



Client. Conwy County Council

Job No. 22044

Date. 26.05.23



Llandudno Junction Waste Center
Design and Access Statement





CONTROL SHEET

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DOCUMENT APPROVAL

Author	Checked	Approved by
KA		

DOCUMENT ISSUE RECORD

Issue	Date	Description of Amendment	By	Checked
1	05.06.23	Issued for comment	KA	
2	16.06.23	Issued For comment	KA	
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1. Introduction

- 1.1. This Design, Access and Planning Statement accompanies an application by Conwy County Council (CCC) for full planning permission for the construction of a Local Authority waste transfer station to undertake sorting and bailing of separately collected recyclable waste streams; to include erection of a building, creation of new access, internal access roads, service yard, storage areas, parking areas, and, associated drainage and landscaping at Plot 1: Ffordd Maelgwn, Llandudno Junction, Conwy
- 1.2. The project will assist the way CCC collects household waste, moving to the recommended Welsh Government Blueprint based on Kerbside Sort (KSS) Weekly Recycling Collection alongside further restrictions to residual capacity supported by several ancillary services such as opt in weekly Absorbent Hygiene Products (AHP) collections, fortnightly textiles & small waste electrical and electronic items (WEEE) alongside continuation of existing food waste and garden waste services. Moving to the Welsh Government Blueprint will assist with increasing recycling performance from current levels of circa 64% to help meet the 2024/25 Welsh Government target of 70% and will also generate better quality dry recyclable material that will, alongside the reduction in residual waste due to further restrictions, reduce overall service revenue costs.
- 1.3. As required by the Town and Country Planning (Development Management Procedure) (Wales) Order (Amendment) 2016 the statement aims to address the following matters;
 - Explain the design principles and concepts that have been applied to the development.
 - Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account.
 - Explain the policy or approach adopted as to access, and how policies relating to access in the development plan have been considered; and
 - Explain how any specific issues which might affect access to the development have been addressed.

2. Site & Context

- 2.1. The application site is located on land within the Tre Marl Industrial Estate, Llandudno Junction, Conwy. The following aerial images identify the application site (Plot 1) in red.



- 2.2. The site is located in a largely industrial area within close proximity to commercial and leisure premises including a cinema, leisure centre, restaurants and a supermarket as well as residential areas [approx. 115m]
- 2.3. A large earth mound surrounds the west and north of the site covered with vegetation & trees.

3. Existing Usage

- 3.1. The site history shows a variety of land uses. On this plot and in immediately surrounding plots there is evidence of a brickworks, clay quarry and industrial uses including most recently a vacant site which was a car breaker / scrapyard.

4. Design Principle

- 4.1. The proposed development is for the construction of a Local Authority Waste Transfer Station to undertake sorting and bailing of separately collected recyclable waste streams.
- 4.2. The facility will include suitable hard standing/ parking for the waste vehicle fleet, staff car parking, vehicle fuelling point and vehicle wash along with suitable staff accommodation for use by waste operative teams and supervisors. There will also be storage for containers/bins and part of the site will be used for the processing and storage of highways waste (road sweepings/gully waste) prior to onward disposal.

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4.3. The building will not be used to treat waste, only for the bulking of material and hence other than a dedicated 'dirty' loading shovel and a fork truck no machinery will be located within it. Each part of the site has been designed to effectively facilitate the relevant processes.

4.4. The proposed waste transfer centre is understood to operate as follows:

- Monday-Saturday: 06:00 to 19:00 hours, core operational hours 10:30 hours to 15:00 hours
- Sunday: 08:00 to 17:00 hours,
- Bank holidays: Open excluding Christmas Day & New Year's Day

5. Proposed Character

5.1. The proposed main depot building will measure 79m (length) x 35m (width). It will have a pitched roof with a ridge height of 12.5m and eaves height of 9m. This will be with Kingspan Composite walls and roofing creating a 2,765m² building.

5.2. The proposed building will be constructed in the following materials:

- Anthracite (RAL7016) Trim, Gutters, Down-pipes, doors and frames
- Merlin Grey (18B25) Roof Cladding; and
- Zircon (RAL 5014) Wall Cladding

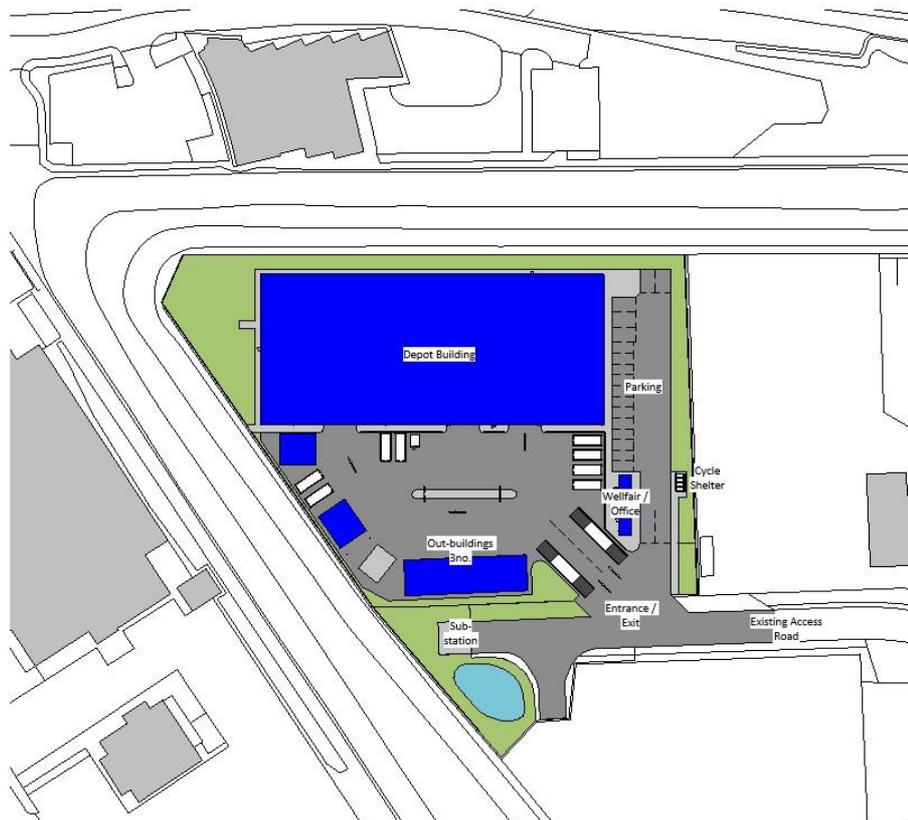
5.3. Images below to indicate a precedent for the type of material treatment.



5.4. The application is accompanied by landscaping plans proposing tree, shrub & hedge planting together with meadow grassland mix. The planting mixes are all native species and include heavier planting along the boundaries of the site to enhance the existing surround, as well as between and within sites to soften the internal appearance of the site. The landscaping should provide a pleasant environment on the estate.

6. Accessibility – vehicles/pedestrians

- 6.1. The access has been designed to accommodate cars, light goods vehicles and heavy goods vehicles, including RCVs for delivery of waste and articulated vehicles to transport bulk waste away from the site. Visibility splays of 2.4 x 120 metres are achievable in each direction for emerging vehicles, this being the requirement for speeds of up to 30mph.
- 6.2. The application site is accessible by all means of transport including by private transport, on foot and by use of public transport.
- 6.3. There will be 12 standard parking spaces for staff and visitors including 2 disability spaces. In addition, there will be 5 large parking spaces for operational vehicles. It is considered that the proposed parking spaces conform to the Authority's car parking standards and the spaces are located as close as reasonably possible to the unit to ensure that all of the site's users will be able to use the parking spaces conveniently.
- 6.4. Cycle parking will be provided in a secure and sheltered facility within the application site, close to the facilities building.
- 6.5. The site benefits from a good network of footways between the site and surrounding residential areas to the north, as well as accessible bus stops. Surfaced footways are provided with street lighting and 30 mph speed limits,



allowing for pedestrians to safely make their journeys on foot any time of the day.

7. Vehicle and Pedestrian movements to, from and within the site

- 7.1. The site layout has been designed to allow convenient flow of traffic in and out of the site without the need to wait and in forward direction, providing access to all parking areas, for deliveries and collection of waste.
- 7.2. The building has three roller shutter doors to assist traffic movements. All vehicles will enter via the first door and vehicles tipping or collecting any material other than residual waste will exit through the second door. Artics and residual waste vehicles will exit via the third door. This will allow the frequent deliveries and collection of residual wastes to continue unimpeded by other traffic in the building.
- 7.3. The proposal ensures that there is safe and convenient pedestrian and vehicular access to and from development sites, both on site, with the direct pedestrian link to the main entrance and along the highway to the existing Industrial Estate. There is a good level of car parking proposed including larger accessible spaces, motorbike parking and a large cycle store.
- 7.4. There is convenient access to public transport facilities with links to the nearest bus-stops within a short walking distance from the site. There are also clear and well-defined links to pedestrian/ cycle routes, including direct links through the industrial estate.
- 7.5. The closest train station to the development is Llandudno Junction train station, approximately 1.4m / 29-minute walk from the site.

8. Environmental Sustainability

- 8.1. The proposal makes the best use of design techniques, siting and orientation in order to conserve energy and water resources. The application uses sustainable drainage techniques as set out within the drainage strategy.
- 8.2. The site could also employ where possible the following energy strategies:
 - Solar panels.
 - Car charging ports.

9. Noise Pollution

- 9.1. All noise generating plant and equipment associated with the proposed development will be designed to ensure that the noise egress limits to be set as part of the noise impact assessment are achieved.
- 9.2. The transfer of waste would be undertaken within buildings and managed to reduce noise. Any effects on the environment are likely to be of a local scale and not considered to be significant.

9.3. Suitable acoustic mitigations steps will be incorporated into the design of the proposed building, services plant and locations which are subject to operational activity.

9.4. In addition to the assessed physical mitigation measures put in place the following are recommended for inclusion within a site management strategy:

- Where possible, minimise the tipping of material from height.
- Switch off all plant when not in use.
- Adopt a low-speed limit for vehicles and machinery on site, to limit vehicle noise.

10. Lighting

10.1. The application is accompanied by a lighting strategy. This limits lighting to fall within the site, facing inward and downward to prevent light spill onto the surrounding landscape or outward. This also keeps levels as low as possible to be limited to operational purposes. This will also protect spill to nearby residential properties.

10.2. Clear and visible signage will be placed at key locations, including entrances and exits to the recycling center. The relevant safety signage and notifications will be displayed at all times.

11. Odour

11.1. The operation of the proposed development will seek to manage any potential odour issues. The management and operation of the site will include the following process:

- Food waste will be stored in a covered container within the shed;
- Food waste will be on site for a maximum 24 hours
- AHP will be on site for a maximum 7 days;
- Other waste will remain on site for a maximum of 2 days;
- Bales will be stored until sufficient quantities for collection;
- Glass and paper will be stored until there is sufficient quantities to fill a 28-tonne loader; and
- External bays have been positioned to minimise effects on surrounding residential properties.

11.2. In order to minimise the impact of odour the following measures have been included as part of the Operating Techniques document (for Environmental Permit):

- Strict waste acceptance procedures will be adhered to, to ensure only permitted wastes are accepted on Site;
- The Site will be monitored for odours by Site Operatives throughout the working day and entries noted both in the site diary and odour management spreadsheet;

- In the event that odour is detected, investigations will be undertaken to determine the cause and appropriate remedial action to be taken and the relevant EHO will be informed;
- Food wastes will either be transferred directly into a sealed bulk container within the building or tipped into the designated bay and then transferred to the bulk container depending on the method of delivery. All food waste will be removed off-site for recovery;
- The sealed food waste containers will only be opened to receive waste to reduce the emissions of any odour;
- No food or biodegradable waste will be treated on-site, only stored for transfer to a suitably permitted facility;
- The Site will not accept any further biodegradable/food waste if there is not sufficient capacity to hold this material;
- Good housekeeping methods will be undertaken on site and all operational areas of the Site will be swept as and when required in line with daily inspections and appropriate remedial and corrective action will be implemented as soon as is practicable;
- All waste will be stored within the Waste Operations building or appropriate bays, preventing the potential for odour emissions;
- Materials will be removed from the facility for recycling or disposal to reduce the quantity stored on site; and
- A DCC street cleansing vehicle will clean the shed areas and remove any baler run-off on a daily basis.

11.3. The transfer of waste would be undertaken within buildings and managed to reduce odour. Any effects on the environment are likely to be of a local scale and not considered to be significant.

12. Supporting Documentation

12.1. The application is supported by the following documents:

- Full detailed plans and elevations
- Landscape Plans
- Ecology Reports
- Lighting Strategy
- Acoustic Report
- Transport Assessment
- Vehicular swept path analysis
- Waste Planning Assessment
- Waste Operating Techniques Report
- Drainage Strategy
- Flood Risk Assessment

13. Policies

13.1. National and local planning policy guidance considered relevant to the principle of this development are set out in this section.

Policy	Summary
TAN5	Technical Advice Note 5 'Nature Conservation and Planning' provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation. An ecology survey has been undertaken and submitted as part of this application.
TAN11	The main aim for TAN 11 is to ensure that any noise generating development does not cause an unacceptable degree of disturbance. This has been considered in Section 9 of the document and associated acoustic report.
TAN12	The guidance in TAN 12 has been considered in formulating the proposal and in reporting on the Design and Access issues. The Welsh Government is strongly committed to achieving the delivery of good design in the built and natural environment which is fit for purpose and delivers environmental sustainability, economic development and social inclusion, at every scale throughout Wales.
TAN15	TAN 15 provides technical guidance which supplements the policy set out in Planning Policy Wales in relation to development and flooding. A floor risk assessment has been carried out and forms part of the overall submission.
TAN18	The main aim of TAN 18 is ensuring that new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion. TAN 18 also considers people with disabilities. This has been considered in Sections 6 & 7 of this document and associated transport assessment.
TAN20	Consideration of the effects of the proposed development on Welsh language and the community have identified an overall beneficial effect. No mitigation measures are considered to be necessary to make the proposed development acceptable.
TAN21	TAN 21 considers the proposals for all types of waste management facilities, taking 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. A waste planning assessment document has been produced to help address this policy.

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<p>TAN23</p>	<p>TAN 23 provides guidance on matters relating to economic development and recognises the diverse range of employment uses that are present in the economy in Wales.</p> <p>It is considered that the mix of B1, B2, and B8 is an acceptable use for the site including the ancillary aspect of A1 and is in accordance with guidance set out in TAN 23</p>
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