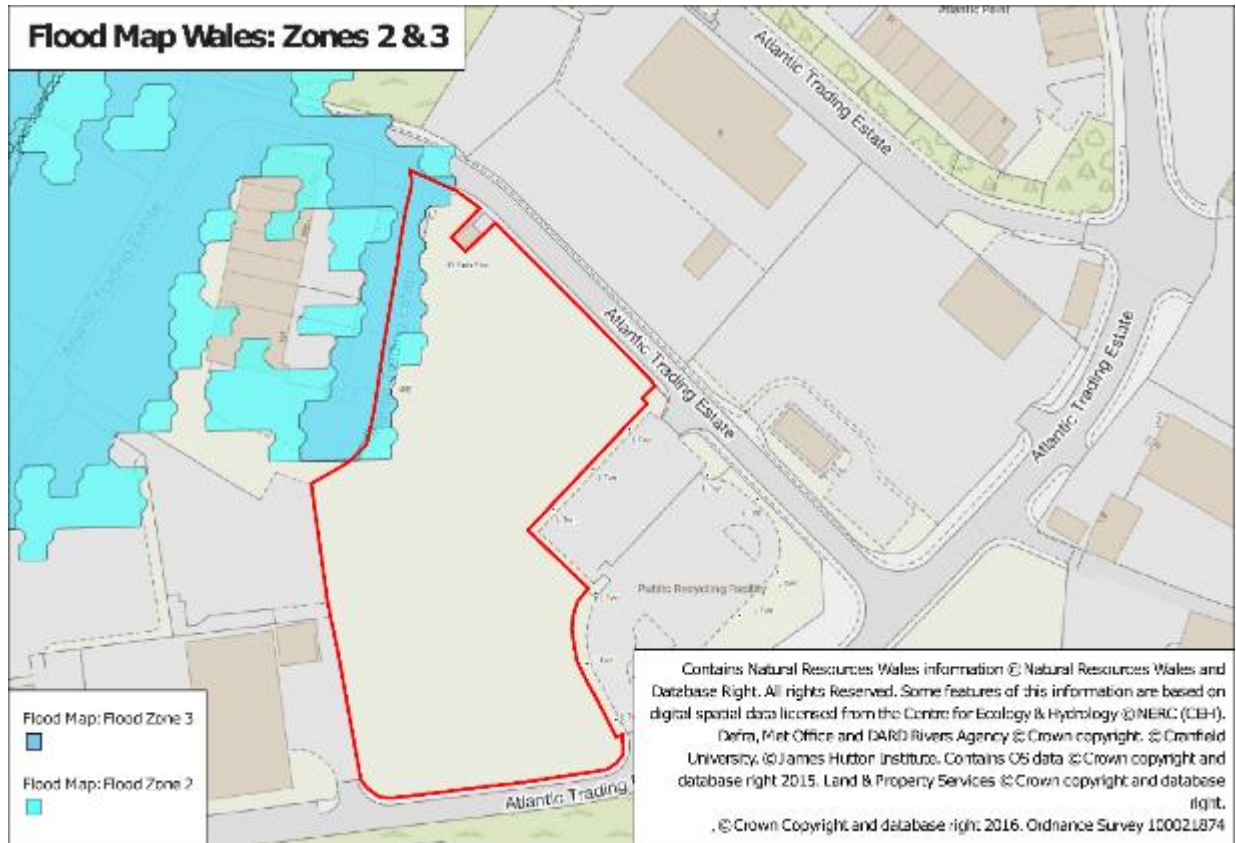
- 5.1.1 The LDP constraints map indicates that the northern access road to the site is located on the edge of a C2 Flood Zone (Figure 9) however the main operational part of the site is not within the zone. Therefore, no FCA has been undertaken as it is not considered that the flood zone affects the development although NRW will need to be consulted as part of the future Planning Application and if required an FCA will be prepared.

Figure 9: Extent of Flood Risk affecting the Proposal Site



5.1.2. It should be noted that NRW have recently made a number of changes to how flooding is mapped and the current TAN 15 Development and Flood Risk is currently being reviewed to account for these changes. Rather than using the Development Advice Maps which show flooding based on Zone A, B, C1 and C2 the Flood Map Wales have been created which shows Flood Zones 2 and 3. Figure 10 shows how the new flooding map impacts the development which is similar to the C2 flooding area detailed under Figure 9 above.

Figure 10: Extent of Flooding based upon Flood Map Wales (Source: NRW)



5.2. ECOLOGY

5.2.1 Close liaison has been maintained throughout the development process with the Councils Ecologist as well as a Study being undertaken on the Ecology for the site as contained at Appendix 3.

5.3. ARCHAEOLOGY

5.3.1 It is understood from previous work undertaken on the adjoining Civic Amenity Site in 2006 that no archaeology is present on the site.

6. PLANNING POLICY FRAMEWORK

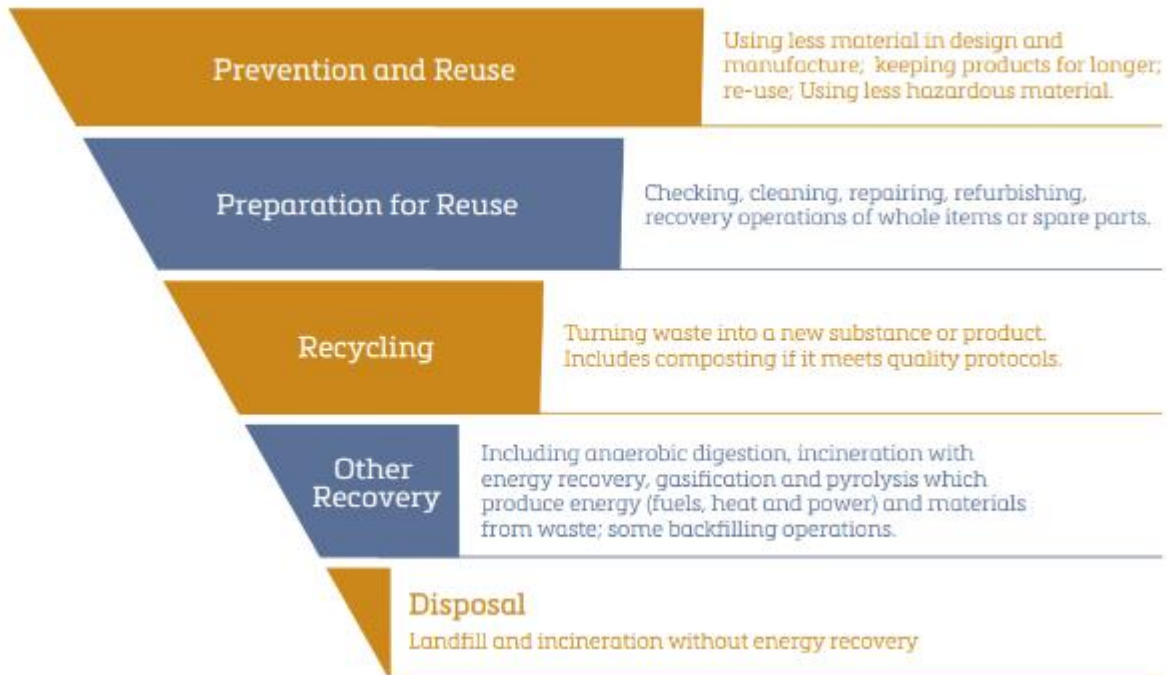
6.1.2. The following section sets out the relevant national and local planning policy framework, alongside other national and local strategies considered to be material to the proposed MRF in terms of the need and location of the facility.

6.2. NATIONAL PLANNING POLICY

- 6.2.2. Planning Policy Wales (PPW) Edition 10 (December 2018)** sets out the Welsh Governments aims and objectives of land use planning within Wales across a range of social, environmental and economic topics, and indicates that the planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly (Paragraph 2.3 refers).
- 6.2.3.** PPW considers that the most appropriate way for the planning system to meet its requirements in respect of the Well Being and Future Generations Act is to adopt a placing making approach to planning at all levels of the planning system in Wales.
- 6.2.4.** Underpinning the delivering of placemaking are 5 Key planning principles - Growing Our Economy in a Sustainable Manner; Making Best Use of Resources; Facilitating Accessible and Healthy Environments; Creating and Sustaining Communities, and Maximising Environmental Protection and Limiting Environmental Impact.
- 6.2.5.** Section 5.11 Making Best Use of Resources and Promoting the Circular Economy of PPW highlights the environmental, social and economic benefits of sustainable resource management in respect of waste.
- 6.2.6.** Section 5.13 highlights that the planning system has an important role to play in facilitating the provision of sustainable waste management facilities, whilst also ensuring that the any adverse environmental impacts and avoiding risks to human health are minimised, including protecting the amenity of residents, of other land uses and users affected by existing or proposed waste management facilities. Paragraph 5.13.10 goes on to state that:

“Planning authorities must support the provision and suitable location of a wide ranging and diverse waste infrastructure which includes facilities for the recovery of mixed municipal waste and may include disposal facilities for any residual waste which cannot be dealt with higher up the waste hierarchy (see below diagram). The extent to which a proposal demonstrates a contribution to the waste management objectives, policy, targets and assessments contained in national waste policy will be a material planning consideration”

Figure 11: The Sustainable Waste Hierarchy (Source: PPW)



- 6.2.7.** Section 5.13.12 states that *“For all wastes, suitable locations for sustainable waste management development should be identified in development plans as well as criteria by which applications for such developments will be determined, recognising that the most appropriate locations will be those with the least adverse impact on the local population and the environment and with the best potential to contribute to a broad infrastructure framework”*
- 6.2.8.** PPW is supplemented by a series of technical Advices Notes (TAN) that provide technical details on how the policies within PPW should be implemented both in terms of plan making and development control decisions.
- 6.2.9. TAN 21 Waste (2014)** emphasises the importance of sustainable management of waste arising, highlighting that the land use planning should help to realise the environmental, economic and social benefits of managing waste as a resource within Wales. A fundamental aim of the Welsh Government waste policy is to eliminate the disposal of waste to landfill, through an integrated approach that reinforces the overarching waste strategy for Wales.
- 6.2.10. With regard to the assessing the need for the proposed MRF, paragraph 2.1 states that

“When considering development proposals for all types of waste management facilities, planning authorities should take into account their potential contribution to the objectives, principles and strategic waste assessments set out in Towards Zero Waste and the relevant waste sector plans and the relevant development plan for the area. The extent to which a proposal demonstrates this contribution, in environmental, economic and social terms, will be a material planning consideration. The aim is to ensure that the right facilities are located in the right place to meet environmental, economic and social needs. At both a strategic and site level this means accepting that waste will need to be managed in all areas of Wales, that economic considerations relating to demand and viability may affect what management options can be acceptably brought forward in an area, that transportation considerations may effect whether a proposed location is suitable and that all proposals must be environmentally acceptable.”

6.3. OTHER MATERIAL NATIONAL STRATEGIES

6.3.2. In addition to the aforementioned land use policy framework, the following national policy documents are of material relevance to the proposal:

- Towards Zero Waste - One Wales: One Planet (2010);
- The Collections, Infrastructure and Markets Sector (CIMS) Plan (2012).

6.3.3. The Welsh Government’s policy for waste management is contained in Towards Zero Waste and sets out the national strategy for the future management of waste within Wales. This strategy sets out stringent targets for waste collection for all welsh local authorities:

- A minimum 64% of waste being reused, recycled or composted by 2019/20, rising to 70% by 2024/25
- A maximum of 30% energy being created by waste by 2024/25
- A maximum of 5% of waste directed to landfill by 2024/25 and
- To achieve waste zero landfilled by 2050.

6.3.4. The Collections, Infrastructure and Markets (CIM) Sector Plan describes the waste management framework to provide the best solutions to meet social, economic and environmental needs to 2050. It indicates a move towards the reduction of disposal and recovery options for treating waste in favour of high volume source segregated collection followed by reprocessing as well as preparation for re-use and prevention.

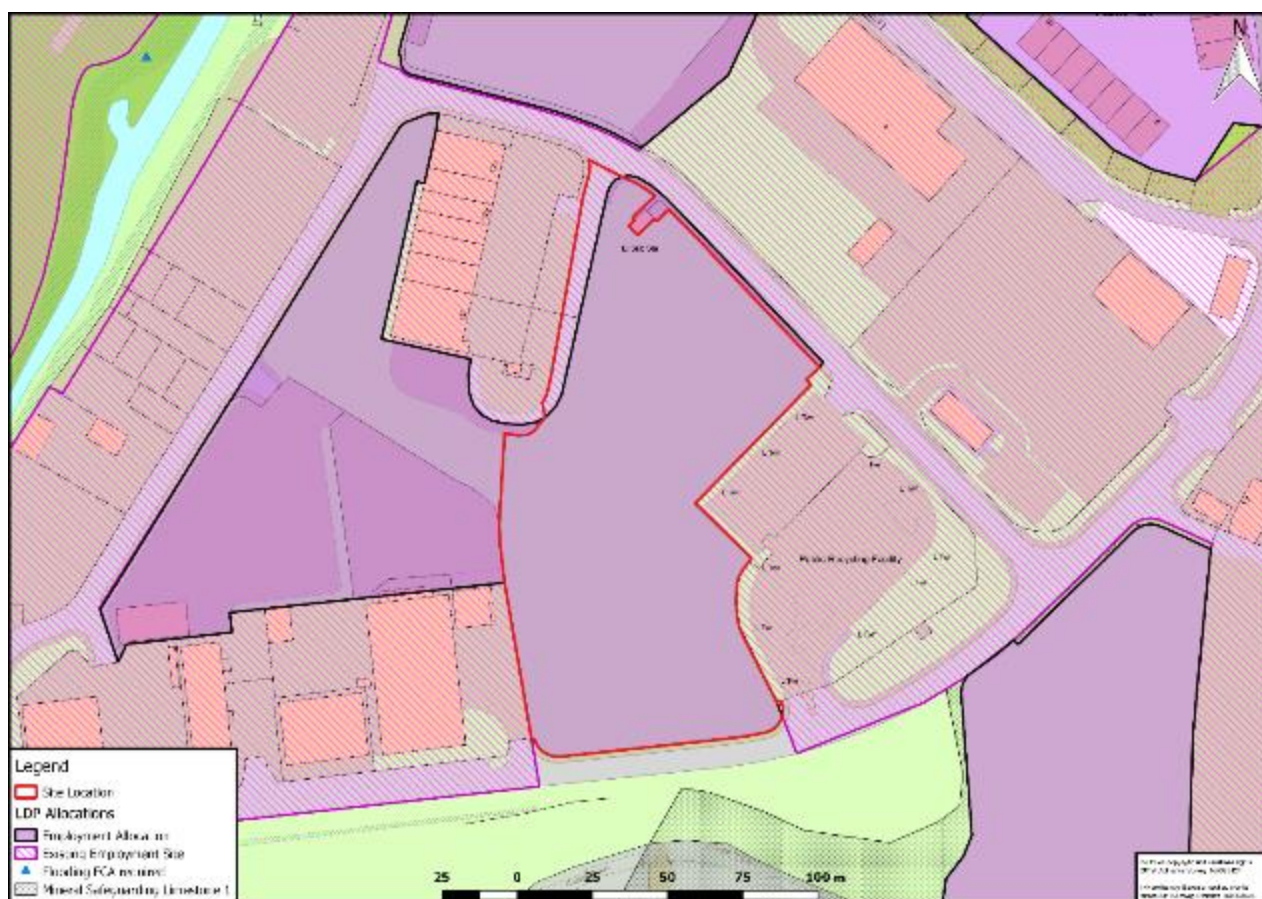
6.3.5. PPW indicates that planning authorities should, in principle, be supportive of facilities which fit with the aspirations of these documents and in doing so reflect the priority order of the waste hierarchy as far as possible.

6.4. LOCAL PLANNING POLICY

The Vale of Glamorgan Adopted Local Development Plan (LDP) 2011-2026

6.4.2. The application site is identified within the LDP (Figure 12) for employment uses under *Policy MG9 (4) Employment Allocations* as being suitable for B1, B2 and B8 employment uses, and for Waste Management Facilities. In addition *Strategic Policy 8 Sustainable Waste Management* identifies Atlantic Trading Estate as being a suitable location for the provision in-building waste management solutions, indicating that the suitability of the site is consistent with the site selection criteria set out in national planning policy.

Figure 12: LDP Site Allocation



6.4.3. From the constraints map the access to the site is partially located within Flood Zone C2 (or Flood Zone 2 and 3 based on the Flood Map Wales), and sites within an area of archaeological interest.

6.4.4. In addition to the above policy the following policies in the LDP are of relevance to this application proposal:

- SP10 Built and Natural Environment
- MD1 Location of New Development
- MD2 Design of New Development
- MD4 Community Infrastructure and Planning Obligations
- MD7 Environmental Protection
- MD8 Historic Environment
- MD9 Promoting Biodiversity
- MD15 Protection of Allocated Employment Sites
- MD16 Protection of Employment Sites and Premises
- MD20 Assessment of Waste Management Proposals

6.4.5. The following Supplementary Planning Guidance (SPG) is also of relevance in the consideration of the application proposal:

- Parking Standards
- Biodiversity and Development
- Planning Obligations

7. PLANNING POLICY APPRAISAL OF THE PROPOSAL

7.1.2. The following section provides an assessment of the proposed development in respect of the issues highlighted within the above national and local policies framework.

7.2. LOCATION

7.2.2. TAN 21 paragraph 3.26 advises; “In general, the most appropriate locations will be those with the least adverse impacts on the local population and the environment, and with the best potential contribution to a broad infrastructure framework. Particular care should be taken to avoid locations where new or extended waste facilities may be incompatible with existing land-uses.”

7.2.3. Paragraph 3.27 of the TAN sets out those locations where new waste management facilities may be appropriate in principle, namely:

- Industrial areas, especially those containing heavy or specialised industrial uses;
- degraded, contaminated or derelict land - well-located, planned, designed and operated waste management facilities may provide good opportunities for remediating and enhancing sites which are damaged or otherwise of poor quality, or bringing derelict or degraded land back into productive use;
- existing or redundant sites or buildings - which could be used, or adapted, to house materials recycling facilities, or composting operations.

7.2.4. The application site and surrounding area is characterised by a wide range of general industrial and storage and distribution uses (B2/B8 uses), including the existing Vale of Glamorgan Council’s civic amenity recycling facility which adjoins the application site. The existing highway also which experiences HGV traffic during the day.

7.2.5. LDP Policy SP8 identifies the Council’s preferred locations for in-building waste facilities, which have had regard to the site selection guidance contained in national planning policy. The policy states that: *“Development proposals will be favoured which support the provision of a network of integrated waste management facilities which assist in meeting the waste management capacity identified in the national collections, infrastructure and markets sector plan.”* The Policy then identifies Atlantic Trading as one of 3 locations within the authority, and also states that waste management facilities may also be permitted *“on suitable existing and allocated employment sites identified in Policy MG9”*.

- 7.2.6. The Application Site comprises one of 6 parcels of land situated within Atlantic Trading Estate that are allocated within the adopted LDP for B1, B2 and B8 employment uses and sustainable waste management facilities (Policy MG9 (4) refers). Additionally, Strategic Policy SP8 identifies Atlantic Trading Estate as a suitable location for the development of in building waste management facilities.
- 7.2.7. LDP Policy MD20 Assessment of Waste Management Proposals states that *“Proposals for waste management facilities that accord with the locations set out in Policy SP8 will be favoured”*.
- 7.2.8. In this respect it is considered that the application site represents an appropriate location for the proposed MRF which accords with location requirements of the LDP and those of set out in TAN 21.
- 7.2.9. Policy MD20: Assessment of Waste Management Proposals sets out criteria against which all applications for the treatment, processing, storage and distribution of waste will be assessed, including those relating to new waste management facilities and extensions to existing operations.

POLICY MD20 -

ASSESSMENT OF WASTE MANAGEMENT PROPOSALS

Development proposals for waste management facilities will be permitted where:

- 1. The proposal is supported by an appropriate waste planning assessment;**
- 2. The proposal has regard to the waste hierarchy, proximity principle and the requirements of the waste framework directive;**
- 3. It is demonstrated that the development would not result in unacceptable harm to health, the environment or to the amenity of neighbouring land uses; and**
- 4. Where the principal road network has adequate capacity, or improvements to ensure adequate capacity can be readily and economically provided, to accommodate the transport movements associated with the proposal.**

Proposals for waste management facilities that accord with the locations set out in Policy SP8 will be favoured.

- 7.2.10. In respect of the potential impact of the proposals on the surrounding environment LDP Policy MD7 sets out the requirement for development to fully demonstrate that the effects of a proposal are minimised:

**POLICY MD7 -
ENVIRONMENTAL PROTECTION**

Development proposals will be required to demonstrate they will not result in an unacceptable impact on people, residential amenity, property and / or the natural environment from either:

1. Pollution of land, surface water, ground water and the air;
2. Land contamination;
3. Hazardous substances;
4. Noise, vibration, odour nuisance and light pollution;
5. Flood risk and consequences;
6. Coastal erosion or land stability;
7. The loss of the best and most versatile agricultural land; or
8. Any other identified risk to public health and safety.

Where impacts are identified the Council will require applicants to demonstrate that appropriate measures can be taken to minimise the impact identified to an acceptable level. Planning conditions may be imposed or legal obligation entered into, to secure any necessary mitigation and monitoring processes.

In respect of flood risk, new developments will be expected to avoid unnecessary flood risk and meet the requirements of TAN15. No highly vulnerable development will be permitted within Development Advice Map (DAM) zone C2. Development will only be permitted in areas at risk of flooding where it can be demonstrated that the site can comply with the justification and assessment requirements set out in TAN15.

- 7.2.11. The potential impact of the proposed development on amenity including noise, dust and vibration will be undertaken in support of the proposal as part of the Environmental Permit process, and a summary of the measures proposed to minimise the risk identified are set out above. These show how the development is in accordance with Policy MD 20 and MD 7.

8. CONCLUSION

- 8.1. The development of the Materials Recycling Facility will enable the Council to achieve higher rates and amounts of recycling, with consequent reductions in the amount of waste sent to landfill and associated economic and environmental benefits. The proposed development would therefore contribute towards the delivery of the national waste strategy meeting the targets and objectives of the Welsh Governments *towards Zero Waste One Wales* waste strategy by increasing the amount and proportion of materials being recycled whilst also maximising the economic value of recovered materials.
- 8.2. It is also considered that the siting and location of the proposed development within an established industrial area is well suited to a waste management use, character and with adjacent established waste management uses in accordance with nation planning policy. Locating the proposal at Atlantic Trading Estate also accords with the LDP locational policies for sustainable waste management facilities, which identifies Atlantic Trading Estate as a preferred location for sustainable waste management facilities
- 8.3. The site has offers good accessibility to the highways network and generation of traffic will be modest when compared to the existing usage of the road as well as most traffic movements not being in peak hours.
- 8.4. The applicant considers that the potential environmental impacts will be minimised and that the amenity of neighbouring uses shall be safeguarded from noise, vibrations, dust and odours, with the impact of the facility on the surrounding area being no different to many other types of industrial/distribution business that would be permissible within the existing employment site.

9. APPENDICES

9.1. APPENDIX 1: SITE CONSTRAINTS MAPS

Site Context (Aerial 2017)

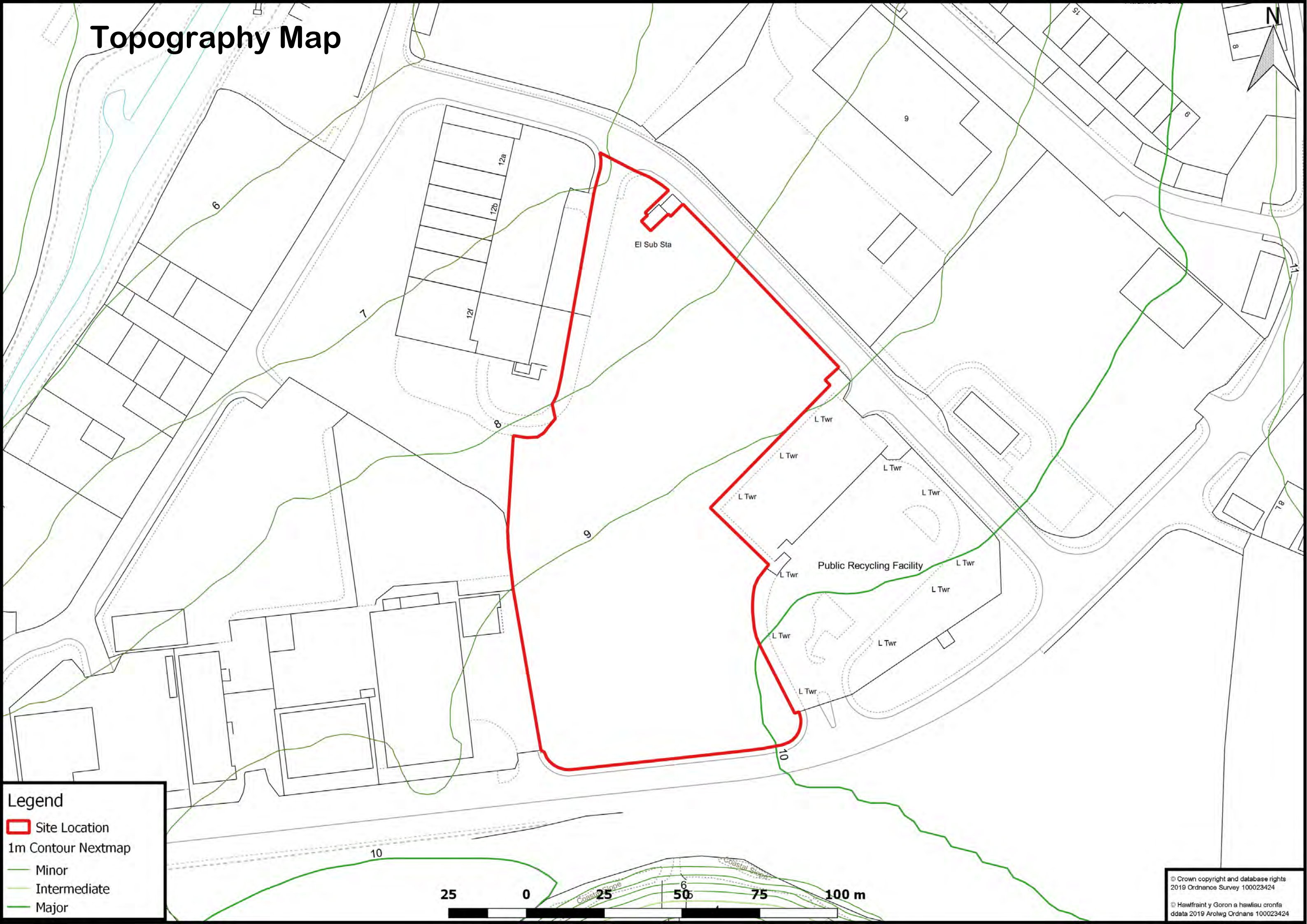
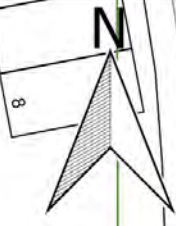


Legend
[Red outline] Site Location



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Topography Map

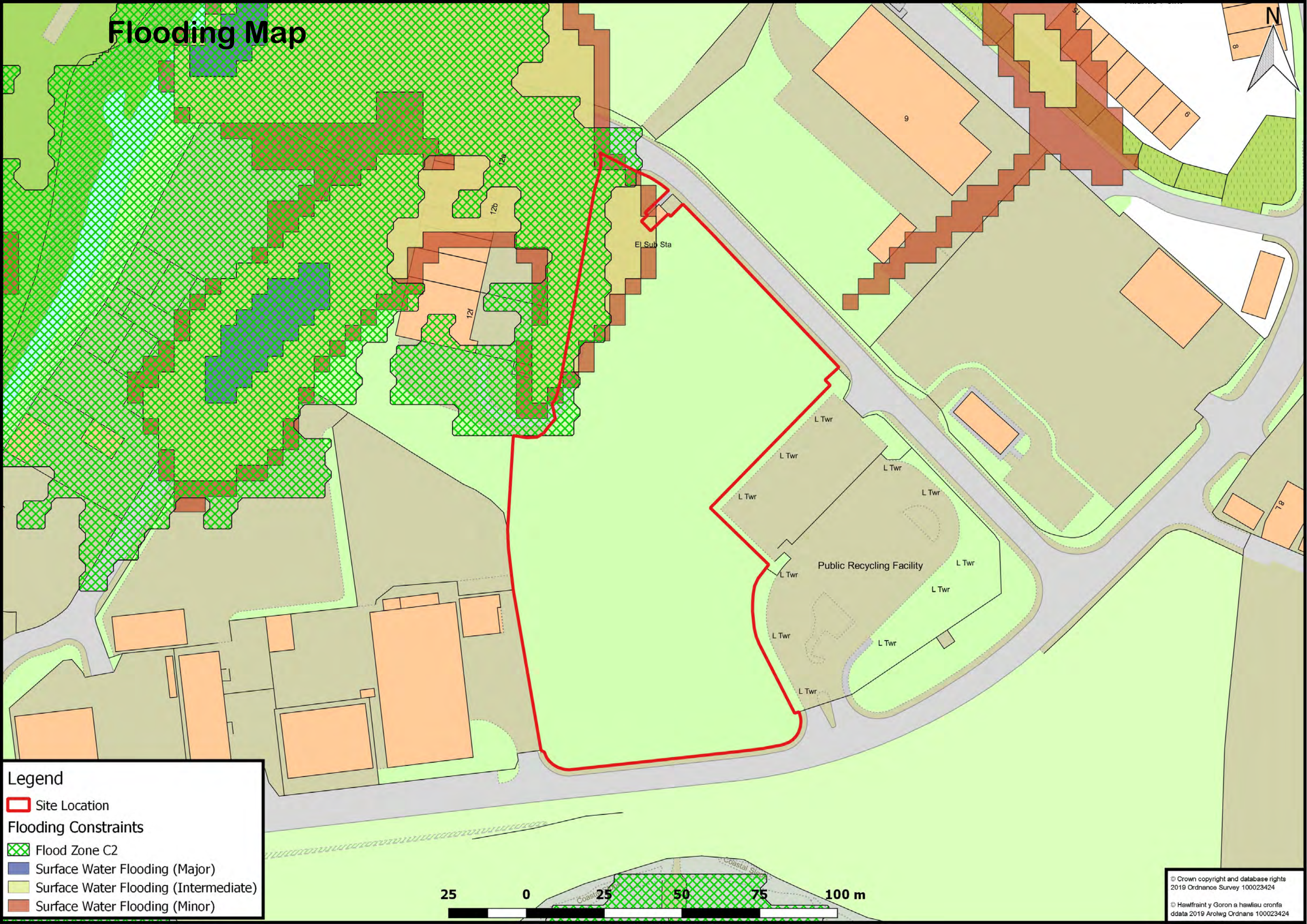


Legend

- Site Location
- 1m Contour Nextmap
- Minor
- Intermediate
- Major

25 0 25 50 75 100 m

Flooding Map



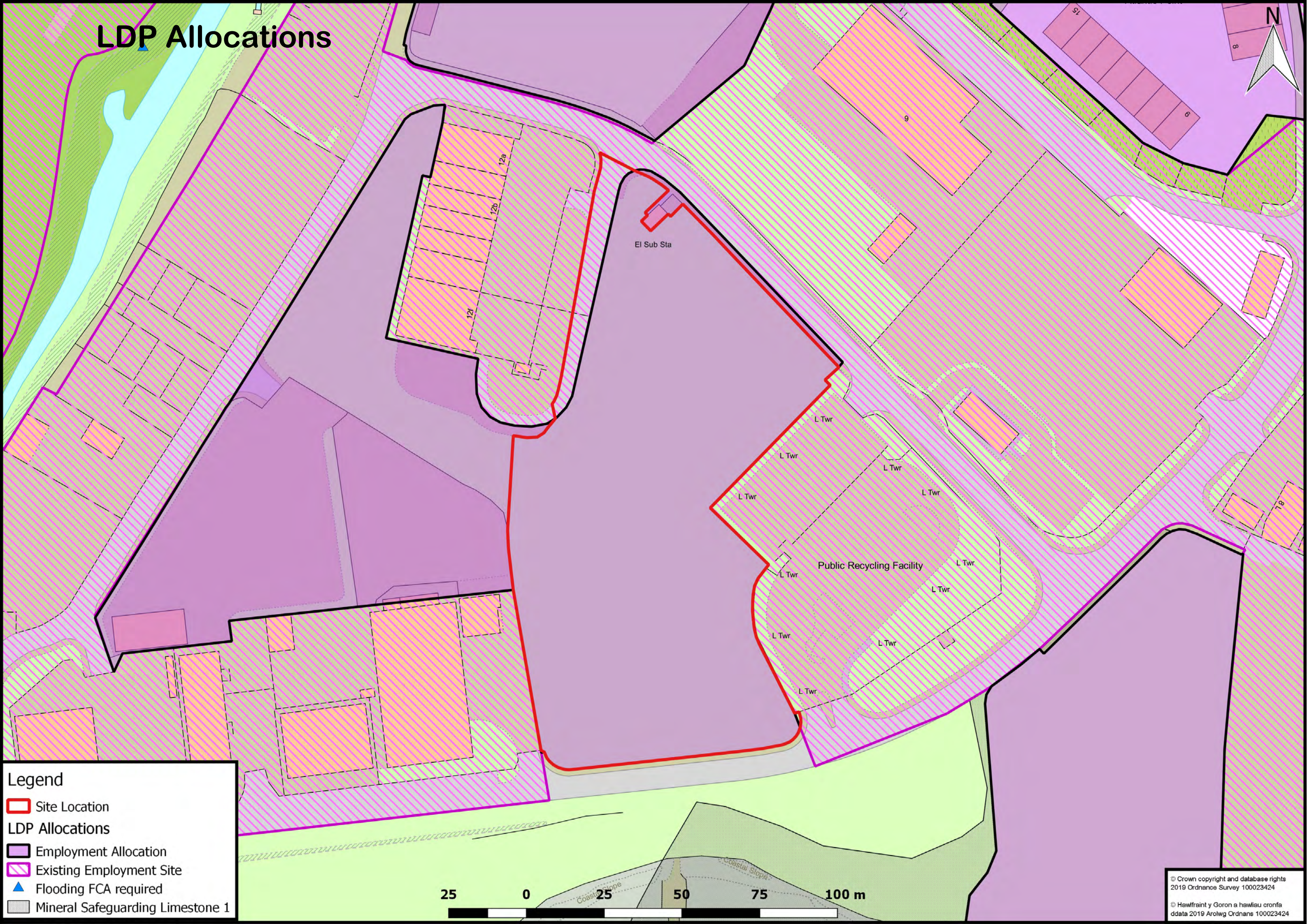
Legend

- Site Location
- Flooding Constraints**
- Flood Zone C2
- Surface Water Flooding (Major)
- Surface Water Flooding (Intermediate)
- Surface Water Flooding (Minor)



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LDP Allocations



Legend

- Site Location
- LDP Allocations
 - Employment Allocation
 - Existing Employment Site
 - Flooding FCA required
 - Mineral Safeguarding Limestone 1



9.2. APPENDIX 2: SITE LAYOUT AND ELEVATION PLANS

9.3. APPENDIX 3: TRANSPORT ASSESSMENT (MOTT MACDONALD)

9.4. APPENDIX 4: ECOLOGY APPRAISAL (DAVID CLEMENTS ECOLOGY LTD)