

Planning Application for Materials Recovery Facility (MRF) –Planning Statement

Gillmoss, Liverpool

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Produced for
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1 Introduction and Background

This Planning Statement has been produced by Mouchel on behalf of Merseyside Waste Disposal Authority (MWDA).

The statement is made in support of a Planning Application for a Materials Recovery Facility (MRF) on land adjacent to the existing Gillmoss Waste Transfer Station, Gillmoss, Liverpool. The location of the development site is shown in Figure 1.

The Planning Application is made to Liverpool City Council as the statutory Waste Planning Authority, under the Town and Country Planning Act 1990.

The subject site has a history of Planning Permissions for similar facilities. The site lies within an area that is allocated for Industrial or Business Development and lies adjacent to the existing Gillmoss Waste Transfer Station, which is capable of handling up to 500,000 tonnes/year.

An extant Planning Permission (Application Number 05F/2550) was granted consent in December 2005 for 20,000 tonnes per annum In-Vessel Composting (IVC) facility. This was to be located on the same site as the proposed MRF and was to comprise two single storey, 12m high buildings, and a 10.5m high IVC facility.

This current application seeks to build a 100,000 tonnes per annum Materials Recovery Facility on land to the southwest of the existing Transfer Station, and is comprised of the following elements:

- The Materials Recovery Facility incorporating an integrated Visitor and Education Centre
- Car parking
- Site fencing
- Drainage
- External lighting arrangements
- Emergency access
- Landscaping
- Arrangements for construction and development activities

The planning application boundary and a layout Masterplan showing the location of the principle facilities of the MRF development, as listed above, is shown in Figure 3 to this Statement.

In keeping with the Council's environmental responsibilities the scheme has been planned and designed to minimise and control any adverse environmental impacts arising from this proposal. To this end, all recyclable material and sorting activities will be carried out within new buildings to minimise the potential for any noise or odour issues to arise. The drainage arrangements attenuate rainwater and intercept yard water to control and minimise the pollution risk. The external lighting will be designed in accordance with the appropriate British Standard which is BS EN 13201-2, 2003.

The facility is proposed to handle 100,000 tonnes per annum of mixed household recyclable materials collected from the kerbside in the Merseyside region. As such it will form a key element of the Authority's requirements to implement:

- The National Waste Strategy for England 2007 which seeks to reduce, reuse and recover an increasing percentage of waste arisings and
- The Joint Municipal Waste Management Strategy for Merseyside 2008 (JMWMS), which aims to improve on the sustainability of waste management whilst improving the services provided by the Merseyside Waste Disposal Authority.

This statement provides the background to the planning application, including the need for the scheme, details of the scheme, the planning policy context against which the application will be assessed and the applicant's assessment of the scheme's compliance therewith, and also the wider regulatory controls and drivers which set the context to this application and MWDA's responsibilities as the statutory Waste Disposal Authority.

The application documents are supported by a set of plans describing the principles of the proposed development. A full set of detailed plans and elevations is also submitted. Volume 2 of the application is the Supporting Environmental Information which details the context of the proposed development against a range of environmental factors, including details of all mitigation that is planned to ensure that the development does not result in unacceptable environmental impacts.

2 The Site and its Surroundings

The proposed development site for the Materials Recovery Facility (MRF) is on land adjacent to the existing MWDA Waste Transfer Station (WTS) at Gillmoss, Liverpool. The planning application boundary (the Red Line Plan) is included in Figure 2 to this application.

The proposed MRF is situated to the south of the existing WTS and vehicle access will be via the existing site entrance on Stonebridge Lane. Delivery and collection vehicles will access and exit the MRF via the existing site weighbridge before driving past the WTS to access the MRF.

The total area of the development is 1.85 ha of which the MRF building will occupy an area of 7200m².

To the east of the proposed MRF site is land in the ownership of MWDA and beyond that the existing Gillmoss Industrial Estate. The existing screening bund along the eastern boundary of the site will be retained and enhanced as part of this development.

To the north of the application area lies the Waste Transfer Station and the existing landscaping bund, which are in the ownership of MWDA, and beyond that lies a residential area.

To the immediate west of the site, lies Stonebridge Lane. Beyond Stonebridge Lane lies an effluent treatment works owned and operated by United Utilities.

To the south of the site lies the Stonebridge Park estate, which is a 29 hectare business park under development along the A580 (also known as the East Lancs Road). The junction between the Stonebridge Lane and the A580 that is shown on Figure 1 has recently been upgraded as a result of this business park development.

The site is linked to the strategic road network via Stonebridge Lane and the A580. The site lies approximately 2.5km via road to Junction 4 of the M57, and it is approximately 8km to the centre of Liverpool via the A580 and the A59

The national grid reference for the centre of the site is SJ 399 965. The proposal lies wholly within the jurisdiction of Liverpool City Council.

3 The Proposed Development

The application comprises the following key developments.

3.1 MRF Building.

The MRF building has the following dimensions and is orientated with the long axis in an East to West direction. The dimensions are width 80m, length 90m and height 16.86m to the ridge (see Figure 4).

All recyclable material that is received on site will be deposited onto the tipping floor within the MRF building. All vehicles will enter via the four access doors on the east face of the site. The building will have a truss rafter construction with cladding and architectural enhancement to all sides, as shown on Figure 4.

3.2 Integrated Visitor and Education Centre

The Visitor and Education centre will be a self-contained building within the footprint of the MRF structure at the north east corner. The Visitor Centre will be a facility to serve the people of Merseyside being available for use by local groups, schools and interested parties to visit the site on guided tours and learn more about recycling and the environment. To facilitate site visits the MRF facility will be fitted with high level gantry walkways that will ensure that visitors will be able to walk around the inside of the building without having to access the operational area. The floorplan of the proposals is included in Figure 5.

3.3 Site Access

Vehicle access to the site will be via the existing entrance to the site on Stonebridge Lane. Incoming and outgoing deliveries will be weighed at the existing weighbridge. All HGV deliveries to site will access via the Stonebridge Lane and A580 junction, and they will not be permitted to turn right onto Stonebridge Lane in a northbound direction.

3.4 Traffic Circulation

The traffic circulation arrangements within the facility are shown on Figure 6. Incoming HGV's will 'weigh in' at the existing weighbridge at the north of the Gillmoss site before delivery to the MRF. If the tare weight of the HGV is not pre-recorded at the weighbridge then the empty HGV will access the weighbridge by the same route on its exit from the site.

3.5 Parking

Parking for the new facility will be provided for in the existing car park on site, although this will be allocated for MRF and WTS operations accordingly.

There will be parking bays adjacent to the proposed facility, although these will be reserved for visitors to the site. The site will have 2 disabled spaces in accordance with the requirements of Traffic Advisory Leaflet 05/95 - Parking for disabled people published by the Department for Transport.

Footpaths to and from the MRF building will be provided to allow safe pedestrian access to and from the MRF.

3.6 Perimeter Security

The site has existing security fencing around the land ownership boundary of MWDA, shown as the blue line on Figure 2. There are existing gates on the main site entrance and additional gates at the entrance to the MRF will be installed, as shown on Figure 3. The existing fence will be utilised where possible, and where extensions are required this will be of the same height with a similar design using similar materials.

The gates will be kept closed at all times when the site is not open for the receipt of waste. The fencing will be regularly inspected to ensure the site remains secure. Operational security will be maintained with CCTV monitoring and security patrols. The site will be staffed 24 hours per day and seven days a week, therefore there will be a constant presence on site.

3.7 Lighting

The lighting proposals for the site will be designed in accordance with BS EN 13201-2 2003 and submitted for approval to the Planning Authority should planning permission be granted.

3.8 Personnel and Shift Working Patterns

The facility will operate a three shift system with all manual hand picking staff and maintenance staff working the following hours: 06:00 – 14:00, 14:00 - 22:00, and 22:00 – 06:00. In total there will be 60 people working in sorting the recyclates on any one day.

In addition there will be a further 5 people employed in administration of the facility and in the Visitor and Education Centre. These will work a 9:00 - 17:00 shift.

In total, the facility will employ a total personnel of 100 FTE.

The facility will be required to process recyclable materials 24 hours per day, although the facility will have to be maintained on a regular basis with routine daily maintenance taking place each night with a more thorough maintenance programme being implemented each weekend.

3.9 Description of the Waste Treatment Operations

Material that is to be recycled at the Gillmoss MRF will be brought to facility from the MWDA constituent boroughs. This will be kerbside collected co-mingled recyclables that are brought to Gillmoss for sorting, baling and onward transport to market.

The following are materials that will be accepted at the MRF facility:

- Paper
- Cardboard
- Glass bottles
- Steel and Aluminium Cans
- Plastic bottles

In addition, it is anticipated that there may be a small element of other non-recyclable waste in the mixed recyclables due to poor segregation by the householder.

Recyclable material coming to facility will be delivered in kerbside collection vehicles that will reverse into the MRF and tip onto the tipping floor. From here the mixed recyclables will be transferred by telescopic handler or loading shovel and placed onto a conveyor.

The MRF will separate the mixed recyclables into specific material streams (mixed plastic, glass, ferrous and non ferrous metal (aluminium and steel cans), paper, and mixed plastics including High Density Polyethylene (HDPE) and Polyethylene Terephthalate (PET)) by a specific arrangement of manual and automated routing technologies. Specifically these are, magnetic separators (ferrous), magnetic induction (non-ferrous) windsifter cyclones, manual sorting and glass sizing screens. The separated materials are stored in hoppers prior to being baled (where applicable) and transported to market.

Manual hand picking of the waste will allow bulky recyclables and contamination to be removed.

Having been processed and separated into the various streams, the recyclable material is bulked and stored within the MRF building before being taken from site to market.

3.10 Water and Waste Water Treatment and Discharge

3.10.1 Clean Water

All surface water runoff generated from the site will not be discharged directly to controlled waters. It will be managed in accordance with the requirements of the flood risk assessment.

3.10.2 Road drainage water

Road drainage water is discharged to surface water sewer following treatment in a three stage interceptor to remove solids and organics.

3.10.3 Foul Water

Foul water and sewage from the site will be transferred to the existing sewage network running along Stonebridge Lane via the existing foul drain that runs east west through the Gillmoss site.

3.10.4 Fire Water

Provision of Fire Water on site has not been identified at this stage as something that is recommended by Merseyside Fire and Rescue Service (MFRS), following initial consultation about the proposals for the site with them. However, the requirement for this will be identified during detailed design and Building Regulations compliance, although it is proposed that the building will have an internal fire water storage tank and associated sprinkler/deluge system in accordance with BS EN 12845:2004.

3.11 Emissions to Air

Recyclable material sorting operations in the MRF will not give rise to any gases. Odour emissions from the site are not considered to be significant, given the nature of the collected recyclable materials processed on site and the mitigation control measures that will be adopted (see the Air Quality and Odour Assessment, included in Appendix A of Volume 2 of this planning application).

3.12 Construction

Construction development or the delivery of construction materials is proposed for the following times.

07.00 - 19.00 hours Mondays to Saturdays (except Public Holidays)

07.00 – 16.00 hours on Sunday and Public Holidays.

3.13 Delivery and Collection Hours

The receipt and removal of recyclables and recyclables shall take place between the following hours:

08:00 – 18:00 during the summer (BST)

08:00 – 17:00 during the winter (GMT)

These operating hours have been designed around the operating hours of the existing Waste Transfer Station and are in accordance with the existing WTS environmental permit.

3.14 Prevention of Hazards and Nuisance

The whole process has been designed to ensure that there are no routine discharges of process effluent to controlled waters. In the unlikely event of a spillage, this would be contained within the facility.

Odour and noise will be at imperceptible levels off the site as emissions will be contained at source and mitigated through control measures, as discussed further in the Environmental Appraisal (Volume 2).

The facility is designed to handle dry recyclable materials only and will be run under a clear set of operating practices (which will include the minimisation of waste storage on site). The facility will be subject to an Environmental Permit, as issued by the Environment Agency.

Fire protection systems will be installed at the site. The Merseyside Fire Service will be consulted as part of the building control process to ensure that suitable fire fighting proposals are included within the building.

3.15 Future Developments

MWDA have positioned the proposed MRF building to the south west corner of the site and sufficient development space has been kept at the south east to accommodate a potential IVC facility to treat kerbside collected kitchen waste. However, whether this development will be required will be subject to the collection authorities implementing a kerbside collection of kitchen waste from households. If and when this facility is required it will be subject to a further planning application and an extensive public engagement programme.

MWDA may also require a electricity sub-station to be located on site and this will also be subject to a separate planning application and public engagement programme if and when required.

4 Policy Context

This section sets out the main planning and environmental policies and designations that have a bearing upon this proposal. These range from European legislation to local planning policies that relate to the site and the area surrounding it.

The planning constraints for the site and the surrounding land are provided on Figure 7.

4.1 Government Advice

Government advice is contained in a number of planning policy notes, some of which are material to the determination of this planning application. Planning Policy Statements (PPS) and Planning Policy Guidance (PPG) set out the Government's national policies on subject specific aspects of planning policy in England. These policies complement, but do not replace or override other national planning policies and should be read in conjunction with other relevant statements of national planning policy. In the case of waste planning, PPS10¹ is the most recent policy statement, and together with the supporting guidance, the principles will take precedence over earlier regional and local policies where there is conflict.

Planning Policy Statement 10

PPS 10 outlines the Government's advice and strategy for local authorities in assessing submissions for waste management facilities.

It provides guidance on the requirements and content of the Regional Spatial Strategy, the role of the Regional Technical Advisory Body and the development of Local Development Plan Documents. It provides advice about how the planning system should contribute to sustainable waste management through the provision of sites for waste management facilities. The guidance sets out the general policy and criteria for siting facilities.

The principles of PPS10 are as follows.

- A proactive approach to planning for sustainable waste management. PPS10 requires regional planning bodies to prepare regional spatial strategies (RSS) which provide *'sufficient opportunities to meet the identified needs of their area for waste management for all waste streams. In turn, planning authorities should prepare local development documents that reflect their contribution to delivering the RSS'*. This replaces the free-standing principle of regional self-sufficiency set out in PPG10.

¹ <http://www.communities.gov.uk/publications/planningandbuilding/planningpolicystatement10>

- Regional and local planning strategies are to be considered alongside other spatial planning concerns. They have to integrate effectively with other strategies, including municipal waste management strategies.
- RSS are required to look forward to a fifteen to twenty year period and to include a distribution of waste tonnage requiring management by waste planning authority area for the waste sectors identified.
- RSS are also expected to include a pattern of waste facilities of national, regional or sub-regional significance. PPS10 states that '*regional planning bodies should identify in the RSS the broad locations where the pattern of waste management facilities should be accommodated*'.
- PPS10 states that it is the responsibility of waste planning authorities to identify in development plan documents suitable sites and locations for new waste management capacity.
- In addition, it is important to note that two fundamental tenets of PPG10 i.e. Best Practice Environmental Option (BPEO) and the proximity principle, have been removed from waste decision-making in the new PPS10. Planning strategies will be subject to sustainability appraisals, which will deliver the process previously included in BPEO.

Paragraph 29 and Annex E provide specific advice on the criteria against which any proposals for development should be considered against. Greater information on how the site accords with policy is provided in Section 6.

Planning Policy Statements

The submitted Draft North West Regional Spatial Strategy (which will replace RPG 13) and Local Development Documents will align to the policies set out in the PPS series of guidance. The various Planning Policy Statements will also be material to decisions on individual planning applications where local policies have not been updated.

Table 4-1 contains summaries of relevant planning policy guidance to the proposed scheme.

Table 4-1 - Planning Policy Guidance relevant to the proposed Materials Recovery Facility

PPS / PPG	Description
<p>PPS 1: Delivering Sustainable Development (February 2005)</p>	<p>PPS1 sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system.</p> <p>PPS1 outlines the government's approach to planning. This is based around creating a framework for sustainable development including the need to provide for the nation's industrial and commercial needs while respecting environmental objectives, using developed areas in an efficient way, conservation of cultural heritage and natural resources, and encouraging alternative means of travel which have less environmental impact.</p> <p>The proposed development complies with the principle of sustainable development by providing a facility that caters for the needs of future generations in such a way that the environmental impacts of managing the waste generated are minimised.</p>
<p>PPS 1: Supplement: Planning and Climate Change (December 2007)</p>	<p>This supplement to PPS1 draws upon the Government's Climate Change Bill and the White Paper on Climate Change.</p> <p>It encourages planning authorities to include in their strategies and DPD documents the potential for reducing carbon emissions in new development and for increasing resource and energy efficiency. It also requires the Development Control body of the planning authority to assess climate change potential in new development proportional to its impact. Development Control bodies should also expect sustainable features, such as waste management and transport policies to be integrated into any proposals.</p> <p>The proposed development has been subject to a BREEAM assessment and has been recommended for an Excellent rating. Sustainable principles have been built into the proposals as sustainable building features such as natural lighting, and water collection have been incorporated into the design.</p>
<p>PPS 9: Biodiversity and Geological Conservation (August 2005)</p>	<p>PPS9 sets out planning policies on protection of biodiversity and geological conservation through the planning system.</p>

	<p>It considers habitats of international importance through to local importance and seeks not only to prevent harm to biodiversity and geologically sensitive sites, but guides local planning authorities to look favourably on developments that protect or enhance biodiversity and geology.</p> <p>The Geo-environmental investigation associated with the proposed development has assessed the environmental effects of the proposal and concludes that all impacts can be successfully mitigated.</p> <p>The ecological surveys that have been carried out on site have demonstrated which habitats should be encouraged upon development, whilst the removal of Japanese Knotweed from the site will positively contribute to the Biodiversity.</p>
<p>PPS 10: Planning for Sustainable Waste Management (July 2005)</p>	<p>The principles of PPS10 are outlined above in Section 4.2.</p>
<p>PPS 11: Regional Spatial Strategies (September 2004)</p>	<p>PPS11 provides advice on the preparation, scope and content of Regional Spatial Strategies. In particular, the PPS recognises the shift to more regional governance and places greater responsibility on regional planning bodies to resolve planning issues at the regional level.</p> <p>The proposed development is part of the overall waste strategy for Merseyside and accords with the principles in PPS 11 and associated guidance.</p>
<p>PPS 12: Local Development Frameworks (2004)</p>	<p>PPS12 provides advice on the preparation, scope and content of Local Development Frameworks which is the term for the portfolio of local development documents which comprises the spatial planning strategy for a local planning authority's area. PPS 12 covers the lifecycle of the LDF, from the development of a Local Development Scheme to the production and adoption of Development Plan Documents.</p> <p>PPS12 replaces Planning Policy Guidance Note 12: Development Plans (PPG12), except that PPG12 will remain in operation for development plans still being prepared under the 1999 Development Plan Regulations.</p> <p>The Merseyside LDF is currently being planned through the Local Development Scheme.</p>

<p>PPG13: Transport (March 2001)</p>	<p>The objective of this guidance is to integrate planning and transport at the national, regional and local level to promote more sustainable transport choices for both people and for moving freight.</p> <p>The proposed development deals with waste arising within a local catchment area thereby complying with the principles of proximity and the over-arching issues in the PPG.</p>
<p>PPG 16: Archaeology and planning (November 1990)</p>	<p>PPG16 gives advice to planning authorities on the safeguarding of archaeological remains within the planning process. It sets out a presumption in favour of preservation of nationally important archaeological remains and their settings, whether or not they are scheduled. The PPG further advises that where preservation in situ is not justified, planning authorities may reasonably require developers to make appropriate and satisfactory provision for excavating and recording archaeological remains.</p> <p>The impact on archaeological resources has been assessed in the SEI and no significant effects have been established.</p>
<p>PPG 17: Planning for open spaces, sport and recreation (July 2002)</p>	<p>PPG17 asserts the importance of open spaces, sport and recreation to people's quality of life. It provides advice to be taken into account in the preparation of the RPG and local plans. The Guidance Note describes the role of the planning system in assessing the needs and opportunities for open spaces, sport and recreation and the importance of maintaining an adequate provision of open spaces, sport and recreation buildings and land.</p> <p>The site is an allocated area for Industrial Development in the Liverpool Unitary Development Plan, and there are no rights of way or existing recreational uses on the site.</p>
<p>PPS 23: Planning and Pollution Control (2004)</p>	<p>PPS23 is concerned with the relationship between planning and pollution control.</p> <p>It considers the potential impact to land, air and water in terms of land contamination, ground water contamination, surface water contamination, the risk of toxic releases and the waste generated by development and gives weight to such impacts as material planning considerations. It provides guidance to ensure that other developments are not adversely affected by pollution and ensures that where pollution is likely to occur; informal, pre-application discussions are made with the LPA.</p>

	<p>The Environmental Information has dealt with the soil, groundwater and air pollution resulting from the proposed plant. The development will be properly regulated and all emissions will be controlled via the conditions of the Environmental Permit.</p>
<p>PPG 24: Planning and noise (September 1994)</p>	<p>PPG24 aims to minimise the adverse impacts of noise without placing unreasonable restriction on development or adding unduly to costs and administration of businesses. It says that noisy activities should be located away from noise sensitive land uses and local authorities are required to ensure that development does not cause an unacceptable level of disturbance. MPG11 Control of Noise at Surface Mineral Workings provides guidance on appropriate noise limits for the minerals industry. These levels are often taken as appropriate for waste development.</p> <p>The noise impacts associated with the development have been assessed and the report is included in the Supplementary Environmental Information. It has been concluded that the site can operate without creating a significant noise impact.</p>
<p>PPS 25: Development and flood risk (December 2006)</p>	<p>This PPS explains how flood risk should be considered at all stages of the planning and development process in order to reduce future damage to property and loss of life. It sets out the importance the Government attaches to the management and reduction of flood risk in the land use planning process, to acting on a precautionary basis.</p> <p>The PPS highlights the importance of land use planning in reducing, or at the very least not increasing flood risk. The proposals include measures for the creation of a storm water attenuation lagoon to reduce any flood risk issues.</p> <p>The Flood Risk Assessment, included in Volume 2 concludes that the site will not create an additional flood risk and recommends that SUDS principles are employed to ensure this. In addition, the site location is subject to an acceptable level of flood risk.</p>

Regional Spatial Strategy for the North West (RSS)

The RSS/ North West Plan replaces Regional Planning Guidance 13 (RPG 13) according to the Planning and Compulsory Purchase Act 2004 and covers planning matters in the North West of England in Cumbria, Lancashire, Greater Manchester, Merseyside and Cheshire.

The RSS was published in September 2008 and sets out the spatial planning policy across the region in terms of the scale, priorities and broad locations of future development.

Chapter 9 deals with the policies covering Environment, Minerals Waste and Energy, and the following policies are considered relevant to the Gillmoss proposals.

Policy EM5 – Integrated Water Management

....Local planning authorities and developers should protect the quantity and quality of surface, ground and coastal waters and manage flood risk, by:

- *Requiring new development, including residential, commercial and transport development, to incorporate sustainable drainage systems and water conservation and efficiency measures to the highest contemporary standard:*

The proposals for the Gillmoss MRF will accord with the requirements of Policy EM5 as the contractor for the scheme will incorporate a drainage attenuation system on site that will ensure that run-off to surface water will not be greater than is presently experienced. For additional information please refer to the Flood Risk Assessment included in Volume 2.

The proposals at Gillmoss have also been considered from a land contamination and groundwater perspective. The land contamination report which is included in Volume 2 concludes that mitigation and controls will manage any impact.

Surface waters will be protected through a surface water drainage system that will link with the existing drainage along the access road from Stonebridge Lane. Run-off from all hardstanding areas on the site of the proposed MRF will drain to an oil interceptor and sediment collection tank.

Policy EM10 – A Regional Approach to Waste Management

Plans, strategies, proposals and schemes should promote and require the provision of sustainable new waste management infrastructure, facilities and systems that contribute to the development of the North West by reducing harm to the environment (including reducing impacts on climate change), improving the efficiency of resources, stimulating investment and maximising economic opportunities.

Plans and strategies should reflect the principles set out in the Waste Strategy for England 2007 and PPS10. They should seek to achieve the following regional waste targets, and to exceed them where practicable:

- *growth in municipal waste to be reduced to zero by 2014;*
- *40% of household waste to be reused, recycled or composted by 2010; 45% by 2015; and 55% by 2020;*
- *value to be recovered from 53% of municipal solid waste by 2010 (including recycling/composting); and 67% by 2015 and 75% by 2020;*
- *zero future growth in commercial and industrial wastes;*
- *recycle 35% of all commercial and industrial wastes by 2020;*
- *value to be recovered from at least 70% of commercial and industrial wastes by 2020 (including recycling/composting).*

Policy EM10 reinforces the requirements and aims of the National Waste Strategy that was published in 2007. The proposed MRF will contribute towards Merseyside's JMWMS aim of increasing the percentage of MSW that is recycled. Merseyside's recycling rate for 2007 was 22.39%. In order to meet the target in 2015 of recycling 45% of MSW new facilities have to be constructed that can handle the waste that is diverted from landfill.

Policy EM11 – Waste Management Principles

Every effort should be made to minimise waste, maximise re-use, and maximise opportunities for the use of recycled material. Such residual waste as does arise should be managed at the highest practicable level in the Government's waste hierarchy. The following sequence of initiatives should be followed, and appropriate facilities provided:

- *first, waste minimisation; then*
- *maximise the re-use of waste for the same or a different purpose; then*
- *composting or recycling (for instance through streamed "kerbside" collections, "bring" banks, civic amenity sites, and centralised recycling facilities); then*
- *intermediate treatment of wastes that cannot readily be composted or recycled (through anaerobic digestion or mechanical biological treatment (MBT)); or*
- *treatment to deal with hazardous materials; then*
- *production of refuse derived fuels from waste; then*
- *recovery of energy from residual waste and refuse derived fuels (by a range of thermal treatments); and finally*
- *disposal of residual wastes by land-filling (or land-raising), including the recovery of energy from landfill gas where practicable.*

Policy EM12 introduces greater detail to the Waste Hierarchy as identified in the Waste Strategy 2007, as it further identifies the possibilities for recovery prior to disposal. However, as the proposed Gillmoss MRF will handle recyclable material; recycling is further up the waste hierarchy than recovery and the proposals are considered to be in accordance with this policy.

Policy EM13 – Provision of Nationally, Regionally and Sub-Regionally Significant Waste Management Facilities.

.....In considering proposals for waste management facilities (including additional landfill capacity) the ability of existing established sites to meet the needs of the region / sub region should be fully explored. Wherever possible, such sites should be used in preference to other sites where waste management activities have not previously been located, provided proposals for the development of waste management facilities satisfy general planning and licensing conditions, including the likely cumulative impact on the environment, landscape, cultural heritage, groundwater, the amenity and health of the neighbourhood and residents, the traffic impact; available transport links; the prevention and control of pollution and any specific technical issues.

For both the municipal, and the commercial and industrial waste streams, primary reception, treatment and transfer facilities should be located near to the sources of arisings. Secondary treatment and disposal facilities may be located on a sub-regional strategic basis, to serve a wider catchment area.....

Policy EM13 states that the location of new waste management facilities within the confines of existing waste management sites should be considered and, as long as other policies are not prejudiced, they should be prioritised as preferred sites over those with no history of waste management. The Gillmoss site has a history of waste management as the existing Waste Transfer Station has been located on site since 1988. The proposals are therefore in accordance with this policy.

Policy EM18 – Decentralised Energy Supply

.....In advance of local targets being set, new non residential developments above a threshold of 1,000m² and all residential developments comprising 10 or more units should secure at least 10% of their predicted energy requirements from decentralised and renewable or low-carbon sources, unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable..

Policy EM18 requires local authorities to set their own targets for the amount of renewable and decentralised energy that must be provided for in the planning for new development. However, Merseyside and Liverpool have no saved policy that refers to this requirement, therefore the proposals will be subject to the default requirement of Policy EM18, which is that at least 10% of the MRF's energy will have to come from renewable, decentralised or low carbon sources.

To this end, MWDA are proposing that Photo Voltaic (PV) cells are installed on the roof structure of the MRF if required.

North West Regional Technical Advisory Body - Waste Management Report (July 2001)

This report was written to assemble waste data and provide advice on options for the management of waste in the region until 2020 to feed into the production of the Regional Waste Strategy (RWS). It summarises the regions waste situation, highlighting the lack of facilities in the region to cope with the projected municipal waste arisings, and concludes with several options to remedy the problems. These are based around two main scenarios (scenarios 7 and 8 have been used in the RWS):

- recycling and composting (although markets for compost and recycled waste will need to be increased to service this route)
- introduction of energy from waste (although this would depend on the success of the recycling and composting initiatives)

The conclusions of this report emphasise the need for each authority to adopt a municipal waste strategy that meets its recycling and composting targets under the National Waste Strategy and Best Value. It also states that it should be possible to locate the facilities required to meet these targets on suitable industrial land in the region.

The Report's recommendations also highlights that the landfill of residual waste should be reduced as far as practicable, and that waste facilities should be operated at the highest environmental standards to minimise the impacts on people and the environment.

Regional Transport Strategy (RTS)

The RTS is integrated in policies throughout the draft RSS. It establishes a regional context for the preparation of Local Transport Plans and Local Development Frameworks and includes broad Regional Development Principles (Policy DP1), and a number of other policies that address the main objectives of the RTS, as defined by PPS 11.

Its aims are based around the improvement of transport facilities and routes in terms of the quality and provision of public transport as well as the management and upgrade of the networks. This is supplemented by encouraging the population of the North West to use a variety of transport options in order to protect the environment. For example, RT7 encourages new developments to incorporate high quality pedestrian and cycle facilities including the provision of new cycle routes and secure cycle parking.

The proposals for the Materials Recovery Facility will include secure cycle parking and the operator will adopt a Green Travel Plan upon operation.

Joint Merseyside Waste DPD

The Joint Merseyside Waste Development Plan Document (DPD) is being prepared by the Merseyside Environmental Advisory Service (MEAS) on behalf of the Councils of Halton, Knowsley, Liverpool, Sefton, I St Helens and Wirral.

The Merseyside Waste DPD is currently being prepared and public consultation on the Sites and Spatial Strategy is on-going (commenced on 17th November 2008). Adoption and publication of the finalised DPD is not expected until February 2011.

4.2 The Statutory Development Plan

Policies and proposals within the statutory development plan form the land use planning context for decisions taken on planning applications. The proposed development site lies on land wholly within the ownership of Merseyside Waste Disposal Authority at Gillmoss, Liverpool.

Section 54A of the Town and Country Planning Act 1990 requires that “*in making any determination under the planning Acts, regard is to be had to the development plan, the determination will be made in accordance with the plan unless material considerations indicate otherwise.*”

The development plan in this instance includes:

Liverpool Unitary Development Plan (UDP) 2002

The Unitary Development Plan (2002) (UDP) for Liverpool was abolished as a statutory document under the provisions of the Planning and Compulsory Purchase Act (2004). However, policies have been saved for the period of transition to the Local Development Framework (LDF). The Core Strategy is due to be adopted in September 2009.

General objectives and policies for development in the City of Liverpool are included in Chapter 5 of the UDP. Policy E1 outlines the general environmental objectives and proposals that are outlined for land and development in the City of Liverpool.

Policy E1

Within the primarily industrial areas and on the sites identified in Schedule 6.1 and on the Proposals Map, planning permission will be granted for industrial/business uses (Use Classes B1/B2/B8) and small scale ancillary uses. Planning permission for other uses will only be granted where the proposal:

- i. Would clearly act as a catalyst to the comprehensive redevelopment of the site or area primarily for industrial/business use*
- ii. Would not prejudice the long term development of the area primarily for these uses;*
- iii. Does not involve the development of a warehouse in the City Centre in excess of 2,500 square metres*

- iv. *Would not cause unacceptable traffic and highway congestion and related problems or have an adverse impact on residential amenity or on the operation of existing businesses; and*
- v. *Would not conflict with other policies in the Plan.*

Figure 6.1 and Paragraph 6.5 of the Unitary Development Plan identify the Gillmoss/Fazakerley/Aintree area in the north west of Liverpool as an Economic Regeneration Area. Paragraph 6.6 identifies that there are specified areas for industrial and business development in these areas, and Schedule 6.1 identifies the Gillmoss site as development site E5 with an area of 5.87 hectares.

Policy HD18 provides guidance on the general design requirements that are required for development within the City.

Policy HD18

When assessing proposals for new development, the City Council will require applications to comply with the following criteria, where appropriate, to ensure a high quality of design:

- i. *the scale, density and massing of the proposed development relate well to its locality;*
- ii. *the development includes characteristics of local distinctiveness in terms of design, layout and materials;*
- iii. *the building lines and layout of the development relate to those of the locality;*
- iv. *external boundary and surface treatment is included as part of the development and is of a design and materials which relate well to its surroundings;*
- v. *all plant machinery and equipment are provided within the building envelope or at roof level as an integral part of the design;*
- vi. *the development pays special attention to views into and out of any adjoining green space, or area of Green Belt;*
- vii. *the development has regard to and does not detract from the city's skyline, roofscape and local views within the city;*
- viii. *the satisfactory development or redevelopment of adjoining land is not prejudiced;*
- ix. *there is no severe loss of amenity or privacy to adjacent residents;*
- x. *in the case of temporary buildings, the development is of a suitable design and not in a prominent location;*
- xi. *adequate arrangements are made for the storage and collection of refuse within the curtilage of the site and the provision of litter bins where appropriate;*
- xii. *the exterior of the development incorporates materials to discourage graffiti; and*
- xiii. *adequate arrangements are made for pedestrian and vehicular access and for car parking.*

The proposals for the MRF at Gillmoss are considered to be in accordance with Policy HD18. The proposed design of the building, as shown in Figure 4 will compliment the development of the business park to the south of the site and has been designed to integrate into the surroundings. Greater information on the design principles for the site have been included in the Design and Access Statement (see Volume 1).

Policy GEN 8

The Plan aims to protect and enhance Liverpool's environment by:

- i. promoting the recycling of land for productive use through the treatment of vacant, derelict and underused land;*
- ii. controlling uses which can contribute to the incidence of land, air, water pollution and light spillage;*
- iii. seeking to secure the efficient disposal of waste and to encourage recycling, reclamation and reuse of waste wherever possible;*
- iv. protecting land drainage and preventing flooding;*
- v. investigation and promoting the concept of renewable energy; and*
- vi. ensuring that all developments (including minerals operations) are carried out with due consideration for the environment and public health.*

In addition the UDP also provides guidance and other policies that are pertinent to the proposed development of the MRF at Gillmoss.

The scheme is considered to be in accordance with Policy GEN 8 as a high degree of environmental improvements have been proposed.

Policy HD23 pertains to the requirement for landscaping in new developments. Landscaping of the entire scheme will include extension of the landscaping bund along the northern boundary and the construction of a feature pond and landscaping at the entrance of the site. As part of this development an underwater surface water attenuation tank is proposed for the site and landscaping is proposed around the MRF as shown on Figure 8. Existing landscaping around the northern perimeter would be improved as part of the proposed development and would be incorporated into a new landscape management plan for the site that would update the existing arrangements.

Policy HD23

All new development proposals should make proper provision for the planting and successful growth of new trees and landscaping, including any replacement planting provided as compensation for the loss of any trees due to development and in particular should:

- i. provide high quality landscaping and boundary treatment including the submission of such details as part of any full planning application; and*

- ii. *promote nature conservation through the use of native species and the creation of wildlife habitats where appropriate.*

The scheme is considered to accord with Policy HD23 as boundary treatment along the eastern perimeter of the site is to be improved as part of this application and full details of the landscaping proposals in other areas of the site are shown in Figure 8 and described in the Supplementary Environmental Information.

Policy HD28 pertains to external lighting and seeks to ensure that sufficient, fit for purpose lighting is allowed for at the planning stage for new developments.

Policy HD28

The City Council will require developers to take account of the following principles in schemes where external lighting is required:

1. *The lighting scheme proposed is the minimum required for security and working purposes to undertake the task, and*
2. *Light spillage and potential glare is minimised particularly to*
 - o *Residential and commercial areas;*
 - o *Areas of wildlife interest; and*
 - o *Areas whose open landscape qualities would be affected, particularly those open areas on the urban fringe.*

The scheme will incorporate sensitive lighting that will be downward pointing to minimise light pollution escape.

Chapter 13 on Environmental Protection contains policies that are pertinent to Waste Management. Policy EP5 gives guidance on the suitability of the location and design for waste management facilities such as the proposed MRF at Gillmoss.

Policy EP 5

1. *Planning permission for the reception, recycling, processing, treatment, sorting, incineration or transfer of waste and second hand materials, will only be granted if the proposal:*
 - i. *will not have a detrimental effect on the amenity of neighbouring uses (especially residential areas) by virtue of noise, dust, fumes, smell or other nuisance;*
 - ii. *is well screened through the use of landscaping, the location of other development, or the confinement of the operation within covered buildings in sound structural condition;*
 - iii. *has sufficient off-street space for all deliveries, collections and storage of materials, together with associated parking;*
 - iv. *includes satisfactory access arrangements, and the traffic generated can be accommodated on the local highway network without adversely affecting road safety or the amenity of local residents;*
 - v. *is not located on a prominent main road frontage;*
 - vi. *would not discourage new investment in adjacent sites or in the area generally; and*

- vii. will not harm the nature conservation interests of a site, as set out in policies OE5 and OE6.*
- 2. *The City Council will seek to concentrate waste related activity in the former Canada Dock Goods Yard and Redfern Street.*

The proposed facility at Gillmoss is considered to be in accordance with the requirements of Policy EP5. The Supplementary Environmental Information that accompanies this application explains in greater detail the environmental impact and mitigation measures that are proposed for the MRF building, although a brief discussion of how each point is addressed is given below:

- i. will not have a detrimental effect on the amenity of neighbouring uses (especially residential areas) by virtue of noise, dust, fumes, smell or other nuisance;*

The Supplementary Environmental Information that accompanies this application demonstrates that the proposed MRF facility will not generate an unacceptable degree of amenity impact through dust, noise, fumes, smells or other nuisances. See the Supplementary Environmental Information for further information.

- ii. is well screened through the use of landscaping, the location of other development, or the confinement of the operation within covered buildings in sound structural condition;*

The proposed MRF will lie adjacent to the existing Transfer Station in a purpose built building that will be designed to contain the noise and odours generated by the operations. Existing landscaping that exists on site will be retained, and improved on the western boundary of the site and along the northern edge.

- iii. has sufficient off-street space for all deliveries, collections and storage of materials, together with associated parking;*

All offloading, loading and transfer of waste material will take place within the MRF building, which has been designed with sufficient storage and processing space for the maximum required throughput of 100,000 tonnes per year. Parking for MRF staff will be provided for in the existing parking arrangements on site. The car parking area will be delineated to indicate which area is for MRF personnel and which is for the existing Waste Transfer Station personnel. The number of parking spaces provided for the MRF staff is considered adequate for the development and is fewer than the maximum recommended for a development of this size and nature in Appendix 4 of Regional Planning Guidance 13.

- iv. includes satisfactory access arrangements, and the traffic generated can be accommodated on the local highway network without adversely affecting road safety or the amenity of local residents;*

Vehicles carrying recyclable materials to and from the MRF building will access the site via the existing site entrance on Stonebridge Lane and will pass over the existing weighbridge prior to delivering or receiving recyclables in the MRF building. The Transport Assessment that is included in the Supplementary Environmental Information has concluded that the additional traffic that will be generated as a result of the proposed MRF development can be safely accommodated on the existing road network without a significant impact on traffic flow.

v. is not located on a prominent main road frontage;

The MRF building is to be located at the south western extreme of land under the ownership of MWDA at Gillmoss, and will be screened by new and existing vegetation and landscaping. It is not considered that Stonebridge Lane is a main road.

vi. would not discourage new investment in adjacent sites or in the area generally;

This application for a Materials Recovery Facility lies on land to the south west of the land within the control of MWDA (see Figure 2). However, there remains a large area of land to the east of the proposals and to the south of the existing Waste Transfer Station that MWDA may wish to develop in the future, and the layout of the proposed MRF is such to avoid the sterilisation of this land.

As all the waste handling operations would take place within the MRF building, and because the Supplementary Environmental Information has demonstrated that the development and operation of the site would not have a significant environmental impact, it is considered that the proposals are in accordance with this policy.

vii. will not harm the nature conservation interests of a site, as set out in policies OE5 and OE6.

This application is accompanied by an Supplementary Environmental Information that details in Volume 2 the ecological surveys that have been undertaken on site. These have concluded that the proposals can be accommodated with a neutral impact upon the nature and conservation interests in the area. In addition, the removal of Japanese Knotweed will be a positive contribution.

Joint Municipal Waste Management Strategy for Merseyside (2008)

The Joint Municipal Waste Management Strategy (JMWMS) for Merseyside sets out how waste will be managed in the short, medium and long term to meet the challenges laid down in the Landfill Regulations (2002)

The 2008 Strategy was published in August and updated the 2005 version of the Strategy. This allowed the strategy to respond to the needs and issues that arose from the National Waste Strategy, published in May 2007.

Local Waste Strategies are prepared as a requirement of the Waste and Emissions Trading Act (2003) which requires waste disposal authorities, such as MWDA to prepare a strategy for disposing of municipal waste.

The Strategy contains Key Points and Actions that highlight the requirement for new facilities and improvements to the structure of waste management in Merseyside. The JMWMS also sets out two key Strategic Aims and Objectives:

- To improve the sustainability of municipal waste produced on Merseyside using the waste hierarchy
- To continuously improve the services provided in terms of efficiency, effectiveness and economy.

The JMWMS outlines the key waste targets that are applicable to Merseyside that are outlined in the European Landfill Directive, the Waste Strategy for England and the North West Regional Waste Strategy.

Since the 2005 Strategy the Authority has moved to build upon the targets, aims and objectives that were set and to ensure that the 2008 strategy deals with the waste management issues that can be addressed at local level.

The 2008 Strategy therefore concentrates upon a number of issues that were excluded from the 2005 Strategy, such as the need for the Partner members of the Authority to work together to share knowledge and to develop further strategies and protocols where necessary. The Strategy therefore does not deal address and target specific policies that are relevant to the operation of the MRF as these are addressed in the UDP, and regional and national policy.

However, the following Key Recommendations are considered pertinent to the requirements for the MRF.

Key Recommendation 14 - *All Districts are committed to improving recycling performance and achieving key targets and will incorporate a range of approaches to ensure that the challenging recycling and landfill diversion targets of 2010 and beyond are delivered. These approaches include:*

- *Maintain the separate collection of dry recyclables, biodegradable waste and residual waste, using kerbside sort, commingled or wheeled bin collection systems*
- *Collect recyclables as frequently as practicable, moving towards alternate week residual waste collection*
- *Move towards the kerbside collection of kitchen waste*
- *Optimise Bring Bank locations to complement the kerbside collection service towards an optimum saturation rate.*

Key Recommendation 14 places the onus upon the waste collection authorities to collect the dry recycle material that will be the feedstock to the proposed MRF

process, ensuring that these are collected in a manner that will be conducive to the needs of the MRF.

Key Recommendation 19 – *All Partners shall use awareness raising and enforcement measures where appropriate to improve the quality of recyclate collected and reduce contamination.*

Key Recommendation 19 states that there is an obligation for the partner organisations to raise public awareness on the need for recyclable material in the waste stream to be efficiently removed. The Visitor and Education centre will enable MWDA to deliver to school children, community groups and other interested parties the message of the need to recycle and how to make better use of resources.

5 Summary of Need

The following section will identify the requirement for the proposed Materials Recovery Facility in terms of European, national, regional and sub-regional drivers in the form of legislation, strategies and policy documents.

5.1 The Landfill Directive 1999/31/EC

The Landfill Directive (the Directive) was agreed in 1999 and transposed into national legislation in 2002. The overriding aim of the Directive is to prevent, or minimise as far as possible, the negative effects of landfilling waste on the environment and human health. To achieve this, the Directive sets out a number of objectives which relate largely to minimising the volumes of waste being disposed of to landfill (banning certain more hazardous wastes from landfills) in order to minimise the negative side effects which occur as a result of landfilling. The Directive also specifies the requirements for Member States to reduce the volume of biodegradable waste landfilled.

The main requirements of the Landfill Directive were transposed into English law via the Landfill Regulations (2002) and the targets for biodegradable diversion from landfill via the Waste and Emissions Trading Act (2003).

5.2 The Waste and Emissions Trading Act 2003

The Waste and Emissions Trading (WET) Act builds upon the requirements of the Landfill Directive by specifying the target dates by which point the UK must have accorded to the Directive's requirements for the diversion of biodegradable waste from landfill. The UK must reduce the amount of biodegradable waste going to landfill by the following amounts of 1995 levels in the following years:

- By 2010 biodegradable waste landfilled must be 75% of 1995 levels
- By 2013 biodegradable waste landfilled must be 50% of 1995 levels
- By 2020 biodegradable waste landfilled must be 35% of 1995 levels

The proposed MRF facility will meet the objectives of the Directive and its transposed acts in UK law as it will provide an alternative method of treating waste and it will aid the diversion of some biodegradable wastes (paper and cardboard) from landfill by providing an outlet through which they can be recycled.

5.3 Landfill Allowance Trading (England) Regulations 2004

The Landfill Allowance Trading Scheme (LATS) implemented under the Waste and Emissions Trading Act (2003) began on April 1st 2005. It requires a progressive reduction in the amount of Biodegradable Municipal Waste (BMW) landfilled by the UK from 2005/06.

Allowances to deposit BMW to landfill have been allocated by DEFRA to Waste Disposal Authorities for each year until 2020. LATS introduces a degree of flexibility into the system by allowing trading of permits between Waste Disposal Authorities. (WDAs) also have the opportunity to “bank” and “borrow” permits for future years. However, if, following trading, an authority exceeds their quota, a financial penalty of £150 is enforced for every tonne of biodegradable waste taken to landfill in excess of the permitted allowance.

Given the significant quantities of waste disposed and managed by Merseyside Waste Disposal Authority, the penalties imposed for failing to meet their LATS targets would be hugely significant. The proposed MRF will contribute towards the diversion of biodegradable waste from landfill.

5.4 Waste Strategy for England 2007

The Waste Strategy for England 2007 replaces the National Waste Strategy of 2000 and it is the Government’s key policy document detailing their strategy towards the management of waste in England. This includes targets and proposals for among other things, reducing the quantities of waste that are generated, deliver new treatment and processing facilities and ensuring that waste management sites are appropriately managed and regulated.

The key objectives of the Waste Strategy are:

- Decouple waste growth (in all sectors) from economic growth and put more emphasis on waste prevention and re-use;
- Meet and exceed the Landfill Directive diversion targets for biodegradable municipal waste in 2010, 2013 and 2020.
- Increase diversion from landfill of non-municipal waste and secure better integration of treatment for municipal and non-municipal waste;
- Secure the investment in infrastructure needed to divert waste from landfill and for the management of hazardous waste; and
- Get the most environmental benefit from that investment, though increased recycling of resources and recovery of energy from residual waste using a mix of technologies.

The Waste Strategy also sets higher targets for the recycling and composting of household waste, rising to at least 40% by 2010, 45% by 2015 and 50% by 2020, compared to 30% in 2010 and 33% in 2015.

As a financial incentive for reducing the amount of waste that is sent to landfill the Waste Strategy also confirms the Government’s intention to increase landfill tax by £8 each year from 2008 until at least 2010/2011. The current rate of landfill tax is £32 per tonne.

The proposed MRF will enable MWDA to contribute towards the UK's waste strategy by allowing up to 100,000 tonnes per annum of recyclable material to be separated and processed which will contribute towards the challenging recycling targets set out in the National Waste Strategy.

As a Waste Disposal Authority (WDA), MWDA is responsible for the disposal of waste within the five unitary authorities of Liverpool, Knowsley, St Helens, Wirral and Sefton. They are also responsible for the production of their own waste strategy which will outline the policies for waste disposal in the region.

In this instance the Waste Planning Authority is Liverpool City Council, although the constituent bodies have agreed to produce a Joint Municipal Waste Management Strategy and this was published in June 2005 and updated in 2008.

6 Summary of Alternatives

6.1 The 'Do Nothing' Scenario

In Section 5 it has been clearly demonstrated that the development of a Materials Recovery Facility is vital to ensuring that Merseyside meets the requirements of European and National legislation and policy. The failure to develop a facility such as the proposed MRF could lead to Merseyside Waste Disposal Authority incurring significant fines for failing to meet its landfill diversion targets whilst also failing to meet recycling and targets laid down in the Waste Strategy.

Clearly a facility such as that proposed at Gillmoss is essential given the requirement to deliver sites to meet landfill diversion targets. Secondly, sites must be available to process the recyclable material that the Waste Collection Authorities of Merseyside are collecting, as these schemes become more widespread and productive.

6.2 Site Search

To find a suitable location within Merseyside for a MRF, Mouchel on behalf of MWDA undertook a site search throughout the Merseyside region in 2006 and 2007 of sites potentially suitable for waste management facilities. Sites considered were those identified as suitable for employment or industrial development in the relevant Unitary Development Plan.

To search for a suitable location for a new MRF it is important to consider the general geography of Merseyside and the existing MRF provisions. Currently MWDA operate a MRF with a 100,000 tonne per annum capacity on the Bidston site in the Wirral. This facility caters for mixed dry recyclables arising in Wirral Borough Council and is currently receiving recyclables from other districts, including Liverpool City Council and Knowsley Borough Council. Consequently it would not be appropriate to search for a site in the Wirral for a new MRF facility and one located elsewhere in Merseyside would be required. As the Bidston facility is capable of receiving more recyclables than is generated in the Wirral the over capacity is met by receiving recyclables from other districts. On the basis of the general density of waste arisings in Merseyside and the existing MRF location on the Wirral it was considered that the most appropriate location for a new MRF was in the East Liverpool/West Knowsley area.

A new MRF facility would require land of approximately 2.0ha. This minimum site area requirement was used to search for suitable sites.

Based on these requirements a search was conducted in the East Liverpool/West Knowsley region for sites 2.0ha or larger. This search was conducted on a large pool of sites in a Geographical Information System (GIS) database. Details of the search zone are given in Appendix 2. The centre of the search zone was chosen as the approximate mid point between the intersections of the M57 and M58/M62.

6.3 Site Selection

6.3.1 *Criteria Based Screening*

The search criteria detailed in Section 6.2 was applied in the GIS model this provides the initial screening for sites based on a set of criteria. The purpose of the Criteria Based Screening is to assess the sites against a number of physical parameters which will identify via a scoring system which site has the least concerns from a planning and development perspective. This scoring system was developed to be in line with the requirements of Annex E of PPS10.

The parameters applied were:

A) Showstoppers (factors that would potentially prohibit any development):

- Site of Special Scientific Interest (SSSI)
- Special Protection Areas (SPA)
- Special Area of Conservation (SAC)
- RAMSAR
- National Nature Reserve (NNR)
- World Heritage Site (WHS)
- Scheduled Ancient Monuments (SAM)
- Listed Building (LB)

Sites which infringed any of the above criteria were excluded.

B) Proximity to Sensitive Receptors:

- Primary Residential
- Town Centre
- Housing Development
- Hospital
- Food Processes
- Primary School
- Secondary School
- Flood Zone 3
- Agricultural Land Class 1 or 2

Sites were scored according to how close or far away they were from these areas on a scale of 1 to 5 with 1 being adjacent and 5 being furthest away.

C) Land Aspects:

- Landscape Designation
- Greenbelt
- Nature Conservation

- Archaeology
- Green Space
- Green Corridor
- Tidal Flood Plain
- Fluvial Flood Plain
- Special Protection Zones
- Controlled Waters
- Roads
- Waste Arisings
- Aerodrome
- Agricultural Land
- Mineral Deposits
- Air Quality Management Areas
- Railway/Port/Canal

Again sites were scored depending how close they were to these aspects. Note some are measured positively (e.g. waste arising) and some negatively (e.g. greenbelt).

All the sites that had been identified in the site search zone outlined above in Section 6.2 were fed into the GIS model. This allowed the site boundaries to be screened against all of the above. The result was to produce a reduced list of potential sites within the search zone. The top scoring sites were then taken forward to the Deliverability Assessment stage.

6.3.2 *Deliverability Assessment*

The final review is the Deliverability Assessment which included a site visit to each of the top scoring sites and a qualitative assessment as to whether site conditions were conducive for the proposed development. The deliverability assessment considered such parameters as:

- Land ownership and the likelihood of being able to obtain an option on the land;
- Topography of the site;
- Whether existing known services run through the site and whether these would have to be re-routed;
- The presence of water features on site and whether these would be a potential habitat or have to be relocated;
- The land use allocation according to the Unitary Development Plan
- Existing infrastructure, and will this prove to be a significant obstacle to development;
- Existing planning permissions for the site;

- Is the site in close proximity to footpaths and parks, therefore is there likely to be a significant visual impact;
- Are there likely to be significant engineering works necessary to develop the site;
- Suitability of the site for development.

These comments were tabulated and each was scored using a traffic light system, where a red light was given to those parameters that were likely to prove a major obstacle to development, amber for a minor obstacle to development and green for where there were no significant issues. A copy of the Deliverability Assessment for the top scoring sites is given in Appendix 3

The result of this work was to compile a League Table of top scoring sites and the Deliverability Assessment and Drive-by comments. This League Table was then used to consider the potential land acquisition issues. A copy of the League Table of top sites is given in Appendix 4.

6.4 Suitability of the Gillmoss Site

Gillmoss was identified as the best site following the site assessment due to its existing use as a site for waste management, its availability for occupation and its proximity to the trunk road network. It scored favourably in the Criteria based screening assessment and scored very favourably in the Deliverability Assessment. The principle advantages and disadvantages of the Gillmoss site are outlined in Table 6-1.

Table 6-1 – Principle advantages and disadvantages of the Gillmoss Site

Principle advantages and disadvantages of the Gillmoss Site	
Advantages	Disadvantages
Within the search area and conveniently located for highway access.	Potential for visual impacts on nearby residents
Land is identified for Industrial Development in the UDP	Mitigation for environmental impacts may be required
A site shape conducive to development with flat topography with no major services on site	
Existing waste management use within the wider site and the benefit of using some of that existing infrastructure such as weighbridges.	
History of planning permission on the site with an extant IVC permission	
Available for development as the site is owned by MWDA,	

Site is sufficiently sized to comfortably accommodate the proposals and could be further developed if need be.	
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6.5 Alternative Sites

Other sites in the Search Zone that featured in the League Table and were suitable for consideration are as follows (Postcode and OS Grid Reference included):

- Ainsworth Lane (L34 9GT : 342467,396669)
- Kirkby Industrial Park (L33 7UT : 342897, 397202)
- Land at the end of Faraday Road (L33 7YN : 343057, 397436)
- Island between Villiers and Penrhyn Road (L34 9ET : 343007, 396579)
- Land East of Gillmoss (L11 0JA : 340395, 396935)
- Contract and Kelco (343130, 396770)

A plan showing the location of these sites is given in Appendix 2.

Table 6-2 – Principle advantages and disadvantages of the Alternative Sites.

Principle Advantages and Disadvantages of the Alternative Sites		
	Advantages	Disadvantages
Ainsworth Lane	<ul style="list-style-type: none"> • Site shape and topography conducive to development without services • Industrial Allocation • Close to A580 • No significant visual impact envisaged 	<ul style="list-style-type: none"> • Site does not have the capacity for expansion • Outer catchment of a Source Protection Zone • Site under private ownership
Kirkby Industrial Park	<ul style="list-style-type: none"> • Site shape and topography conducive to development without services • Industrial Allocation • Close to A580 • No significant visual impact envisaged 	<ul style="list-style-type: none"> • Part of the site has an extant planning permission for a workshop • Demolition work on site would be necessary • Site does not have the capacity for expansion • Site is under private ownership

Principle Advantages and Disadvantages of the Alternative Sites		
	Advantages	Disadvantages
		<ul style="list-style-type: none"> • Outer catchment of a Source Protection Zone
Land at the end of Faraday Road	<ul style="list-style-type: none"> • Site shape and topography conducive to development without services • Industrial Allocation • Close to A5208 • No significant visual impact envisaged 	<ul style="list-style-type: none"> • Site is under private ownership • Outer catchment of a Source Protection Zone
Island between Villiers and Penrhyn Road	<ul style="list-style-type: none"> • Site shape and topography conducive to development without services • Industrial Allocation • Close to A5208 • No significant visual impact envisaged 	<ul style="list-style-type: none"> • Site does not have the capacity for expansion • Site is under private ownership • Outer catchment of a Source Protection Zone
Land east of Gillmoss	<ul style="list-style-type: none"> • Site shape and topography conducive to development without services. • Significantly sized area of land suitable for development • Industrial Allocation • Close to A580 • No significant visual impact envisaged 	<ul style="list-style-type: none"> • Site is under private ownership • Possible Visual Impact issues • Possible environmental impact without mitigation
Contract and Kelco	<ul style="list-style-type: none"> • Site shape and topography conducive to development without services. • Significantly sized area of land suitable for development • Industrial Allocation • Close to access roads 	<ul style="list-style-type: none"> • Site is under private ownership

A League Table of the top scoring sites is included in Appendix 4 to this Statement. This League Table shows that although the initial GIS model scoring of the Gillmoss site less favourable than those alternatives above, the Gillmoss site is the Top Scoring site under the Deliverability Assessment.

6.6 Conclusion

The site selection process found several sites in the search area that were suitable for waste management uses. However, the Gillmoss site was identified as the preferred site as it scored favourably in the site criteria scoring process and very favourably in the Deliverability Assessment (Appendices 3 and 4). Whilst other sites scored slightly better in the criteria based assessment than the Gillmoss site, they were not considered as deliverable given that they were in private ownership, therefore increasing the overall cost timescale and difficulty of the project, and some had existing developments on site.

Finally, the use of the Gillmoss site is in accordance with Policy EM13 of the RSS which advocates the co-location of waste management facilities on sites where capacity is available.

7 Environmental Issues

This Planning Statement is supported by Supplementary Environmental Information that includes a comprehensive assessment of the all pertinent environmental issues.

7.1 Screening Report

Mouchel submitted a screening letter on 22nd July 2008 for submission to the Planning Authority of Liverpool City Council. In their response, the Planning Authority confirmed that the proposals at Gillmoss did not fall within the remit of the Environmental Impact Assessment (EIA) regulations and that an EIA would not be required.

However, due to the nature of the development, the application would have to be accompanied by Supplementary Environmental reports that dealt with the following key themes:

- Traffic Impact Assessment
- Noise Assessment
- Air Quality Assessment
- Flood Risk Assessment
- Geology and Land Contamination Assessment
- Visual Impact Assessment

The separate reports for these, along with a concluding report are included in Volume 2.

8 Conclusions

8.1 Introduction

MWDA has embarked upon an ambitious and challenging programme of work to provide the necessary facilities to address the future waste arising in Merseyside. The proposed Gillmoss MRF will be able to manage and process, along with its partner facility at Bidston, the recyclable waste that will be collected by District Councils in Merseyside for the foreseeable future. Based on current District Council recycling collection plans, this MRF facility would be sufficient to meet all of that need.

It will help to deliver much needed infrastructure that will help the MWDA to meet the requirements of the Landfill Directive and the 2007 Waste Strategy by greatly increasing the capacity that exists in Merseyside for the processing of recyclable materials from the municipal waste stream.

8.2 Site selection

The Gillmoss site has been demonstrated to be a suitable and deliverable site for the location of the proposed MRF. As it is within the ownership of the Waste Disposal Authority it offers the opportunity for a Planning Application to be submitted as soon as possible for a facility that is needed to assist the Merseyside Authorities in meeting their landfill directive and waste strategy targets.

8.3 Proposal outline and employment opportunities

The proposals deliver much needed infrastructure in the Merseyside region for the management and processing of recyclable materials. It will offer substantial opportunities for employment in the area with up to 100 FTE positions being created.

8.4 Planning Policy and how the proposals accord

Relevant planning policies of national, regional and local policies to the proposals have been considered in Section 4 of this statement. It has been demonstrated that the proposals accord with the requirements of the National, Regional and Local policy documents.

8.5 Concluding Statement

Considering the need to develop a MRF facility in the Merseyside area, the contribution that it will make to achieving governmental targets and the supporting information to this application, we respectfully request that Liverpool City Council permit this development.

Appendix 1 – Policy Summary

Policy No.	Policy Thrust	Scheme accords with Policy	Scheme is neutral to policy	Scheme potentially contrary to policy	Comments
European Waste Policy Guidance					
Landfill Directive	Sets out European Policy to minimise waste going to landfill	✓			The proposal is consistent with objectives set out in the Directive. For example, BMW diversion targets from landfill.
National Planning Policy Guidance / Statements					
PPS1	Delivering Sustainable Development: the Government's planning strategy	✓			Recycling and recovery accords with sustainable development.
PPS9	Biodiversity & Geological Conservation	✓			
PPS10	Planning for Sustainable Waste Management	✓			Proposal is consistent with PPS10 guidance. For example principles relating to the need for the proposal, site selection methodology and the waste hierarchy are met.
PPS11	Regional Spatial Strategies	✓			The proposal is an integral aspect of a regional waste treatment infrastructure and conforms with policies of the RSS.

Policy No.	Policy Thrust	Scheme accords with Policy	Scheme is neutral to policy	Scheme potentially contrary to policy	Comments
PPS12	Local Development Frameworks		✓		
PPG13	Guidance to promote a more sustainable transport strategy	✓			The proposals will not result in an unacceptable increase in traffic and there is no viable alternatives to road transport.
PPG15	Planning and historic environment		✓		
PPG16	Archaeology and planning	✓			
PPG17	Planning for open spaces, sport and recreation	✓			The scheme will not harm any recreational amenity.
PPS23	Planning and Pollution Control	✓			Development will be properly regulated with regard to an Environmental Permit.
PPG24	Planning and noise	✓			Development will be able to operate without significant impact
PPS25	Development and flood risk	✓			The scheme will not result in an adverse impact

Policy No.	Policy Thrust	Scheme accords with Policy	Scheme is neutral to policy	Scheme potentially contrary to policy	Comments
Regional Spatial Strategy					
EM5	Integrated Water Management	✓			The proposals recommend SUDS principles to be adopted.
EM10	Increase recycling rates	✓			The proposals will deliver valuable and much needed infrastructure for the management and processing of recyclable materials arising in Merseyside.
EM11	The waste hierarchy	✓			The scheme will help to divert material from landfill.
EM13	Locational principles	✓			The proposals are for a site with an existing waste management usage.
Regional Transport Strategy					
RT7	Regional Framework for Walking and Cycling	✓			Accords with policy since cycle parking facilities are provided for staff and visitors. Also, the proposal provides for staff and visitors to walk to the facility.
Regional Waste Strategy for the North West					
North West RTAB	Waste management report	✓			The proposals are in accordance with the strategy outlined in the report

Policy No.	Policy Thrust	Scheme accords with Policy	Scheme is neutral to policy	Scheme potentially contrary to policy	Comments
Report					
Liverpool UDP					
E1	Industrial Areas	✓			The proposals are for B1/B2/B8 facilities in an area allocated for development
HD18	Design	✓			A high standard of design is proposed that will ensure that the facility is sympathetic to its surroundings
GEN8	Environmental Protection	✓			The facility will employ a high level of environmental protection and make use of redundant land
HD23	Landscaping	✓			The scheme will employ a high level of landscaping
HD28	Lighting	✓			The scheme will employ sensitive lighting
EP5	Waste Management Proposals	✓			The proposals will employ a high level of environmental protection and have been designed to be sensitively located.

Appendix 2 – MRF Search Area and the Top Scoring Site Locations

DRAFT

Appendix 3 – Deliverability Assessment

DRAFT

Appendix 4 – League Table of Top Sites

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Appendix 4 – League Table of Top Sites

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League Table for A2 MRF Search Zone									
League Position	ID Site	Site Description	Area	Borough	Score	DA	Drive By	Total Assessment Score	Acquisition Comments
1	1615	Gillmoss MWDA Site	8.00	Liverpool	3.82	5	5	10	The site is owned by MWDA
2	1897	Ainsworth Lane 1	2.2	Knowsley	4.73	5	3	8	Owner not approached. Site is a heavily wooded area of land within estate. Unclear if this land can be developed
3	1869	Kirkby Industrial Park 1	4.2	Knowsley	4.36	5	3	8	Owner not approached. Vacant land but preferred redevelopment is likely to be in line with more prestigious adjacent development (Alchemy site)
=4	1591		3.99	Knowsley	4.17	5	3	8	Owner not approached. Appears to be former recreation ground as part of Dairy Crest plant. HWRC may not be supported adj to food processing site
=4	2080	Contract and Kelco	8.00	Knowsley	4.17	5	3	8	Owner not approached. Fully occupied at present but site may become vacant
6	1898	Island between Villiers & Penrhyn Roads	2.15	Knowsley	4.10	5	3	8	Owner not approached. Land is vacant but we are aware that KMBC would not support waste use in this location
7	1325	Land to the east of Gillmoss	36.58	Liverpool	3.82	3	5	8	Owner not approached. Site includes occupied ind estate and large development site