



**Halton Council, Liverpool City
Council, Knowsley Council, Sefton
Council, St. Helens Council and Wirral
Council**

**Joint Waste Development Plan
Document**

**Preferred Options 2
New Sites Consultation**
(Draft Report for District Approvals)

December 2010



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1 Introduction

The purpose and scope of this consultation

The purpose of this consultation is to provide an opportunity for you to comment on new sites proposed for waste management use as part of the Waste Development Plan Document (Waste DPD). This report focuses on new sites and asks for your comment on them. The new sites replace those that were withdrawn from the process as a consequence of the public consultation carried out between May and July 2010.

This is an extension to the first Preferred Options consultation. Throughout the production of the Waste DPD, sites issues have been contentious and it is considered vital that all stakeholders have further opportunity to comment on changes to proposed site allocations.

This report also includes brief updates on the Evidence Base, Needs Assessment and on the consequences of the abolition of the Regional Spatial Strategy (RSS).

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What is the Waste DPD?

The preparation of a Waste Development Plan Document (Waste DPD) is a statutory duty of all six Districts across the Merseyside sub-region. Given the strategic nature and scale of waste management facilities, Local Authorities are encouraged through government policy and EU legislation to collaborate in preparation of Joint Waste Development Plan Documents. This also includes collaborating closely in evidence gathering, technical assessments and policy development.

In December 2005 the Merseyside and Halton Local Authority planning departments gained full Council agreements to prepare a Joint Waste Development Plan Document – the Waste Development Plan Document (Waste DPD). The benefits of having a Joint Waste DPD include:

- Providing a strategic framework to direct new waste management infrastructure to the most suitable strategic locations across Merseyside and Halton, to encourage all communities to take responsibility for the waste they produce.
- Providing consistency and certainty to industry.
- Enabling Districts to resist inappropriate waste development e.g. waste facilities in the wrong location or the wrong type of waste management facility for a given location.
- Adoption of a consistent overall strategy for managing all of the sub-regional waste streams, supported by an agreed evidence base and technical assessments.

The Joint Waste DPD for Merseyside and Halton once adopted will become part of each districts Local Development Framework, and form an important part of the statutory policy and regulatory framework for each authority.

Timeline for the Waste DPD

Key Stage	Time	Brief Description
Issues & Options Public Consultation	Mar 2007	Six week consultation on the Issues and Options report
Spatial Strategy & Sites Consultation	Dec 08	Nine week consultation on Spatial Strategy & Sites report
Preferred Options Consultation	May 2010	6 week public consultation stage on Preferred Options for all policies and sites
New Sites Consultation	Jan 2011	This is the final 6 week public consultation stage where replacement sites introduced since Preferred Options will be considered.
Publication of Submission Document	Jun 2011	The final Waste DPD is published for consultation on the soundness of the plan prior to submission.
Submission of Waste DPD to DCLG	Aug 2011	Submission of the Waste DPD to Government (DCLG) for formal consideration and scrutiny
Examination Hearing	Nov 2011	An independent examination of the plan by an Inspector. Those who have made representations on the soundness of the Plan may appear.
Adoption of Waste DPD	Aug 2012	The formal process where the Waste DPD is adopted by each of the Merseyside districts as their statutory spatial plan for waste.

The figure shows the progress that has been made to date on production of the Waste DPD. Completed stages are shaded orange and the current consultation is highlighted in green. Future stages are shaded blue. The next stage, at which we will incorporate consultation comments from both the Preferred Options consultation and from the current consultation will be the Publication Document. This will be a final version of the Waste DPD, which will then be submitted to Government for an independent assessment of its soundness by a Planning Inspector.

How to get involved in this consultation

Why is this consultation so important?

This is the fourth public consultation on the development of the Waste DPD. This will be the last opportunity to make formal comments on the sites that are to be included in the Waste DPD. There will be a further opportunity at Publication Stage to comment on the Waste DPD, but this will be restricted to soundness issues.

How can you contribute your views on this New Sites Consultation?

Each site is presented (see Sites Section) with some context-setting and a site profile, indicating proposed waste management uses. There are then two consultation questions, one specifically on sites and another question allowing general comments on the Waste DPD to be provided. Comments can be entered directly on-line using the web-based version of the report. If you have access to the internet, we would prefer you to submit your responses in this way. If you are not reading this report on-line, a separate paper questionnaire is attached which can be returned by post.

If you wish to answer the questions on-line and you are not already registered, you will need to complete a simple registration process on our website at <http://merseysideeas-consult.limehouse.co.uk/portal>. Your responses will then be immediately logged onto our database.

We welcome your response to this consultation in any form. However, your response can be processed more efficiently if you use the questionnaire, either the online version or in paper copy. To help put your response in context, you are also encouraged to indicate who you are and how many interested parties you represent and who they are.

If you wish to complete the paper questionnaire, you will need to post it to:

Waste DPD Team – Preferred Options Consultation, Merseyside Environmental Advisory Service, First Floor, Merton House, Stanley Road, Bootle, Merseyside, L20 3DL.

The full report and supporting information is available at <http://merseysideeas-consult.limehouse.co.uk/portal>. It is also available by following the links on the websites of each participating district:

- Halton Council (www.halton.gov.uk)
- Knowsley Council (www.knowsley.gov.uk)
- Liverpool Council (www.liverpool.gov.uk)
- St.Helens Council (www.sthelens.gov.uk)
- Sefton Council (www.sefton.gov.uk)
- Wirral Council (www.wirral.gov.uk)

You can also view the report at your local council offices and libraries. Alternatively please call the Waste DPD Team on 0151 934 2804 to request a paper copy to be sent out to you.

There is a six week consultation period which will commence in early in 2011. The consultation is open to anybody, but responses must be received within the six week period allocated for the consultation. A public consultation event will be held during the six week period in each of the districts directly affected by the new sites.

For further information on the Waste DPD, please visit www.wasteplanningmerseyside.gov.uk or call the team on 0151 934 2804.

How your comments will be used.

In line with our policy of openness, any consultation responses we receive may be made publicly available at <http://merseysideeas-consult.limehouse.co.uk/portal>. The information contained in responses may also be published in a Results of Consultation Report.

Normally the name and postcode (or part of the address) of its author are published along with the response, as this gives credibility to the consultation exercise. If you do not wish to be identified as the author of the response, please state this expressly in writing to us so that your response can be published anonymously.

You should also be aware that there may be circumstances in which we may be required to communicate information regarding consultees to third parties on request, in order to comply with our obligations under the Freedom of Information Act 2000 and Environmental Information Regulations 2004.



2 Progress Update

Results of Preferred Options Consultation

A Results of Consultation Report has been produced on the Preferred Options consultation which took place May to July 2010 and is available on-line at www.wasteplanningmerseyside.gov.uk. The report covers the statistical analysis of responses received in support or against particular sites and preferred option policies. It also summarises the key points raised on each policy area and the actions arising for the Waste DPD team. The issues raised and actions arising are either addressed in this report or will be addressed at the Publication Stage. Work on the Publication Version of the Waste DPD document is ongoing and it is intended that this will be published in early Summer 2011.

Sites Withdrawn from the Waste DPD Process

During the District Councils' approvals process on the Preferred Options report (early 2009), two of the proposed sites were not approved (the Liverpool sub-regional site and a Sefton District site).

Subsequently, during consultation on the Preferred Options report, at a local level, there was a significant amount of opposition to several of the proposed site allocations for waste uses. Consequently two of the participating Councils resolved to withdraw their sub-regional sites from the Waste DPD process. These sites are: Ditton Sidings, Halton (H1576) and Lancots Lane, St Helens (S1885).

Alternative, replacement sites are the main subject of this current consultation and the results will subsequently be taken into account in the Publication Waste DPD.

Update on Evidence base and Changes to Needs Assessment

Since the Preferred Options consultation, a number of significant changes have taken place which have a direct impact on the Waste DPD. The following key changes are being taken into account when updating the evidence base and needs assessment:

- New consents for waste management facilities which have been granted locally or through appeal
- Changes to forecasts of waste arisings
- Review of compaction figures for inert waste landfill
- Implications of comments on self sufficiency from neighbouring authorities particularly with respect to non-inert landfill
- Implications of Merseyside Waste Disposal Authority's announcement that the final bidders for their Resource Recovery Contract will provide sites for residual waste treatment outside of Merseyside and Halton
- New operational waste management capacity

It is important that these key changes are taken account of to ensure that the Waste DPD evidence base and needs assessment are as up to date as possible. Work on updating the evidence base is currently ongoing and the detail of any changes in the needs assessment will be reported at the Publication stage of the Waste DPD. However, we are currently not anticipating any significant changes in the number of waste management facilities needed as set out in Table 4.3 in the Preferred Options Report (May 2010).

Regional Spatial Strategy

Other Changes that will be taken into account in the Publication Waste DPD.

During the Preferred Options consultation, the change in Government led to some immediate impacts on the North West region and consequently for Merseyside and Halton.

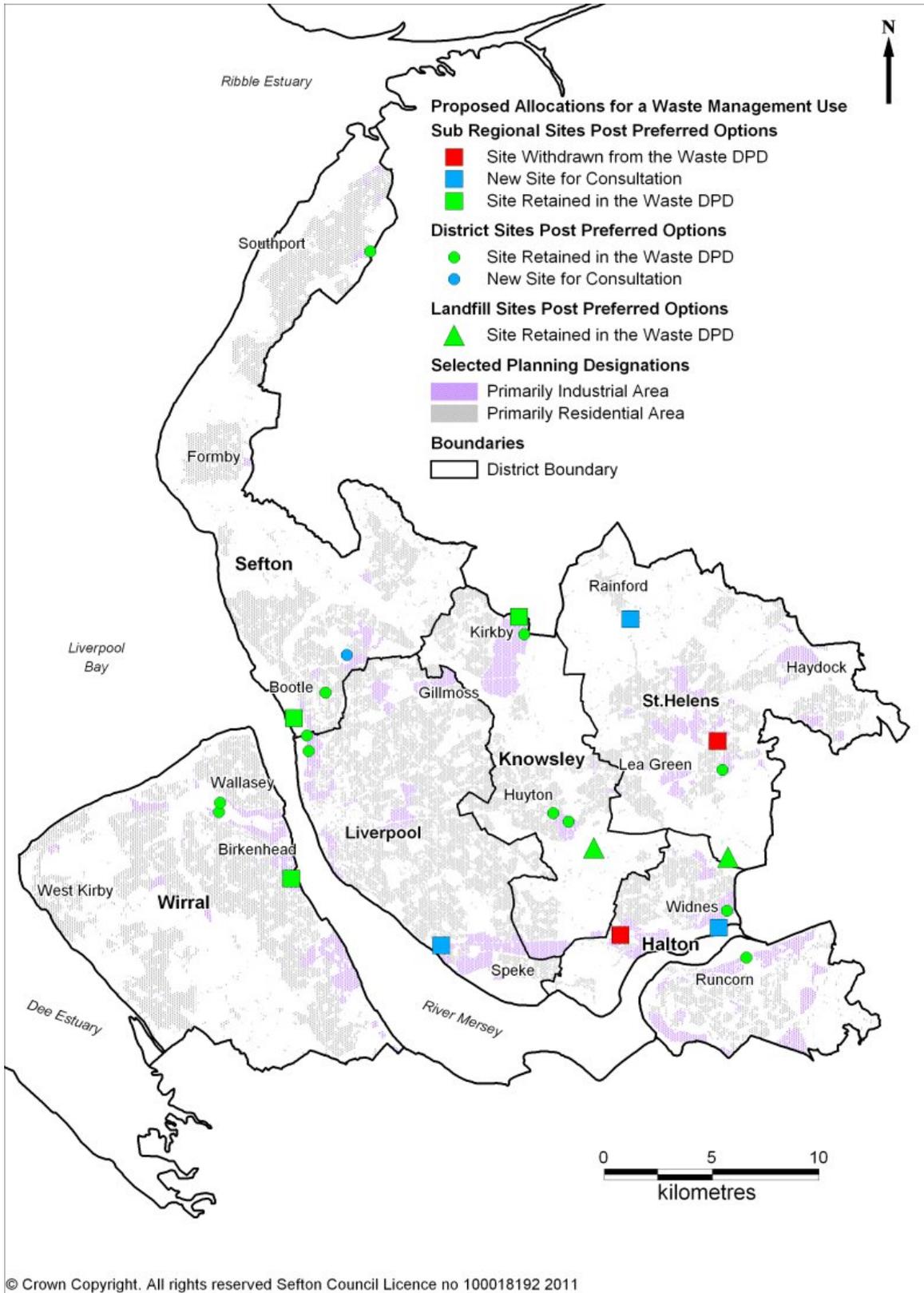
Proposed Abolition of Regional Spatial Strategies (RSS): Regional Spatial Strategies provided strategic direction on a range of issues including waste policy. The Waste DPD was required to take account of RSS policy and consequently a review is taking place of the RSS policies to ensure that issues previously addressed by those policies are adequately covered in the Waste DPD or as part of the Districts' LDFs. Any changes will be reported at the Publication Stage.



3 Sites

Background

Figure . Map showing Preferred Options sites including those withdrawn and their new replacements





The bulk of the sites which are required to meet the Needs Assessment for waste management facilities have been formally agreed by the Districts as a result of the Preferred Options consultation. These are illustrated by green symbols on the map on the previous page. As explained above, two sites which had been identified were rejected prior to consultation and two more were rejected as a result of consultation comments (red symbols). There are consequently four new sites (blue symbols) which are being put forward for consultation at this stage.

The map also illustrates the spatial strategy which underlies the Waste DPD approach to identification of sites to meet the Needs Assessment. Details of the approach were provided in Section 3 of the Preferred Options Report.

Method

Site Selection Methodology

The site selection methodology used to identify proposed allocations for waste management use in this additional sites consultation is exactly the same methodology that was used for identifying all the other sites which were consulted on in the Preferred Options Report in May 2010. The site selection process is fully described in the supporting document "Methodology for Site Selection for built facilities". However, a brief review is provided in the green box below:

Brief Overview of Site Selection Methodology

The process began with the development of an objective site assessment tool. This tool allocated scores to a long list of sites according to the distance of the site centre-point from various features. These features were regarded as either constraints (e.g. conservation areas yielding negative scores) or attractants (e.g. strategic road network, yielding positive scores).

Using this approach, a short list of sites for further consideration was derived and presented in the Spatial Strategy and Sites (SSS) Report. As a result of responses received following public consultation on that report, the site selection methodology was refined in some details, but retained all its principal features and scoring criteria.

In the later stages, having used the objective methodology to generate a short list of sites for eventual allocation for waste uses, attention shifted to considering deliverability issues for the sites which were on the short list. There is an element of professional judgement in making decisions on the basis of deliverability. There are, for example, representations from local authorities, owners and operators to be taken into account which make the case for or against inclusion of specific sites based on development or expansion plans which will be at various stages of evolution. Professional judgement has to be used to assess the relative merits of competing claims in appraising overall site deliverability.

The lists of proposed allocated sites therefore reflect a balance between an objective methodology based on site characteristics and deliverability judgements. Details of the audit trail which lead the selection process to arrive at the proposed allocations can be found in the supporting document "Built facilities Site Search Methodology". The complete listing of over 280 sites which were examined and scored for the Preferred Options Report is available in the spreadsheet "All Sites Scored for PO" within the Supporting Documents section on the consultation website.

Two types of sites have been identified :

- Sites for sub-regional facilities, capable of supporting the larger and more complex facilities (greater than 4.5 ha in area);
- Sites for district-level facilities, suitable for smaller waste management operations (less than 4.5 ha in area).

As a consequence of sites being withdrawn either at the approvals stage for the Preferred Options Report or as a result of the Preferred Options consultation, the Waste DPD team has had to return to the original long list of sites and identify the next best performing site in terms of both score and deliverability. In all instances, a choice of best-performing sites has been provided to each district for consideration. The key constraints and benefits of



each site have been highlighted to assist the District in its decision making process. Flood risk and consequent suitability for hazardous waste management have been incorporated into the site assessments in line with Environment Agency requirements.

For each site, a detailed site profile has been prepared and the new sites, which are subject of this consultation, are presented in pages 12-20. In the site profiles we have indicated which waste uses are possible for each site. This indication is not meant to be prescriptive and in many cases a range of waste uses are possible for a site.

Please note that a full explanation of the process by which sites are finally included or withdrawn from the Waste DPD will be included at the Publication stage of the Waste DPD.

Sites already identified

During the Preferred Options consultation, a requirement for 6 sub-regional sites and 9 district sites for built waste management facilities was identified, this included a level of contingency to provide flexibility to the Waste DPD. In addition to this there was a requirement for 2 inert and 2 non inert landfill sites. The majority of the sites presented in the Preferred Options Report received support in favour of their inclusion in the Waste DPD and these sites will be taken forward to the Publication Stage. Sites already identified and approved for inclusion in the final Waste DPD are not the subject of this consultation but are shown in the map on p 6 and listed in Appendix 2 for completeness.

Proposed Allocations for New Sites

Proposed New Allocations for Sub-regional Sites

Liverpool: Although agreement was not reached at the Preferred Options Approval stage for inclusion of a deliverable, sub-regional site within the Preferred Options report, the Executive Board recommendation that: "identification and consultation on a sub regional site within Liverpool and allocation of it for waste use within the Waste DPD publication document be agreed".

A number of sites were considered at the Preferred Options stage, but from a spatial planning perspective it was agreed that a site in the south of the city would be most beneficial. This work has now been completed and following a review of potential sites in the south of the city, Liverpool's Cabinet has endorsed the proposal to allocate **L2337: Land off Stalbridge Road, Garston** as their contribution to the sub-regional infrastructure.

St Helens: During the Preferred Options consultation there was a significant amount of local opposition to the proposed sub-regional site at Lancots Lane (S1885), largely because of its proximity to residential development and what were perceived to be other sensitive land uses within the vicinity. Following consultation, the Lancots Lane site was withdrawn from the Waste DPD process by a St Helens Council Resolution. However, St Helens Council acknowledged that they need to provide a replacement sub-regional site so that the District contributes to meeting the overall needs of the sub-region. The Council has considered a number of potential, alternative sites and following review and consideration of deliverability issues, the Council have endorsed inclusion of the site at : **S1596 - Land South West of Sandwash Close, Rainford Industrial Estate**.

Halton: Following considerable local opposition to the proposed sub-regional site at Ditton Sidings (H1576) due to access issues and proximity to housing, Halton Council resolved to withdraw the site from the Waste DPD process. Halton has limited opportunity to provide alternative sub-regional sites, although they acknowledge the need to make their contribution to the sub-regional infrastructure. The Council has considered potential, alternative sites and following review and consideration of deliverability issues, the Council have endorsed inclusion of the site at : **H2309 - Widnes Waterfront Site, Moss Bank Road**. This site was previously the subject of consultation (at the Sites and Spatial Strategy Report stage) but is now being put forward as a Preferred Option for allocation as a sub-regional site in Halton.



Proposed New Allocation for District Sites

Sefton: One of the proposed district sites in Sefton was withdrawn at the Approvals stage (February 2010) for the Preferred Options Report. However, Sefton Council agreed to identify an alternative site following the Preferred Options consultation. Several alternative sites were identified from the long list of sites, and subsequently re-scored and assessed for deliverability. Following detailed consideration by Sefton Council it has endorsed the inclusion of the site **F0885: Site North of Farriers Way, Netherton Industrial Estate.**

Sites that were allocated in Knowsley and Wirral during Preferred Options remain the same. Final site profiles will be published of all allocated sites at the Publication stage of the Waste DPD.

Site Profiles

The site profiles on subsequent pages are for the suggested replacement sites for sub-regional and district sites that were either omitted or withdrawn from the Preferred Options consultation. In order to assist in understanding the site profiles, the site characteristics for waste management uses in the table below are meant as a guide to help explain how the suggested waste management uses, shown on each of the profiles, were selected. The characteristics are not absolute, but offer guidance on the appropriate broad categories of waste uses. Technological advances coupled with innovative and space-saving design will inevitably mean that not all waste management solutions brought forward by the waste industry will exactly match the site size requirements suggested below.

Waste Management Uses

Waste Management Use	Description	Desirable site characteristics (DEFRA Guidance & Merseyside EAS)
Household Waste Recycling Centre (HWRC)	Site where the general public can take large bulky household items and garden waste and other materials for recycling and disposal. These sites are provided by the Merseyside Waste Disposal Authority and districts. Typically these sites may be split level for ease of access to skips and include areas for WEEE (Waste electronic and electronic equipment) items and white goods such as old televisions and refrigerators. HWRCs are generally open-air rather than enclosed facilities.	<p>Typically <1ha.</p> <p>A site or adjacent road network needs to be able to accommodate queueing traffic and be large enough to segregate public and HGV traffic. A site must be near to centres of population or on the edge of urban areas to maximise accessibility and ensure usage.</p> <p>Facilities should be sited in industrial and employment areas or other brownfield areas. Access via A/B class roads, sites close to existing waste management facilities and road access free from HGV restrictions should also be considered.</p>
Waste Transfer Station (WTS) and Sorting Facilities Including: - Materials Recycling Facility (MRF)	Sites where waste is taken and bulked up for onward transportation to final disposal (particularly applicable to the strategic municipal non-inert WTSs), or where some recyclable materials are first extracted, bulked up and transported on to re-processors. The residual material is then bulked up for final disposal (particularly applicable to the typically smaller merchant operated inert and non-inert WTSs). WTS deal with all waste streams including hazardous waste.	<p>Typically >0.5ha (size of the site is generally dependent on the level of waste throughput)</p> <p>Good access to the primary road network. Proximity to waste arisings is important. Buildings on site often need to be relatively tall to accommodate on site HGV movements.</p>



Waste Management Use	Description	Desirable site characteristics (DEFRA Guidance & Merseyside EAS)
<ul style="list-style-type: none"> - Municipal non-inert WTS - Merchant non-inert WTS - Merchant inert WTS 		A facility should be sited within: industrial areas, sited close to existing waste management facilities, brownfield, road access free from HGV restrictions and rail and/or sea links.
<p>Re-processor</p> <p>Including:</p> <ul style="list-style-type: none"> - Dry Recyclables Re-processor - Specialist Materials Re-processor 	A re-processor is a business that carries out the activities of recovery or recycling. The re-processor produces materials that are suitable for beneficial end-use. For example, for glass, the re-processor will manufacture cullet or new glass containers.	<p>Typically >1.5ha</p> <p>Sites in industrial areas or on brownfield land. Sited close to source of waste feedstock (i.e. WTS). Good access to the primary road network and/or rail links. Road access free from HGV restrictions. Where possible a facility should be located 250m away from sensitive receptors.</p>
<p>Primary Treatment</p> <p>Including:</p> <ul style="list-style-type: none"> - Mechanical Biological Treatment (MBT) - Anaerobic Digestion (AD) - In-Vessel Composting (IVC) - Autoclaving - Open Windrow Composting - Other specialised facilities for Commercial & Industrial wastes 	<p>Treatment of waste to separate out and treat recyclable materials (which have not been removed by prior sorting etc) from other wastes which are treated to create other useful products. For example, MBT treats mixed waste both mechanically and biologically to separate out recyclable materials for re-processing and makes biodegradable materials into other products, such as refuse derived fuel (RDF), solid recovered fuel (SRF) or a compost-like material.</p> <p>Anaerobic Digestion also produces compost-like material together with a biogas suitable for energy generation. IVC and Open Windrow Composting treat biodegradable municipal solid wastes (BMSW) through an initial shredding of the feedstock and then either forming into open windrows (suitable for garden wastes) for composting or treating in an 'in-vessel' system (suitable for catering wastes), which speeds up the composting process.</p>	<p>Primary treatment covers a broad spectrum of waste management technologies each with its own site size requirements. For example, AD technology could fit on a site of <1ha whereas a MBT plant could require a site area of >4.5ha. Therefore broadly speaking a site area of >4.5ha would be sufficient to accommodate all primary treatment technologies listed.</p> <p>Sites require good access to the primary road network and/or to rail links and road access free from HGV restrictions. Facilities could be sited in industrial areas or on brownfield land, if possible a facility should be located 250m away from sensitive receptors. Open Windrow Composting should ideally be located away from urban centres.</p>
<p>Thermal Treatment</p> <p>Including:</p>	Thermal treatment refers to processes, which use heat to treat either raw waste or pre-treated waste (i.e. waste that has been through Primary Treatment) to extract energy from the materials being processed.	Thermal treatment covers a broad spectrum of waste management technologies each with its own site size requirements. For example, Pyrolysis and Gasification could fit

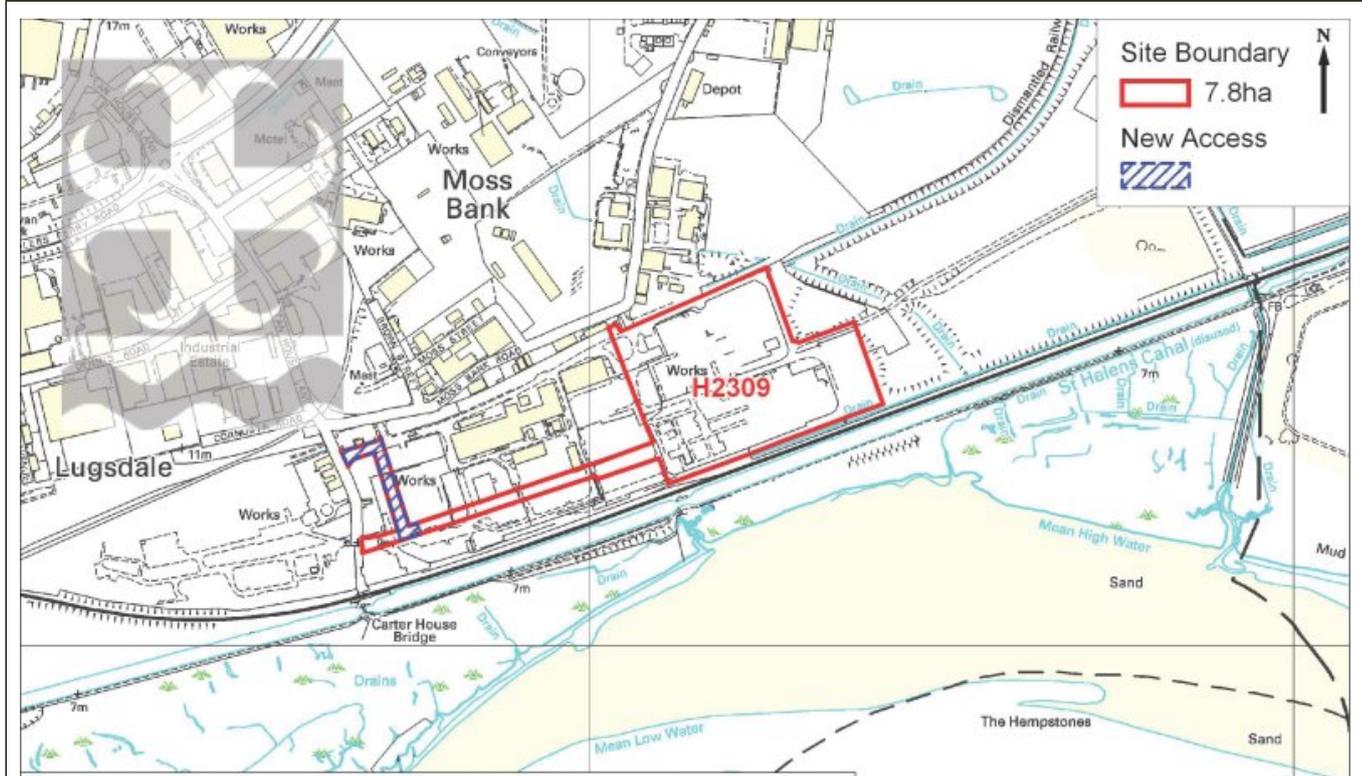


Waste Management Use	Description	Desirable site characteristics (DEFRA Guidance & Merseyside EAS)
<ul style="list-style-type: none"> - raw waste (mass burn) incinerators - Solid Recovered Fuel (SRF) incinerators - Gasification systems - Pyrolysis systems 	<p>All of these technologies can be adapted to provide either just electricity, just heat, or both heat and electricity (Combined Heat and Power - CHP). Primary and secondary treatment facilities are often co-located on one large site.</p>	<p>on a site of ~2ha whereas a large incinerator plant could require a site area of >4.5ha.</p> <p>Therefore broadly speaking a site area of >4.5ha would be sufficient to accommodate all thermal treatment technologies listed. Sites require good access to the primary road network and/or to rail links, road access free from HGV restrictions. Facilities could be sited in industrial areas or on brownfield land, if possible located 250m away from sensitive receptors.</p>
<p>Resource Recovery Park (RRP)</p>	<p>Large site where a number of complementary waste management facilities are co-located on a single site, so that the output from one facility is the feedstock for another type of facility.</p>	<p>Typically >4.5ha</p> <p>Sited within: industrial areas, brownfield land, close to existing waste management facilities, good access to the primary road network, road access free from HGV restrictions, rail links and where possible a facility should be located 250m away from sensitive receptors.</p>



Halton

H2309 - Widnes Waterfront Site, Moss Bank Road



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Suggested Waste Management Use	HWRC		Re-Processor	<input checked="" type="checkbox"/>	Thermal Treatment	
	WTS	<input checked="" type="checkbox"/>	Primary Treatment	<input checked="" type="checkbox"/>	RRP	<input checked="" type="checkbox"/>

Planning Context: This site is included as Halton Council's replacement sub-regional site following the withdrawal of H1576 "Ditton Sidings, Newstead Road" at the previous stage due to local public and councillor opposition.

The interior of the site is vacant previously developed industrial land comprising hard-standing and piles of demolition rubble from the former ICI Pilkington Sullivan works. No buildings remain on site. Vegetation is minimal (see wildlife comments). The perimeter of the site is marked by fencing and a concrete panel wall.

The landscape setting is characterised by industrial and business uses with the Mersey Estuary to the south. The Moss Bank area to the north of the site is designated as Primarily Industrial Land in Halton's UDP and includes a mix of light and heavy industry as well as vacant previously developed industrial land. Ecocycle Waste, allocated in the Waste DPD for intensification of use (Site ID: H2351), is 180m north of the site alongside Johnson's Lane HWRC which is further to the east.

To the east is the former Johnson's Lane Landfill site is designated as Proposed Greenspace in Halton Council's UDP. At the highest point this Proposed Greenspace is raised 10-15m above the level of site H2309. Adjoining to the west of the site is Saffil Ltd, an engineering plant developing high performance materials. Further to the west, and beyond Tan House Lane is a large area of vacant previously developed land, site "F" in the Widnes Waterfront SPD. Site F is known more commonly as the "Routledge site" due to its previous use. The Routledge site is designated as a Priority Employment Redevelopment Area and is proposed for residential and mixed use developments in the future.



H2309 - Widnes Waterfront Site, Moss Bank Road

Immediately south of site H2309 are disused railway sidings and the Liverpool to Manchester rail freight line (see infrastructure comments). St. Helens disused Canal and the Trans-Pennine Trail run parallel with the railway line. Beyond is the Mersey Estuary, with Widnes Warth saltmarsh and Runcorn Sands directly south of the site. At this point, the Mersey Estuary is designated as a Site of Importance for Nature Conservation (SINC), Green Belt and Greenspace within the Coastal Zone undeveloped in Halton's UDP (see wildlife comments).

The site benefits from its secluded industrial location. At the closest point, residential properties lie nearly 650m away at Halton View north of Fiddlers Ferry Road (A562).

New Earth Bioscience Ltd had a planning application (09/00358/EIA) on site H2309 refused in June 2010. The scheme was for the proposed development and operation of a Waste Resource Park (WRP) to enable recycling and sorting of waste materials, the production of compost and the production of refused derived fuel.

Infrastructure

Access and Transport: One reason cited in the Council's refusal notice for planning application 09/00358/EIA was that the proposal would adversely impact on the amenity of any future residents and/or occupiers of the proposed mixed use development on the Routledge site to the west of Tan House Lane. In light of this, New Earth Bioscience Ltd submitted a new planning application to rectify and mitigate these highways and traffic concerns.

The hatched blue area on the map indicates the approved planning application 10/00305/FUL for a new access to site H2309. This approved access provides an alternative juncture off Tan House Lane via Sullivan Road (which is shared by Saffil Ltd) and routes HGV traffic away from the southern access proposed in planning application 09/00358/EIA thereby reducing potential adverse impacts arising from HGV movements. Aside from a new point of access, planning application 10/00305/FUL also proposes to limit the annual tonnage throughput from 400,000 tonnes per annum to 200,000 tonnes per annum, which will in turn will reduce waste HGV movements by approximately half.

Aside from the developers proposals, the site is in an advantageous location to connect with the Strategic Road Network at Fiddlers Ferry Road (A562). From the Sullivan Road access off Tan House Lane the A562 is approximately 500m north. The A562 joins Watkinson Way (A557) and continues northward to connect with the M62 at junction 7 approximately 6.2km from the site.

The A557 is part of Halton's Primary Road Network and the M62 is identified as a Strategic Freight route in the Local Transport Plan for Merseyside (2006-2011) and as National Strategic Transport Corridor by the Department of Transport (DfT). Both are considered suitable for HGV movements.

In terms of proximity, rail freight transfer is also potentially feasible. Disused railway sidings lie immediately to the south of site H2309, however significant investment would be required to reactivate and align the tracks with the Liverpool to Manchester freight line which is used to supply Fiddlers Ferry Power Station with coal approximately 1.5km to the east. Potential reactivation and alignment with the live freight line would require further discussion with Network Rail and Halton Council.

St. Helens disused Canal is in recreational use only and therefore, would not be suitable for waste transfer.

Utilities: Previous and adjacent works indicate the potential for existing underground apparatus including mains water and electricity supply. Electricity sub-stations are located 150m northwest of the site off Moss Street and 400m west off Tan House Lane.

Wildlife: The interior of site H2309 is predominantly hard-standing, however due to many years of inactivity ruderals have colonised small parts of the site alongside individual scattered shrubs. Consider retention of shrubs and planting of native trees and additional native shrubs to enhance to ecological resource as part of any future development.



H2309 - Widnes Waterfront Site, Moss Bank Road

South of the site is the Mersey Estuary. As the planning context identifies the area of the Mersey Estuary directly to the south of site H2309 is designated as a SINC known nationally as a Local Wildlife Site (LWS). This area comprises important estuarine habitats for waders and waterfowl as well as wintering and migratory birds. Habitats include: Widnes Warth and Wigg Island saltmarsh, the latter a Local Nature Reserve (LNR) and Runcorn Sands mudflats.

St.Helens disused Canal, in part a Local Wildlife Site, adjoins the southern boundary of the site. Consider potential adverse impacts on the canal where Water Voles have been recorded up stream in 2009 (MBB, 2010). Water Voles are protected by the Wildlife and Countryside Act 1981.

Approximately 2.7km downstream from site H2309 and beyond the Silver Jubilee Bridge is the Mersey Estuary Special Protection Area (SPA), Ramsar and Site of Special Scientific Interest (SSSI).

The estuary is an important habitat for invertebrates and fish such as Lugworm and Shore Crabs as well as Sea Bass and Salmon - an indicator species. Porpoises, Dolphins and Whales are also becoming increasingly common in the estuary as fish stocks increase (Mersey Estuary Conservation Group, 2010).

Contamination and Remediation: There is a high risk of contamination associated from the previous uses on site including the British Alkali and the ICI Pilkington Sullivan chemical works. There is also a high risk of contamination associated with controlled waters as the site is underlain by a major and minor aquifer and is in close proximity to St.Helens disused Canal and River Mersey. The former Johnson's Lane Landfill to the east of the site should also be considered in terms of contamination risk from previously infilled materials and from potential leachate. The site may require significant costly investigation and remediation works before any development can take place. Overall potential contamination risk high.

Existing Waste Management Facilities Allocated for Intensification: N/A

Potential Additional Capacity: N/A

Flood Risk and Hazardous Waste: Less than 0.2ha of site H2309 lies within Flood Zone 3 (FZ3). The area within FZ3 is on the southeast corner of the site adjacent the canal. This site should only be developed for hazardous waste use if there are no other suitable sites available which have a lower flood risk. However, the refused planning application 09/00358/EIA was for household and commercial wastes only.

Site Deliverability:

- Landowner in favour of site inclusion within the Waste DPD
- Approved planning application 10/00305/FUL for a new access
- Site previously consulted on at Spatial Strategy and Sites (SSS) stage of the Waste DPD



Liverpool

L2337 - Land Off Stalbridge Road, Garston



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Suggested Waste Management Use	HWRC	Re-Processor	Thermal Treatment
	WTS	Primary Treatment	RRP

Planning Context: The site is designated as Port within the Developed Coastal Zone in Liverpool City Council's UDP (adopted in 2002). It is included as Liverpool City Council's sub-regional site.

The interior of the site comprises dense overgrown vegetation on top of dismantled railway beds (see wildlife comments). On the southern corner of the site is a medium sized building (45m x 30m). Garston Dock Port and this site are owned by Associated British Ports (ABP). The site is situated in a mixed use setting comprising an interspersed mix of industrial, commercial and residential uses.

To the north a freight-liner terminal adjoins which connects with the West Coast Main Line (WCML] see Infrastructure comments). Further north beyond Garston Way is Garston Town Centre and Sir Alfred Jones Memorial Hospital, approximately 300m from the site boundary. Cressington Park residential development lies approximately 150m northeast of the site beyond Dock Road and is designated as Cressington Heath Greenspace and a Site of Nature Conservation Value (SNCV) in Liverpool City Council's UDP. However, since the adoption of the UDP the boundary of the SNCV, known nationally as a Local Wildlife Site (LWS), has been revised and is now approximately 490m away from the site. Terrace housing is also sited on Dock Road within the operational port and less than 100m from the site boundary.

Adjacent to the east of the site is raised derelict rail land known as "Dingle Bank". This land is designated in the UDP as a Site for Various Types of Development. Dingle Bank which is owned by Liverpool CC, previously has outline planning permission for housing but this has now lapsed. However, it is the Council's intention to develop



L2337 - Land Off Stalbridge Road, Garston

Dingle Bank for housing as part of the Garston Renewal Scheme. Beyond Dingle Bank are a number of sensitive receptors including a large residential area, the Church of St. Michael, which is a listed building, and Garston Gas Works (a COMAH site) located within 150m of the site. Further east, and approximately 500m from the site are two schools on Banks Road.

To the south of the site is a large warehouse and the operational docks comprising wharfage and storage and distribution depots. To the southeast approximately 300m from the site is the Weaver Industrial Estate, which comprises mixed industrial uses and several existing waste management uses including waste recycling and solvent recovery facilities.

The wider landscape is characterised by a mosaic of mixed uses. To the south and approximately 360m from the site, is the River Mersey which is protected by international, national and local environmental designations (see wildlife comments). Liverpool John Lennon Airport lies approximately 2.5km southeast of the site therefore any future development may face height restrictions due to the aerodrome safeguarding zone.

Jack Allen Holdings Ltd (JAH) were granted planning permission (09F/1012) on appeal at October 2010 for a Resource Recovery Park (RRP) including construction and plant installation for the treatment, recycling and recovery of municipal and commercial wastes with an annual processing capacity of 150,000 tonnes (see appeal ref: APP/Z4310/A/09/2117527) at this site.

Infrastructure

Access and Transport: The appeal decision (see appeal ref: APP/Z4310/A/09/2117527) states that appellant (JAH) must utilise an alternative mode of waste transfer namely, rail and/or sea to be agreed in writing with Liverpool City Council.

The site is in an advantageous strategic location to exploit other more sustainable modes of transport. The rail freight-liner terminal to the north could potentially be utilised to transfer waste on and off site exploiting the existing railway sidings connection with the WCML. Investment would be required to reactivate and align the dismantled railway sidings on site should a developer wish to connect directly to the terminal and/or WCML. Potential reactivation and alignment with the live freight line would require further discussion with Network Rail, Liverpool City Council and the freight-liner terminal operator.

Garston Dock Port could also offer significant potential as an alternative mode of freight transportation. However, in terms of proximity the distance from the site to the dockside is greater, approximately 220m, therefore a rail transportation scheme may be considered more feasible and sustainable. Potential for waste transfer by sea would require further discussion with ABP and Liverpool City Council.

Road access onto the site is possible via an existing entrance on the southern corner of the site off Dock Road. Dock Road is a private restricted road for port access only, therefore the majority of traffic movements are HGVs. The Dock Road continues north approximately 500m to join Garston Way (A561) a dual carriageway and identified as a Strategic Freight route in the Local Transport Plan for Merseyside (2006-2011). This road link provides a direct route into and out of south Liverpool to join the M62 and M57, which are key National and Regional Strategic Transport Corridors.

To connect with the M62 at the junction 6 interchange approximately 13km northeast the route follows Garston Way/Speke Road/Speke Boulevard (A561)/Speke Road (A562)/Knowsley Expressway (A5300).

Liverpool South Parkway transport interchange is approximately 800m north of the site and could offer a public transport option for potential employees of a new facility.

Utilities: No record of underground apparatus at this site.



L2337 - Land Off Stalbridge Road, Garston

Wildlife: The majority of the site is vegetated with a mosaic of different habitats coexisting including semi-improved neutral grassland, semi-natural broad leaved woodland, dense scrub and tall ruderals (SLR, 2009). The remainder of the site comprises a building described in the planning context and hard-standing. Retention and enhancement of woodland and grassland habitats and planting of native trees could be considered as part of any future development.

Between 200-500m distance from the site are 3 Local Wildlife Sites (LWS). The closest LWS is "Banks Road and Garston Gasworks" LWS approximately 220m east of the site with "Cressington Heath" LWS approximately 490m to the northwest beyond the residential development. The "Mersey Estuary SPA, SSSI and Coastal Reserve" is 350m south of the site.

The Mersey Estuary is protected by nature conservation designations including Ramsar, SPA SSSI and LWS. The mudflats and sandbanks at this point of the estuary provide an important habitat for estuarine birds such as waders and waterfowl and also wintering and migratory birds. The estuary is an important habitat for invertebrates and fish such as Lugworm and Shore Crabs as well as Sea Bass and Salmon - an indicator species. Porpoises, Dolphins and Whales are also becoming increasingly common in the estuary as fish stocks increase (Mersey Estuary Conservation Group, 2010).

Contamination and Remediation: Historically railway sidings have covered the whole of the site. The historic use may have led to some contamination therefore potentially some remediation may be required. Possibility of some infilling to the south. Risk associated with controlled waters is considered moderate due to the site being partially underlain by Till over the Chester Pebble Bed Formation. Overall potential contamination risk medium.

Existing Waste Management Facilities Allocated for Intensification: N/A

Potential Additional Capacity: N/A

Flood Risk and Hazardous Waste: No part of the site is within Flood Zone 3 (FZ3) or Flood Zone 2 (FZ2) therefore in terms of flood risk the site would be potentially suitable for hazardous waste management. However, planning permission 09F/1012 is for municipal and commercial wastes only.

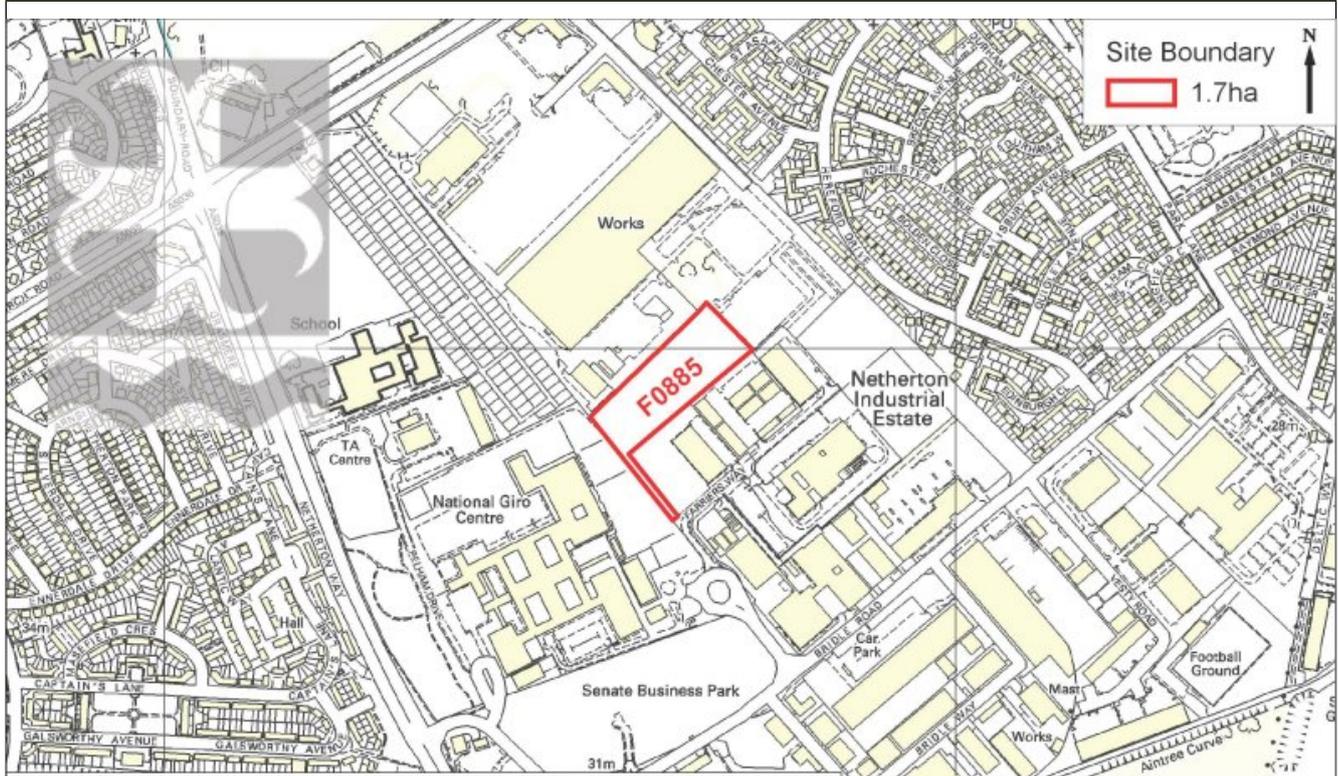
Site Deliverability:

- Landowner in favour of site inclusion within the Waste DPD
- JAH have planning consent for an RRP (09F/1012)



Sefton

F0885 - Site North of Farriers Way, Netherton Industrial Estate



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Suggested Waste Management Use	HWRC		Re-Processor	<input checked="" type="checkbox"/>	Thermal Treatment
	WTS	<input checked="" type="checkbox"/>	Primary Treatment	<input checked="" type="checkbox"/>	RRP

Planning Context: This site is designated in Sefton Council's UDP (June, 2006) as Strategic Employment Site in the Dunnings Bridge Corridor within a Primarily Industrial Area. Site F0885 has been identified by Sefton MBC as the next best deliverable option to replace site F1029 which was withdrawn prior to the Preferred Options consultation.

The back of Atlantic Park and the former Rolls Royce factory building are earmarked for potential industrial development in the Atlantic Park Master plan. Indeed, the Atlantic Park site gained outline planning consent (S/2006/1165) in 2007 for the development of an employment park and trade park (use classes B1, B2, B8 and sui generis) with associated areas, servicing and parking and change of use of existing Rolls Royce plant building from B2 to B2/B8.

The interior of the site and adjacent land to the east has been cleared and is undergoing compaction work in readiness for installation of utilities, link roads and hard-standing plots. The site is located within Atlantic Park which comprises a mix of business and industrial uses as well as vacant previously developed land. Behind the former Rolls Royce factory the site is well screened from Dunnings Bridge Road (A5036) and the office and business developments prioritised along the frontage.



F0885 - Site North of Farriers Way, Netherton Industrial Estate

This area of Sefton suffers from amongst the highest rates of unemployment in Merseyside therefore a waste management development could provide employment opportunities and have a potentially beneficial socio-economic impact on the local community whilst regenerating employment land which has remained disused for years.

Following the Council's decision to withdraw site F1029 on Heysham Road Industrial Estate due to concerns regarding proximity to housing and potential negative impact, this site is 6 times further away from residential properties; at the closest point approximately 155m from housing on Hereford Drive to the east. Therefore any potential impact on housing has been reduced.

South of the site is Netherton Industrial Estate which comprises a mix of light industrial and business uses. Further south is Merseyside Fire and Rescue Headquarters on Bridle Road, which is approximately 230m from the site boundary. The intended road access to the site adjoins Farriers Way within Netherton Industrial Estate (see infrastructure comments). This route is owned by Royal London Asset Management who own the site and the remainder of Atlantic Park and support a potential waste management use.

Allotments are in close proximity to the west of the site, beyond which is Savio RC High School and a TA Centre approximately 200m away. The allotment gardens span approximately 100m across which provides a buffer and a degree of separation between the potential on-site operations and the sensitive receptors. The National Giro Centre is also adjacent to the western boundary of the site.

Infrastructure

Access and Transport: Road access onto this site is possible from 3 separate points. The preferred access point favoured by the landowner and Sefton Council planners is to route HGVs south along a dedicated access shown on the plan above and explained below in route (1).

(1) Farriers Way access. As mentioned above the Farriers Way potential access point would be a dedicated access therefore HGVs would be kept separate from other vehicles accessing Atlantic Park. The route joins Farriers Way within the Netherton Industrial and continues south approximately 240m to join Bridle Road. From this point the preferred route would be west along Bridle Road, avoiding the large residential housing estates on Park Lane, to connect with Netherton Way (A5038) and join Dunnings Bridge Road (A5036) approximately 1.5km from the Farriers Way site entrance. The A5036 is a Strategic Freight route identified in the Local Transport Plan for Merseyside (2006-2011).

(2) New Bridle Road access. The landowner is constructing a new access road between Merseyside Fire and Rescue Headquarters and the large residential estate to the east. It is anticipated that the majority of HGV traffic would be routed west along Bridle Road to connect with the A5038 and join the A5036 approximately 2.2km from the site. From the A5036 HGVs can access the wider sub-region via the M57/M58 interchange at Switch Island a regionally important transport hub. However, proximity to housing at Hereford Drive and Edinburgh Close, and potential adverse impacts arising make this route a less desirable option for any development generating high levels of HGV movements.

(3) Dunnings Bridge Road access. The existing primary access onto Atlantic Park is sited to the northeast of the site off Dunnings Bridge Road. This route is strategically advantageous as it connects directly with the A5036 and Switch Island approximately 2.6km northeast of the site. However, as with option (2) this would route HGV traffic past and potentially in view of residential properties at Hereford Drive and Chester Avenue. Compatibility is also an issue. The front of Atlantic Park is dominated by business uses therefore HGV traffic would be utilising an entrance which is primarily accessed by office based employees. For these reasons access point (1) is considered the most suitable and least constrained option.

Bus Stops are located approximately 340m south of the site on Bridle Road within acceptable walking distance guidelines (IHT) and could offer a potential public transport option for employees of a new facility.



F0885 - Site North of Farriers Way, Netherton Industrial Estate

Utilities: Landowner indicated the electricity and gas infrastructure as well as underground apparatus (e.g. Drains and sewers) would be installed on site by summer 2011.

Wildlife: The site has been cleared in preparation for development therefore no vegetation is present on the interior of the site. However, along the western boundary is a stand of semi-mature deciduous trees. Potential developers should consider retention of deciduous stand and planting of additional native tree species to enhance the ecological resource and improve screening of the site interior. Sensitive boundary treatment could help buffer the on site operations. These measures should be considered as part of any future development proposal.

The surrounding local environment is densely built up. The closest Greenspace is the allotment gardens and Savio RC High School which are designated under polices G1-G5 in Sefton Council's UDP for protection and improvement of urban and recreational Greenspace. Potential habitat for small mammals. Further to the west is the closest nature conservation designation 'Harris Drive, Bootle' a Site of Local Geological Interest (SLGI). This SLGI, known nationally as a Local Geological Site, is approximately 700m west of the site so no direct impacts are expected.

Contamination and Remediation: The site was previously in use as an electrical engineering works although it may not have been subject to any potentially contaminative processes. Risk of contamination associated with controlled waters is considered moderate due to the site being underlain by a principal sandstone aquifer. An area of known tin slag disposal is within the vicinity and may be present on parts of the site. Some limited remediation could be required as part of a development proposal. Overall potential contamination risk is medium.

Existing Waste Management Facilities Allocated for Intensification: N/A

Flood Risk and Hazardous Waste: No part of the site is within FZ3 or FZ2 therefore in terms of flood risk the site would be potentially suitable for hazardous waste management.

Potential Additional Capacity: N/A

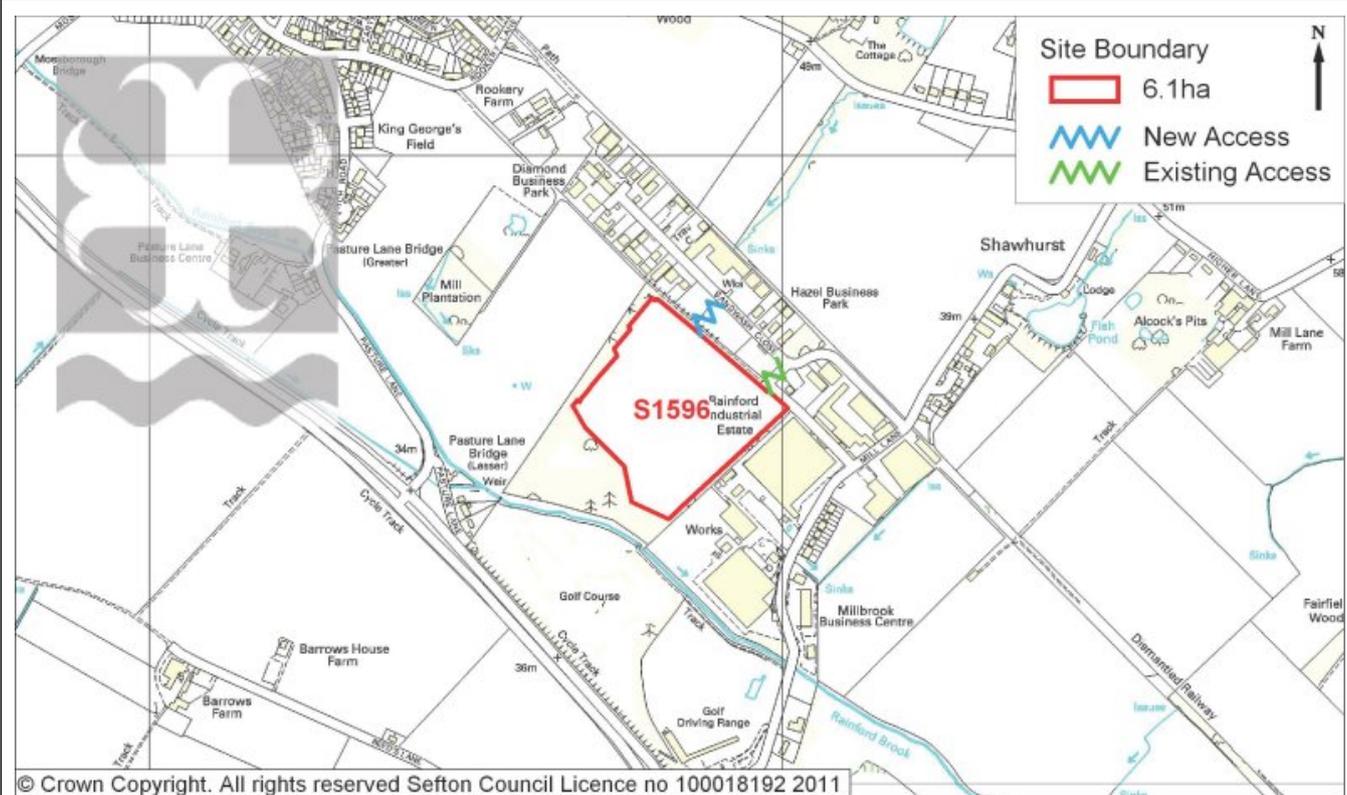
Site Deliverability:

- Landowner in favour of site inclusion within the Waste DPD
- Dedicated HGV access away from residential properties
- Landowner has outline consent for use classes B1, B2, B8 and sui generis at Atlantic Park (S/2006/1165)



St Helens

S1596 - Land South West of Sandwash Close, Rainford Industrial Estate



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Suggested Waste Management Use	HWRC	Re-Processor	Thermal Treatment
	WTS	Primary Treatment	RRP

Planning Context: The site is designated as Economic Development Site '3Ec2' in St.Helens' UDP (adopted 1998). Suitable employment uses include general industrial (B2) and storage and distribution (B8). The land is currently in agricultural use and has previously had planning consent (1291/017) for an industrial development granted in 1992. The adjacent derelict industrial plots to the east has an extant planning consent P/2006/1115 for erection of two buildings for B1 and B2/B8 use, formation of new access road and other ancillary works.

On site a 2-3m high grassed ridge runs horizontally across the middle of the site and may require landscaping works prior to development. The overall profile of the land slopes gently westward toward Rainford Brook and the Golf Course before rising up to an embankment associated with the Rainford By-Pass (A570). The interior of the site is approximately 6m below the level of the by-pass and Rainford Village. Therefore the low-lying nature of the site has is considered to have beneficial visual implications, as a waste management use would not be easily visible from the by-bass or the residential areas of Rainford Village which lie approximately 450m to the north. On all sides the site also benefits from existing deciduous woodland (see Wildlife comments) which is up to 8m tall in places screening the land from view.

However despite these positive factors, open-windrow composting and an inert WTS uses, which require storage of waste materials outside, would be inappropriate at this location due to the generally low-lying nature of the landscape and potential visual impact. A waste use at this site must be enclosed to avoid unnecessary adverse nuisance impacts on nearby sensitive receptors.



S1596 - Land South West of Sandwash Close, Rainford Industrial Estate

The topography of the site also presents some challenges. In particular, controlling flood water as part of the site is in flood zone 3, as well as surface run-off. A balancing pond was created in the early 1990s as a water storage lagoon (part of 1291/017 consent) to control surface water discharge into Rainford Brook. The pond is located to the southwest of the site within the woodland area adjacent Rainford Brook. Due to inactivity the balancing pond is likely to be overgrown therefore it will require works to return to it to an appropriate condition for use. A waste management development proposal should consider maintenance of existing wetland habitats and creation of new ones as part of a wider Sustainable Urban Drainage Scheme (SUDs) for the site.

Within the vicinity of the site a mixture of land uses adjoin. To the north, south and east industrial uses within the Rainford Industrial Estate adjoin. On the estate a mixture of light and heavy industrial uses exist including Unifrax Ltd (UK) a large multinational engineering and manufacturing company as well as smaller roofing and flooring businesses. A public right of way (PROW) designated as a Strategic Footpath in St.Helens' UDP follows the north-eastern boundary of the site heading northward from Mill Lane to access Rainford Village (see Access and Transport comments).

Northwest of the site arable agricultural land is adjacent providing an approximate 450m buffer to the residential areas of Rainford Village. Adjoining the southern corner of the site is a plot of land within the industrial estate designated as Proposed Openspace in St.Helens' UDP. This plot of land comprises a field in private ownership which is not currently in recreational use. West of the site is an area of deciduous and coniferous woodland which at its widest point is approximately 180m wide. Beyond the woodland area is Rainford Brook which is designated as a Site of Community Wildlife Interest known nationally as a Local Wildlife Site (LWS) and to the west of the brook is Rainford Golf Course and Dirivng range, 60m from the site at the closest point but screened by the woodland area.

Further south of the site and industrial estate, are the closest residential properties comprising a terraced row of housing adjacent Millbrook Business Centre on Mill Lane, and approximately 150m from the site boundary.

The wider surrounding landscape is characterised by flat low-lying arable fields and rural settlements in the Green Belt interspersed by areas of woodland and industrial locations e.g. Rainford Industrial Estate. Any proposed waste management development will need to incorporate sensitive boundary treatments in order to minimise visual impact on the typically flat rural landscape.

Infrastructure

Access and Transport: The site lies within a strategic location in close proximity to the Rainford By-Pass (A570) a Strategic Freight route identified in the Local Transport Plan for Merseyside (2006-2011). To the south approximately 2.8km from the site entrance is the East Lancashire Road (A580) and to the north approximately 8km from the site is the M58, both strategic regional transport corridors suitable for waste transfer.

The extant planning consent (P/2006/1115) on the derelict land adjoining the northeast of the site, proposes an alternative vehicular access to the site (see "new access" on the plan above). The previous consent (1291/017) identified the existing access road off the 'S' bend in Sandwash Close as the primary access point. However, this existing access road is inactive and is proposed for closure as part of the Transport Statement submitted alongside planning application P/2006/1115.

The new access would be created from Sandwash Close through the adjoining derelict industrial plots 1 and 2 (the application site for P/2006/1115) to access the interior of site S1596. This would be a large priority junction to cater for HGV movements to and from the site. The Strategic Footpath along the north-eastern boundary of the site will require mitigation. Planning consent P/2006/1115 proposes to maintain and upgrade pedestrian and cyclist access to the site and the surrounding area whilst allowing vehicular access to the site from Sandwash Close to be established. Further mitigation could potentially include a pedestrian crossing and/or traffic calming measures to ensure pedestrian safety. For further information refer to the Transport Statement accompanying planning application P/2006/1115.



S1596 - Land South West of Sandwash Close, Rainford Industrial Estate

Traffic frequency on the surrounding local road network including, Sandwash Close and Mill Lane is light and therefore could potentially handle increased vehicle movements. With this in mind, the preferred route from the proposed new access would follow Sandwash Close/Mill Lane to join the Rainford By-Pass (A570) and connect with the wider sub region beyond via the A580 to the south and M58 to the north.

The Mill Lane junction with the Rainford By-Pass (A570) may need to be remodelled. Currently the junction is not traffic-light controlled and crosses two lanes of traffic to turn right onto the A570. The Mill Lane approach to the junction with Rainford By-Pass (A570) is also on an incline and adjacent the Golf Driving Range, therefore queueing HGV traffic could potentially have a detrimental impact on local road users. Attention should be given to the need to improve this junction as part of any development proposal.

Bus Stops are sited on Pasture Lane approximately 260m east of the site and within acceptable walking distance guidelines (IHT). This could provide an alternative mode of transport for employees commuting to and from a new facility. Rainford Junction Railway Station is also 3km north of the site.

Utilities: Underground apparatus and electricity and gas connections available via Rainford Industrial Estate.

Wildlife: The site comprises agricultural pasture and is currently being grazed by beef cattle. A development at this location could potentially result in loss of agricultural land.

The site is bound on all sides by deciduous woodland including: Oak, Sycamore, Field Maple, Hazel and Birch. The broad-leaved woodland surrounding the site is included within the Liverpool City Region Ecological Framework, which highlights parts of site S1596 for potential habitat expansion and connectivity. Therefore, any development should consider retention and enhancement of the woodland area through planting of additional locally native trees to increase the ecological resource and improve screening measures.

Within the woodland area to the west of the site is a balancing pond which is referred to above in planning context. The pond and wetland area within the vicinity should be retained and enhanced as part of any development proposal and could provide a means of controlling surface water discharge into Rainford Brook LWS, which is approximately 45m west of the site boundary and flows southward. Water Voles have been recorded on Rainford Brook in 2004 (MBB, 2010). Any development on site should consider the implications of contaminants entering the watercourse. Water Voles are protected by the Wildlife and Countryside Act 1981.

Contamination and Remediation: A former Sand Washing Works including settling beds and the former Rainford Potteries Sanitary Works lie to the northeast and east respectively. From 1971 a large works - now a ceramic works - is present to the southeast of the site. Risk associated with controlled waters is considered moderate as the site is underlain by a Secondary A Aquifer and Rainford Brook is within 50m of the southern boundary of the site.

On site a tramway associated with the former Sand Washing Works once cut across the northeast corner of the site. Otherwise previous use of the site is unknown. Potential migration from off site sources and any proposed waste management use may mean that some limited remediation is required. The overall risk of contamination is considered medium/low.

Existing Waste Management Facilities Allocated for Intensification: N/A

Potential Additional Capacity: N/A

Flood Risk and Hazardous Waste: Approximately 1.6ha of the site is within Flood Zone 3 (FZ3). The area of flood risk is associated with Rainford Brook which lies to the west. This site should only be developed for hazardous waste use if there are no other suitable sites available which have a lower flood risk. A hazardous



S1596 - Land South West of Sandwash Close, Rainford Industrial Estate

waste proposal would need to be discussed further with the Environment Agency and the LPA.

Site Deliverability:

- Planning consent (1291/017) for an industrial development granted in 1992

Consultation Question : Sites

Question 1

Proposed New Site Allocations

Do you support the allocation of the specific new sites identified ?

Do you have any further comments on the sites identified for allocation ?

Consultation Question : General

Question 2

General Comments

Do you have any further general comments on the Waste DPD ?



4 Next steps

Stakeholder Involvement

Further dialogue with key stakeholders

During the Preferred Options New Sites Consultation and throughout the preparation of the Publication and Submission Documents for the Waste DPD, there will be continued dialogue and discussion with stakeholders. This will include discussions with the Waste DPD Technical Advisory Group and Stakeholder Group, landowners, the Merseyside Waste Disposal Authority (MWDA), the waste industry, local authorities and local communities. The details of the Waste DPD Technical Advisory Group and Stakeholder Group are published online at www.wasteplanningmerseyside.gov.uk.

A programme of consultation events for the New Sites Consultation and the Publication Stage of the Waste DPD process will provide consultees with an opportunity to gather more information prior to submitting comments. Details of the consultation programmes will be available on www.wasteplanningmerseyside.gov.uk.

How the Results of Consultation will be used to inform the Waste DPD

The focus of this consultation is strictly limited to new (replacement) sites for the Waste DPD and any issues arising will be considered at the Publication Stage. A short Results of Consultation report will be produced and published on the Waste DPD website.

Project timetable

Timetable

The overall timeline for the Waste DPD is illustrated on Page 3 in section 1. Once the current consultation is complete and the results of the consultation have been incorporated into the Plan, the next stage is to proceed to formal Publication of the Waste DPD. This is expected to take place in the summer of 2011.

Duration of Plan

The Waste DPD is designed to meet the waste management planning needs of the sub-region until 2027, but will be subject to periodic review, as part of the Waste DPD monitoring and implementation framework, to ensure it remains fit for purpose throughout this period.

The Next Public Consultation - Publication of the Waste DPD

The next stage of the Waste DPD is the formal Publication of the Waste DPD. Work is currently ongoing on producing this document and the results of the New Sites consultation will feed into this document. During the production of the Published Waste DPD, consideration will be given to any changes to the evidence base and the needs assessment and also to the responses received from the Preferred Options consultation.

The Publication stage will be the final opportunity to provide comment on the Waste DPD before it is submitted to the Government for Examination in Public. The comments provided at the publication stage must be limited to issues which address the soundness of the Published Plan as defined by the The Town and Country Planning (Local Development) (England) Regulations 2004.

Appendix 1 : Sites withdrawn

The following sites were withdrawn as a consequence of the Preferred Options consultation.

Table : Sites Withdrawn from the Waste DPD at Preferred Options

Site ID	Site Name	District	Reason for Withdrawal
H1576	Ditton Sidings, Newstead Road	Halton	Local Opposition, Council Resolution
S1885	Former Hays Chemical Site, Lancots Lane	St Helens	Local Opposition, Council Resolution
F1029	Site off Grange Rd	Sefton	Local Opposition, Cabinet Decision

Appendix 2 : Sites going forward to Publication Stage

The sites have been subject to public consultation at both the Spatial Strategy and Sites Report and the Preferred Options Report stages. These sites will therefore be taken forward into the Publication Waste DPD.

Table A2-1 Table : Sub-Regional Sites which will be taken forward to Publication Waste DPD stage

Site ID	District	Site Name and Address	Area (ha)	Easting	Northing	Changes Post Preferred Options
K2322	Knowsley	Butlers Farm, Knowsley Industrial Estate	8.4	343647	399706	Minor amendment to boundary to remove woodland area which forms part of Acorn Urban Venture Farm
F0384	Sefton	Alexandra Dock 1, Metal Recycling Site	9.8	333158	394947	Now consented
W0360	Wirral	Car Parking/Storage Area, former Shipyard, Campbeltown Road	5.9	333046	387412	No Change

Table A2-2 Table : Proposed Site Allocations for District Sites

Site ID	District	Site Name and Address	Area (ha)	Easting	Northing
H2293	Halton	Runcorn WWTW	1.2	354226	383711
H2351	Halton	Eco-cycle Waste Ltd, 3 Johnson's Lane, Widnes	2.0	353322	385915
K2204	Knowsley	Brickfields, Ellis Ashton Street, Huyton	2.4	345420	390320
K2192	Knowsley	Image Business Park, Acornfield Road, Knowlsey Industrial Estate	2.8	343892	398882
K2358	Knowsley	Former Pilkington Glass Works, Ellis Ashton Street, Huyton Industrial Estate	1.3	345565	390314
L0435	Liverpool	Waste Treatment Plant, Lower Bank View	0.7	333761	394056
L0468	Liverpool	Site off Regent Road / Bankfield Street	1.4	333915	393581
F0726	Sefton	1-2 Acorn Way, Bootle	0.6	334646	396142
F2333	Sefton	55 Crowland Street, Southport	3.6	336714	416856
S1897	St Helens	Land North of T A C Abbotsfield Industrial Estate	1.3	353108	392528

Site ID	District	Site Name and Address	Area (ha)	Easting	Northing
W0180	Wirral	Former Goods Yard, Adjacent Bidston MRF / HWRC, Wallasey Bridge Road	2.8	329675	390566
W2215	Wirral	Bidston MRF / HWRC, Wallasey Bridge Road	3.7	329684	390736

Proposed Allocations for New Inert Landfill Sites for Merseyside and Halton

Site Name	Permitted (Million m ³)	Void Space	Inert Waste	Non-Inert Waste
Cronton Claypit , Knowsley (EAS0002)	0.75-1.00		Yes	No
Bold Heath Quarry, St Helens (MIN066)	2.43		Yes	No



Appendix 3 : Glossary

Note that the Waste management Uses Table on p 9 provides short descriptions of all the principal types of waste management facilities discussed in this report.

Glossary of Terms

Term	Definition
Biodegradable Waste	Any waste that is capable of undergoing natural decomposition, such as food and garden waste, paper and cardboard.
Brownfield Land	Land that is or was occupied by a permanent structure (excluding agricultural or forestry) and associated fixed surface infrastructure. It can occur in both built up or rural setting and includes defence buildings and land used for mineral extraction and waste disposal where there is no requirement for restoration through planning control. It does not include such land as parks, recreation grounds and allotments and land that cannot be regarded as requiring development, such as where it has been put to an amenity use or is valuable for its contribution to nature conservation.
Combined Heat & Power (CHP)	Thermal process which produces steam which can be used for heat and power which can be used for electricity generation.
Commercial & Industrial Waste	Waste from offices/retail & other commercial premises or from a factory or industrial process.
Construction, Demolition & Excavation Waste (CD&E)	Controlled waste arising from the construction, repair, maintenance and demolition of buildings and structures.
Contaminated Land	Land where the actual or suspected presence of substances, in, on or under the land may cause risk to people, property, human activities or the environment regardless of whether or not the land meets the definition of contaminated land in Part IIA of the Environmental Protection Act 1990.
Development Plan Document (DPD)	A term brought in by the Planning and Compulsory Purchase Act 2004. These documents set out spatial planning policies and proposals for an area or topic. They replace the former Local Plan and include the core strategy, detailed development control policies, site specific allocations of land, area action plans (where needed) and a proposals map (which indicates the planning context for site proposals).
Energy from Waste (EfW)	The burning of waste under controlled conditions where the heat released is used to generate electricity and/ or thermal energy for use in the locality e.g. as a community heating scheme or for commercial uses.
Energy Recovery	The generation of heat and power from burning waste, the production of fuels from other forms of treatment, and the combustion of landfill gas and gas from anaerobic digestion to create electricity.
Environment Agency	Environmental Regulatory Authority formed in 1996, combining the functions of the former National Rivers Authority, Waste Regulation Authorities and Her Majesty's Inspectorate of Pollution.
European Sites (Natura 2000)	Natura 2000 is the European Union-wide network of nature conservation sites established under the Council Directive on the conservation of natural habitats and of wild fauna and flora (92/43/EEC) - The EC Habitats Directive



Term	Definition
Evidence Base	The information and data gathered by local authorities to justify the “soundness” of the policy approach set out in Local Development Documents, including physical, economic and social characteristics of an area.
Gasification	High temperature combustion (greater than 700 degrees Celcius) in starved air conditions. Produces a syngas and a solid residue that can be recycled or landfilled and a liquid oil which can be used as fuel.
Green Belt	A designated area around a city where development is severely restricted with the purpose of keeping land permanently open to protect the city’s character and to prevent urban sprawl and the coalescence of settlements.
Green Waste	Organic waste from parks, gardens, wooded and landscape areas, such as tree pruning, grass clippings, leaves etc.
Groundwater	Refers to all sub-surface water as distinct from surface water. Generally groundwater is considered to be that water which is below the surface of saturation and contained within porous soil or rock stratum (aquifer).
Hazardous Waste	Waste materials that have properties that can pose a threat to human health or the environment and require management at specialised facilities. Defined under the Hazardous Waste (England and Wales) Regulations 2005 and List of Wastes (England) Regulations 2005.
Household Waste Recycling Centre (HWRC)	A site where the public can deposit household waste for reuse, recycling or disposal.
Inert	A material that will not react chemically to others. In the context of waste, it is materials such as hardcore, sand and clay.
Landfill	Site for the disposal of waste into or onto land, as defined by the Landfill (England and Wales) Regulations 2002 (as amended).
Listed Buildings	Buildings protected under the Planning (Listed Building and Conservation Areas) Act 1990.
Merseyside	Administratively, the five Districts of Knowsley, Liverpool, Sefton, St.Helens and Wirral. In this document we cover the District of Halton as well and the study area is referred to either as "Merseyside & Halton" or "the sub-region".
Municipal Solid Waste (MSW)	Also referred to as Municipal Waste. Household waste and any other waste collected by a Waste Collection Authority such as municipal parks and gardens waste, beach cleansing waste and waste resulting from the clearance of fly-tipped materials.
Non-Hazardous (non-inert) Waste	All those wastes that do not fall under the definition of hazardous waste and do not meet the waste definition of an inert waste.
Primary Treatment	Initial treatment of waste to remove as many recyclables as possible, with production of residual waste which could be in the form of refuse-derived fuels (RDF), including mechanical heat treatment (MHT) or mechanical biological treatment (MBT) or waste transfer stations (WTS)
Protected Species	Plants and species afforded protection under certain Acts of Law and Regulations.



Term	Definition
Planning and Compulsory Purchase Act ('the Act')	<p>The Act updates elements of the 1990 Town & Country Planning Act. The Planning and Compulsory Purchase Act 2004 introduces:</p> <ul style="list-style-type: none"> - a statutory system for regional planning; - a new system for local planning; reforms to the development control, and - compulsory purchase and compensation systems; and - removes crown immunity from planning controls.
Principal Aquifer	<p>These are layers of rock or drift deposits that have high inter-granular and/or fracture permeability - meaning they usually provide a high level of water storage. They may support water supply and/or river base flow on a strategic scale. In most cases, principal aquifers are aquifers previously designated as major aquifer.</p>
Pyrolysis	<p>Thermal degradation in the absence of oxygen between 400-800 degrees Celcius. Produces a combustible vapour (syngas), condensable liquid or oil and carbon rich solid residue. Can be used to burn RDF, single or mixed waste streams.</p>
Ramsar Sites	<p>Sites of international importance for waterfowl protected under the RAMSAR Convention of the Conservation of Wetlands of International Importance, ratified by the UK Government in 1976.</p>
Recovery	<p>Value can be recovered from waste by recovering materials through recycling, composting or recovery of energy</p>
Recycling	<p>The reprocessing of waste either into the same product or a different one.</p>
Regional Spatial Strategy (RSS)	<p>Documents produced at the regional level; forming part of the statutory plan.</p>
Re-processing	<p>Re-processing of a recycled waste material (recyclate) to produce a new usable product, such as re-processing of mixed plastic waste to produce garden furniture.</p>
Residual Waste	<p>The elements of waste streams that remain following recovery, recycling or composting operations.</p>
Secondary Treatment	<p>The use of the by-product of primary treatment, such as RDF, for the production of Energy from Waste (EfW), this could be in the form of combined heat and power (CHP) to generate steam and electricity, or pyrolysis, gasification. These processes all have an end product of residual waste which will need management or disposal.</p>
Self Sufficiency	<p>Ability of an area to manage the waste produced within its boundaries.</p>
Sites of Special Scientific Interest (SSSI)	<p>Sites that are notified and identified under the Wildlife and Countryside and Rights of Way Act 1981 on account of their flora, fauna, geological and physiographical features.</p>



Term	Definition
Source Protection Zone (SPZ)	Zones defined by the Environment Agency to safeguard groundwater sources such as wells, boreholes and springs used for public drinking water supply. Four zones are identified to show the risk of contamination from any activities that might cause pollution to an area. The closer the activity, the greater the risk.
Spatial Strategy and Sites (SSS)	The SSS report was the second formal consultation stage of the Waste DPD. This document consulted on proposed spatial strategy and policy options as well as a short-list of proposed sites for built facilities within Merseyside and Halton.
Special Area of Conservation (SAC)	A SAC considered to be of international importance designated under the EC Directive on the conservation of Natural Habitats and of Wild Flora and Fauna.
Special Protection Area (SPA)	A SPA considered to be of international importance designated under the EC Directive on the Conservation of Wild Birds.
Statement of Community Involvement (SCI)	Sets out an LPAs intended consultation strategy for the different elements of the planning process. This is a requirement brought in by the Planning and Compulsory Purchase Act 2004.
Strategic Environmental Assessment (SEA)	An evaluation process for assessing the environmental impacts of plans and programmes. SEA is a statutory requirement.
Strategic Facilities	Large facilities that are located to serve a large geographical area (e.g. county or sub-region) as opposed to smaller, local (i.e. community-based) facilities which serve locally derived waste arisings.
Sub-region	In the Merseyside context, usually this refers to the area covered by the Districts of Knowsley, Liverpool, Sefton, St.Helens and Wirral. However, in this report the District of Halton is included.
Treatment	Physical, thermal, chemical or biological processes (including sorting) that change the characteristics of waste in order to reduce its volume or hazardous nature; facilitate its handling or enhance recovery.
Waste	Waste is any material or object that is no longer wanted and which requires management. If a material or object is reusable, it is still classed as waste if it has first been discarded.
Waste Arising	The amount of waste generated over a period of time for example by a geographical area or industry sector.
Waste Disposal Authority (WDA)	The authority that is legally responsible for the safe disposal of household waste collected by the Waste Collection Authorities and the provision of HWRCs.
Waste Transfer Station (WTS)	Facility where waste is received in small quantities and bulked up for onward transport to landfill or another management facility. This is still the current situation in MWDA run WTSs. Commercial WTSs sort and recycle a significant amount of this waste.