

REPORT TO: Executive Board

DATE: 28th January 2010

REPORTING OFFICER: Strategic Director - Environment

SUBJECT: Approval for Public Consultation:
Merseyside Joint Waste Development
Plan Document – Preferred Options
Report

WARDS: All

1.0 PURPOSE OF THE REPORT

- 1.1 Halton Borough Council is involved in producing a Joint Waste Development Plan Document (referred to in this report as the Waste DPD) for the Merseyside sub-region. This has now reached the 'Preferred Options' stage. The Preferred Options Report sets out site allocations for waste management, together with a supportive policy framework.
- 1.2 The purpose of this report is to seek approval and endorsement of the Report for public consultation. This Preferred Options Report is February to 31 March 2010 (6 weeks). This will be the third opportunity for consultees to engage in a formal consultation on the development of the Waste DPD. During the consultation period the Preferred Options Report will be available for inspection at the normal deposit locations, at www.halton.gov.uk and www.wasteplanningmerseyside.gov.uk.
- 1.3 During the consultation period the Executive Board and other appropriate Boards will also received a further report inviting comment and recommendations on the Preferred Options Report. Any comments/recommendations made will then be fed into the next stage of the consideration process.

2.0 RECOMMENDATION: That the Council be recommended that

- (1) Subject to the detailed comment of paragraph 4.20- 4.26, the Council approve and endorse the Preferred Options Report for public consultation purposes.**
- (2) The Council agree to the commencement of a six-week public consultation process on the Waste DPD Preferred Options Report during February 2010.**

3.0 SUPPORTING INFORMATION

- 3.1 The Waste DPD is being produced by Merseyside Environmental Advisory Services (MEAS) on behalf of the six greater Merseyside districts (Halton, Knowsley, Liverpool, St Helens, Sefton, and Wirral).

This will be the land-use planning document for waste-related development in the Merseyside sub-region. It deals with the scale, location and type of facilities required to manage all waste streams (commercial, industrial, municipal, agricultural, hazardous, construction, demolition and excavation). It will set out the spatial strategy for new waste development and includes site allocations for new waste facilities. Criteria -based policies provide a consistent approach for dealing with waste planning applications across the six relevant authorities.

3.2 The Waste DPD process is being led by a Steering Group and overseen by the City Region Cabinet. Throughout the preparation of the Waste DPD there has been on-going consultation with Government Office and the Planning Inspectorate to ensure procedural compliance. In addition, the process and evidence base has also been subject to independent quality assurance checks involving legal advisors, private consultants and Planning Officers' Society. The Waste DPD has been prepared through a multi-stage process. Two public consultation stages have been completed:

- Issues and Options took place in March and April 2007.
- Spatial Strategy and Sites stage took place between December 2008 and January 2009.

3.3 The results of the public consultation, engagement with stakeholders, industry (including Merseyside Waste Disposal Authority (MWDA)) and the Local Authorities and, detailed technical assessments have all been used to inform the preparation of this third public consultation stage, Preferred Options.

3.4 Issues Addressed in the Preferred Options Report

3.5 The Preferred Options Report outlines the overarching strategy for waste management referred to as the Resource Recovery-led Strategy and is divided into the following chapters:

- Vision and Spatial Strategy.
- Evidence Base.
- Core Policies for Waste Management.
- Energy from Waste.
- Proposed Allocations for Waste Management Uses.
- Landfill Sites.
- Development Management Policies – these are the policies used to control waste development both on allocated and unallocated sites.
- Implementation and Monitoring Framework.

3.6 The following key issues are covered in detail below in Section 4.0, Policy Implications:

- Needs assessment and sites requirements

- Proposed site allocations for built facilities for waste uses.
- Proposed landfill site allocations.
- Policy on energy from waste.
- Development of management policies

4.0 POLICY IMPLICATIONS

4.1 Needs Assessment and Sites Requirements

4.2 The evidence base supporting the Waste DPD has been the subject of detailed technical work and updating particularly on waste arisings and the effects of recent planning consents for waste facilities within Merseyside and Halton and more widely. The evidence base has been used to inform the Needs Assessment, which predicts the waste infrastructure requirements to meet Merseyside and Halton's needs until 2030. It should be noted that these site requirements are identified after taking into account capacity on sites within Merseyside and Halton, which are already consented for waste management.

4.3 Any new consents that are issued between now and the Waste DPD publication stage will be fully taken into account in the Needs Assessment and identified Site Requirements. The relationship between the location of any new consents issued and the spatial patterns of proposed site allocations is particularly important to ensure that new facilities are near to the main sources of waste arisings.

4.4 Proposed Site Allocations

4.5 Government guidance requires the Waste DPD to identify and allocate sites to meet the identified waste management needs of the Districts within the sub region. In identifying proposed site allocations the Waste DPD needs to deliver a good balance of small and larger sub-regional sites across Merseyside and Halton to meet the identified needs of all the waste produced. It is also a Government requirement to provide sufficient flexibility within which the industry can operate. The proposed site allocations in the Preferred Options report therefore include a degree of over-provision to provide the required flexibility. A multi-stage process has been used to identify the proposed site allocations. This process has included a range of site specific technical assessments and site visits.

4.6 The site selection process has included the following steps:

- Initial Broad Site Search yielding a list of nearly 2000 sites;
- Initial clean up of this data set removing duplicates etc;
- Detailed appraisal of remaining sites (>1600) with input from District Officers, removing over 900 sites as not available or not suitable for further assessment;
- Multi-criteria assessment (using 41 constraint criteria) of remaining 700 sites;

- Consultation on the 45 best performing sites in Spatial Strategy & Sites report.
- Dialogue with Districts, landowners and the waste industry has informed the entire process.

4.7 There is a good spatial distribution of sites across all six Merseyside Districts as shown in Figure 1 (Appendix 2) with:

- 3 sites in Halton, total site area 12.4ha, largest single site 9.2ha.
- 4 sites in Knowsley, total site area 14.9ha, largest single site 8.4ha.
- 3 sites in Liverpool, total site area 8.0ha, largest single site 5.9ha.
- 4 sites in Sefton, total site area 15.7ha, largest single site 9.8ha.
- 2 sites in St. Helens, total site area 7.7ha, largest single site 6.4ha.
- 3 sites in Wirral, total site area 12.4ha, largest single site 5.9ha.

4.8 Sites within Halton are shown below. For each of the proposed site allocations proposed waste management uses are also suggested with the broad categories of waste use being household waste recycling centre, re-processing industry, waste transfer station, primary treatment facility and resource recovery park. Further details of Halton's three sites are given in Appendix 1. Sub-regional sites are those, which are larger in size (4.5 hectares or greater) and are capable of supporting facilities, which would be of strategic importance to Merseyside and Halton.

Sites within Halton

Site ID	District	Site Significance	Site Name and Address	Area (ha)
H1576	Halton	Sub Regional	Ditton Sidings, Newstead Road	9.2
H2293	Halton	District	Runcorn WWTW, Manor Park	1.2
H2351	Halton	District	Eco-cycle Waste Ltd, 3 Johnson's Lane, Widnes. (The site is an operational waste site currently licensed to handle 150,000 tonnes per annum of waste)	2.0

Proposed Landfill Site Allocations

4.9 The Spatial Strategy and Sites stage identified a long list of sites for detailed technical assessment on their potential as landfill / raise. During the preparation of Preferred Options that long list has now been the subject of consultation and detailed technical assessment and confirms that the potential for new landfill sites in the sub region is extremely constrained. A detailed technical report on landfill is presented in the document '*Survey for Landfill in Merseyside and Halton*' that supports the Preferred Options Report.

4.10 Section 8 of the Preferred Options Report has identified two landfill sites, both of which benefit from existing permissions, as shown in figure 1 for the final disposal of inert waste, they are:

- Bold Heath Quarry.
- Cronton Clay pit.

4.11 In addition the existing non inert landfill at Lyme and Wood Pits in St. Helens has recently extended its operational life until 2012.

4.12 No landfill sites have been identified for the disposal of non inert (including hazardous) waste. All future non-inert waste management needs will be met through a combination of proposed site allocations for built facilities that will divert the waste away from landfill and, through the use of existing landfill disposal contracts, which export the waste outside of the sub region.

4.13 Halton has an existing hazardous landfill site at Randle Island, Runcorn operated and utilised by Ineos Chlor Ltd. The Waste DPD does not propose any change to the operation of this existing facility.

4.14 Energy from Waste (EfW)

4.15 Merseyside and Halton is in the position of having a large number of consented, but not yet operational, EfW facilities that already more than meet the identified sub regional needs. In addition, the Merseyside Waste Disposal Authority (MWDA) is at an advanced stage of its resource recovery contract PFI (Private Finance Initiative) procurement process where it is seeking to procure new EfW facilities. The Waste DPD site search and technical assessments aimed at identifying suitable and deliverable land for EfW facilities concluded that there are very limited opportunities to allocate new sub regional sites for EfW. Therefore, in meeting the identified needs for EfW, the Waste DPD has needed to take account of the consents within the sub region, the larger regional consents such as Ince Marshes and Ineos Chlor as well as the stated needs and strategy for municipal solid waste.

4.16 City Region Cabinet (13 November 2009) resolved that the Waste DPD should, in developing its policy position on EfW, take particular account of the options which made best use of existing consented capacity within and outside of Merseyside and Halton in preference to allocating new land for EfW. In particular, the recently consented regional facility at Ince Marshes was identified as the preferred location for an EfW solution.

4.17 The preferred policy option being: “for the Waste DPD not to allocate any new sites for Energy for Waste for MSW (municipal solid waste) as well as C&I (commercial and industrial) waste and to rely on existing consented and operational facilities within Merseyside and Halton and the wider North West region.” For the avoidance of doubt, the preferred

policy option to not allocate new sites for EfW includes any allocations which could include multiple facilities on a site, such as “Resource Recovery Parks”.

4.18 Development Management Policies

4.19 In addition to the proposed site allocations there is a need to provide the waste industry with clear policy guidance about what is and is not acceptable on both allocated and non allocated sites. Six Development Management policies are included within the Preferred Options Report:

- Applications for waste management facilities outside of allocated sites.
- Applications for landfill on non allocated sites.
- Open Windrow Composting.
- Protecting Existing Waste Management Sites.
- Restoration and Aftercare of Landfill Facilities.
- Criteria for Waste Management Development.

4.20 Summary of Policy Implications for Halton

4.21 The sites and facilities required by Merseyside and Halton to deal with future waste needs have been selected through a detailed site selection process. The need for these sites is evidenced by detailed technical work on waste arisings.

4.22 Since the Waste DPD Spatial Strategy and Sites Report, consulted upon in November 2008, there has been a significant change for Halton in both the number of sites and geographical location.

Sites Contained in November 2008 Consultation

Site Ref	Location	Size (ha)
H1651	Depot 2, Ditton Road, Widnes	1.4
H1690	Depot 1, Ditton Road, Widnes	2.2
H1875	Former ICI Zeneca Site, Tanhouse Lane, Widnes (Site G Widnes Waterfront SPD)	3.5
H2295	Former Johnson’s Lane Landfill Site, Widnes, EDZ	15.2
H2309	Moss Bank Rd, Widnes (Site H Widnes Waterfront SPD)	8.8

4.23 Due to issues such as planning constraints affecting the site and the likelihood of future availability and deliverability the list of sites was refined further. Following the public consultation in November 2008, the market brought several sites to the attention of the consultants. These new sites were assessed and deemed to be more suitable for inclusion in the Waste DPD than the sites appearing in the Spatial Strategy and Sites Report. None of the sites identified in the November 2008 report are now included in the Preferred Options Report.

- 4.24 In terms of landfill sites, there are no new non-inert landfill sites suggested in the Waste DPD. Future wastes will either be diverted from landfill, or exported out of the sub-regional for final disposal. Inert landfill sites are identified as Bold Heath Quarry and Cronton Clay Pit, both of these have existing permissions that include restoration and backfilling with inert materials. Because of potential traffic implications, Halton would not wish to see any expansion of these activities.
- 4.25 There are no proposed allocations for Energy from Waste and the preferred policy for Energy from Waste is to use those sites with existing consented capacity in the sub-region rather than allocate any new sites. Whilst the general definition of Resource Recovery Parks would allow for incorporation of energy from waste facilities the policy set out in paragraph 4.17 would strongly resist such provision.
- 4.26 In respect of the sub-regional site identified in Halton, there are also specific site constraints identified in the Preferred Options Report and reasons why such a use would be inappropriate in this location. These factors support Halton's previously stated position that it did not consider this site appropriate for this type of facility and would not support incineration in this location. The report also identifies that this site has potential for rail connectivity. Whilst this is true, Members should be advised that this may prove to be logistically difficult and that the site if developed could be road served.

5.0 OTHER IMPLICATIONS

- 5.1 Subject to swift District approval and endorsement of the Preferred Options Report, a six-week public consultation period will start on 18th February 2010. The approach to consultation has been previously agreed with Leaders and is fully compliant with the adopted Statements of Community Involvement of each District.
- 5.2 The beginning of the public consultation process on Preferred Options will be accompanied by statutory press notices in newspapers covering the six districts, press releases, email and letter communication with all individuals and organisations on the Waste DPD database. A Waste DPD newsletter / information sheet will also be distributed. Copies of the Preferred Options Report and Executive Summary will also be made available for the public at selected Council offices and public libraries.
- 5.3 Consultation will end on 31st March 2010 ahead of the anticipated pre-election period, provided that there are no delays in the District approvals processes
- 5.4 Following the Preferred Options consultation all responses will be evaluated with the intention of drawing up a Submission Document by the start of 2011. The Submission Document will be published so that

further representations on the soundness of the Waste DPD can be made before it is submitted to Government for formal consideration and scrutiny (in March 2011). A Results of Consultation Report will also be published following the public consultation that will detail all representations made and the Waste DPD responses.

- 5.5 An examination hearing will then be held: this is an independent examination of the plan by an Inspector, who can hear evidence on unresolved issues from those who have already made representations on the soundness of the Plan, as well as those who are supportive of the plan.
- 5.6 The final stage of the process is the adoption of the Waste DPD by each of the Merseyside districts as its statutory spatial plan for waste. This is scheduled for 2012.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

- 6.2 This report has no direct implications for children and young people in Halton. Indirectly, the Waste Development Plan Document (Waste DPD) places sustainability at its very core, protecting valuable resources for future generations and promoting the most sustainable methods of waste handling and treatment (Sustainability Appraisal – Phases 2 & 3 (Scott Wilson 2007-2009)).

6.3 Employment, Learning and Skills in Halton

- 6.4 Each developed site will generate employment benefits for the surrounding area. The estimated total number of direct jobs to be created as a result of development of the Waste DPD allocated sites is 500-700 with additional indirect jobs estimated at up to twice this number. Temporary jobs related to construction of facilities are expected to total 25-400 per site, depending on the scale of the facility being built.

6.5 A Healthy Halton

- 6.6 There are concerns about environmental nuisance, odours, emissions and the effects that waste facilities may or may not have on the health of residents. The Preferred Options Report has been supported by an independent review of this matter. Scientific and medical consensus is that there are no direct health issues arising from the normal operation of modern waste facilities. The Waste DPD encourages the use of more efficient and precautionary technologies.

6.7 A Safer Halton

6.8 The main implication, aside from the health aspects noted above, is the consideration of increased traffic movements in the vicinity of any developed site.

6.9 Halton's Urban Renewal

6.10 A great deal of effort has been directed by the Council into changing perceptions about Halton that stem from its industrial legacy. A prime concern is the impact on inward investment in the Borough. Waste facilities must be designed to a high standard of quality and mitigate against all environmental nuisance that is associated with waste facilities.

7.0 RISK ANALYSIS

7.1 Due to pressing timescales for the preparation of a Single Regional Strategy, the increasing number of private sector planning applications for waste treatment facilities, the urgent progress needed with the Merseyside Waste Disposal (MWDA) procurement process and the pressing need for Merseyside and Halton to secure new infrastructure for sustainable waste management it is vital that rapid progress is maintained with the Waste DPD. Advancing the Waste DPD to a stage where it can start to influence planning decisions will greatly assist the Districts in making those decisions.

7.2 Delay to the Waste DPD will:

- Increase costs to the Districts in the future through the cost of landfill disposal and financial penalties.
- Reduce Merseyside's ability to influence the waste policy content of the emerging Single Regional Strategy.
- Have a knock on effect of Waste DPD project timescales with resultant increases in costs of plan preparation.
- Potentially have a knock on impact on the MWDA planning and procurement processes by increasing uncertainty.
- Have very serious implications for the soundness of each of the District emerging Core Strategy documents.
- Result in a continuation of an industry-led approach to the location of new waste facilities rather than the pro-active plan-led approach proposed within the Waste DPD.
- Reduce the Council's ability to resist applications of the wrong type and in the wrong places

7.3 These risks are mitigated by a monthly review of all significant risk factors highlighted by the project's risk assessment.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 An Equality Impact Assessment has been prepared for this project and is available at www.wasteplanningmerseyside.gov.uk. Where appropriate,

action has been taken on the findings of the Equality Impact Assessment.

9.0 REASON(S) FOR DECISION

9.1 The Regional Spatial Strategy and government policy (PPS10) requires that waste must be dealt with in a sustainable way. The Council is involved in producing a Joint Waste Development Plan Document (DPD) for the Merseyside sub-region. Drafting of the Plan has reached the stage where the policy framework contained in the Waste DPD needs to be subject to public scrutiny.

10.0 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

10.1 The Waste DPD has been prepared through a multi-stage process. Two public consultation stages have been completed:

- Issues and Options took place in March and April 2007.
- Spatial Strategy and Sites stage took place between December 2008 and January 2009.

These reports document the evolution of the Plan and the options for policies and sites that have been considered and rejected. The results of the public consultation, engagement with stakeholders, industry and the Local Authorities and, detailed technical assessments have all been used to inform the preparation of this Report, forming a third public consultation stage. The Preferred Options Report sets out the alternative options considered.

11.0 IMPLEMENTATION DATE

11.1 The Joint Merseyside Waste DPD is scheduled to be adopted by all the six partner Districts in April 2012.

12.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

Document	Place of Inspection	Contact Officer
Broad Site Search Final Report (SLR Consulting September 2005)	www.wasteplanningmerseyside.gov.uk or Rutland House, Halton Lea, Runcorn.	Tim Gibbs
Initial Needs Assessment (Land Use Consultants September 2005)	www.wasteplanningmerseyside.gov.uk or Rutland House, Halton Lea, Runcorn.	Tim Gibbs
Agricultural Waste Survey (Merseyside EAS April 2007)	www.wasteplanningmerseyside.gov.uk or Rutland House, Halton Lea, Runcorn.	Tim Gibbs
North West Commercial and Industrial Waste Survey Final Report (Urban Mines May 2007)	www.wasteplanningmerseyside.gov.uk or Rutland House, Halton Lea, Runcorn.	Tim Gibbs
North West Construction, Demolition and Excavation Waste Final Report (Smith Gore July 2007)	www.wasteplanningmerseyside.gov.uk or Rutland House, Halton Lea, Runcorn.	Tim Gibbs
Revised Needs Assessment Report (SLR Consulting December 2007) [Needs Assessment Version 2]	www.wasteplanningmerseyside.gov.uk or Rutland House, Halton Lea, Runcorn.	Tim Gibbs
Merseyside Radioactive Waste Arisings Review (Merseyside EAS December 2007)	www.wasteplanningmerseyside.gov.uk or Rutland House, Halton Lea, Runcorn.	Tim Gibbs
Planning Implications Report (Merseyside EAS January 2008) [Needs Assessment Version 3]	www.wasteplanningmerseyside.gov.uk or Rutland House, Halton Lea, Runcorn.	Tim Gibbs
Review of Greenhouse Gas Emissions from Waste Management Facilities (RPS April 2008).	www.wasteplanningmerseyside.gov.uk or Rutland House, Halton Lea, Runcorn.	Tim Gibbs
Review of Health Impacts from Waste Management Facilities (Richard Smith Consulting June 2008).	www.wasteplanningmerseyside.gov.uk or Rutland House, Halton Lea, Runcorn.	Tim Gibbs
Equality Impact Assessment (Merseyside EAS July 2008).	www.wasteplanningmerseyside.gov.uk or Rutland House, Halton Lea, Runcorn.	Tim Gibbs
North West Regional Broad Locations Nov 08	www.wasteplanningmerseyside.gov.uk or Rutland House, Halton Lea, Runcorn.	Tim Gibbs
Survey for Landfill Opportunities in Merseyside (Merseyside EAS - 2008).	www.wasteplanningmerseyside.gov.uk or Rutland House, Halton Lea, Runcorn.	Tim Gibbs
Built Facilities Site Search Methodology	www.wasteplanningmerseyside.gov.uk or Rutland House, Halton Lea, Runcorn.	Tim Gibbs
Sustainability Appraisal – Phase 1 (Mouchel Parkman (2006-7)	www.wasteplanningmerseyside.gov.uk	Tim Gibbs

Appendix 1: Preferred Option - Site details

The following pages are extracted from the Waste DPD Preferred Options Document and show the specific details of the sites in Halton as they appear in the document.

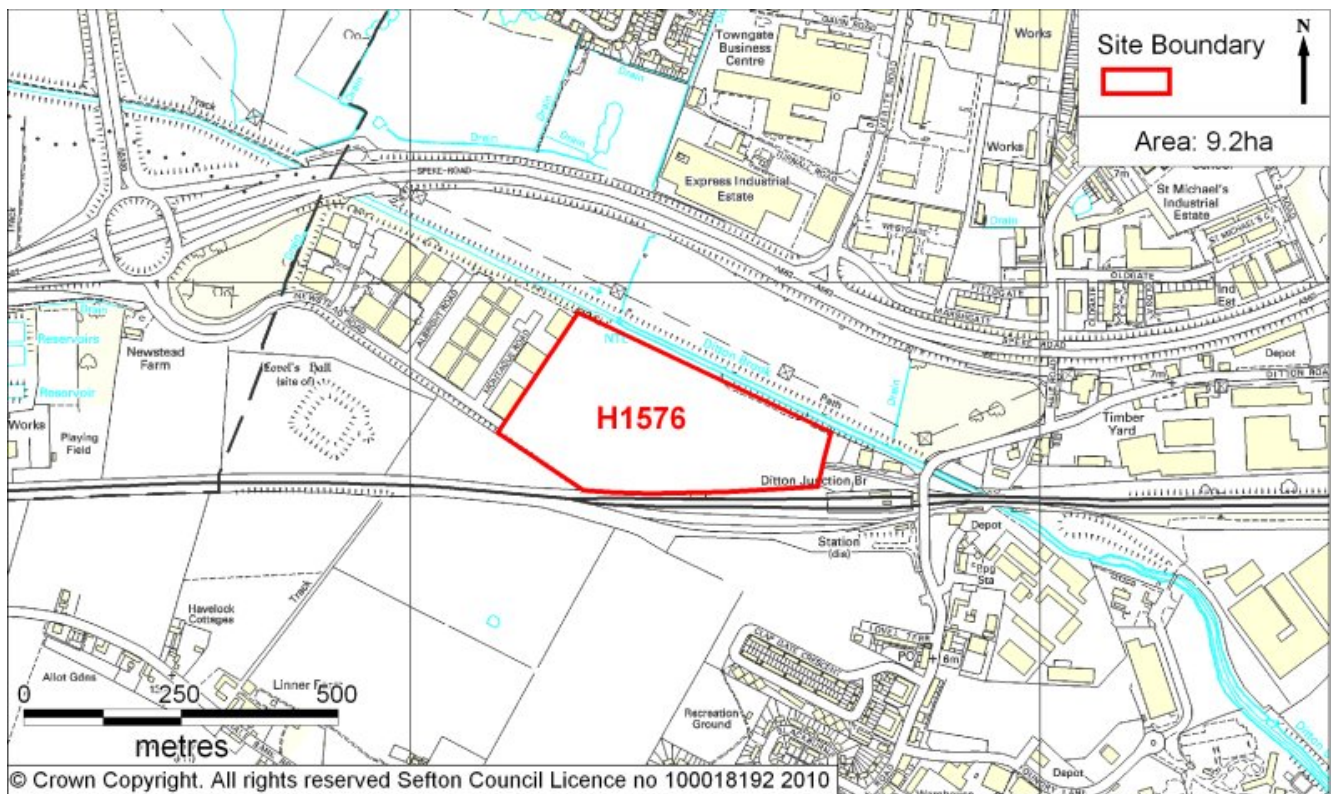
Site H1576 – Ditton Sidings. Pages 80 – 82 of the Waste DPD.

Site H2293 – Runcorn Waste Water Treatment Plant. Pages 97 – 98.

Site H2351 – Ecocycle Waste. Pages 99 -100.

Description of Waste Management Uses. Pages 74 – 77.

H1576 - Ditton Sidings, Newstead Road, Halton



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

Planning Context: The site lies within a strategic industrial location and is allocated within Halton's UDP as an Employment Development Site (allocated uses include, B1, B2 & B8). The site is brownfield land and was formerly Ditton Works, which included railway sidings. This site is also included within the Ditton Strategic Freight Park Masterplan SPD, allocated for the same uses as those in the UDP.

Mounds of vegetated building rubble and fly-tipped material are scattered across the site. To the north Ditton Brook adjoins, flowing south easterly; beyond is 'Hale Road Wood' which is designated as Green Space and local environmental designations (see wildlife comments).

To the south and southeast of the site rail line adjoins with the disused Ditton Junction Station and Ditton Junction reception sidings within 50m of the site boundary.

Housing lays ~160m south-south-east of the site. Light industrial units mark the northwest boundary of the site. The remnants of Lovell's Hall moated site lie ~130m further to the west, beyond which is the Knowsley and Halton District boundary. A small area on the northeast corner of the site is in flood zone 3. The land adjoining the north, south and east boundaries is identified within flood zone 3. The site also lies within a COMAH consultation zone.

The site is within an aerodrome safeguard zone for Liverpool John Lennon Airport, where any development above 45m must be consulted on. Any structure that penetrates the surface of this air safeguarded zone is regarded as an obstruction and a threat to air safety. The site is thought to be located below the point where aircraft turn onto the flight path so it is particularly sensitive.

H1576 - Ditton Sidings, Newstead Road, Halton

Infrastructure

Access and Transport: Road access onto site is possible from two separate points.

1. From the east off Ditton Road a narrow track enables access to the site. This track adjoins a sharp bend on Ditton Road, which continues northwards onto Hale Road through a largely industrial area. It is then possible to connect with A562 Speke Road. The M62 is ~5.5km north, and the M56 is ~10km to the south via the A533 Queensway and A557 Weston Point Expressway.
2. The most direct route to join the Strategic Road Network is from the west along Newstead Road, a quiet link road within the industrial estate. Newstead Road connects with a roundabout ~600m northwest of the site. The roundabout exit is not traffic-light controlled and heavy traffic adjoins from the east. The site lies in an advantageous location to connect with the Knowsley Expressway (A5300) and the M57 junction 1 and M62 junction 6 ~5km north of the site.

The site has potential to utilise the existing Ditton Junction reception railway sidings for transportation of freight on and off the site. The sidings are located to the south of the site beyond the West Coast Main Line (WCML) and comprise three tracks of approximately 350m – 450m in length.

The sidings are used primarily by two rail freight distribution terminals located ~1.3km to the east of the site. They are both connected to the sidings by a single-track line. The Ditton Junction reception sidings connect directly to the WCML. The connection from the single-track line to the rail freight distribution terminals and the WCML to Ditton Junction reception sidings connection, occupy the southern arch of Hale Road bridge ~100m to the east of the site (2 tracks wide).

Utilisation of the existing reception sidings to the south of the site and the WCML would require further discussion with Network Rail (the owner and operator) and Halton Borough Council.

Historically the site was 'Ditton Sleeper Depot', which was connected via railway sidings to the WCML. It is understood that the landowner is currently investigating the feasibility of reinstating this connection.

Utilities: A water trunk main crosses the south of this site requiring a 10m maintenance strip. High voltage electricity line is ~50m north of the site. An above ground telephone line runs parallel to the southern boundary of the site.

Wildlife: The interior of the site comprises vegetated, ~2m high, mounds of fly-tipped material. Vegetation includes rough grass, shrubs and scattered semi-mature trees (up to 3m high). A belt of trees up to 5m high sited along the southern boundary of the site provides a visual screen. Potential habitats for birds and foraging bats.

The north of the site adjoining Ditton Brook is more densely vegetated with shrubs, rough grass and a belt of trees, which mark the southern bank of the Brook. Potential habitat for Water Voles. Rabbit burrows are also evident on the site.

To the north of the site between Speke Road and the Brook is a strip of Green Space known as Hale Road Woodland which is designated as a Local Nature Reserve (LNR) and Local Wildlife Site.

Site Deliverability:

- Landowner in favour of site inclusion

H1576 - Ditton Sidings, Newstead Road, Halton

- Liverpool John Lennon Airport owner / operators oppose any development including a chimney, stack or any other structure that penetrates the 45m aerodrome safeguard zone. This is a constraint for large scale EfW
- Proposed eastward extension of the runway at Liverpool John Lennon Airport could increase the aerodrome safeguarding constraint
- Interaction with potential expansion of the Ditton Strategic Freight Park and reactivation of the disused railway station
- Water trunk main crosses the south of this site requiring a 10m maintenance strip

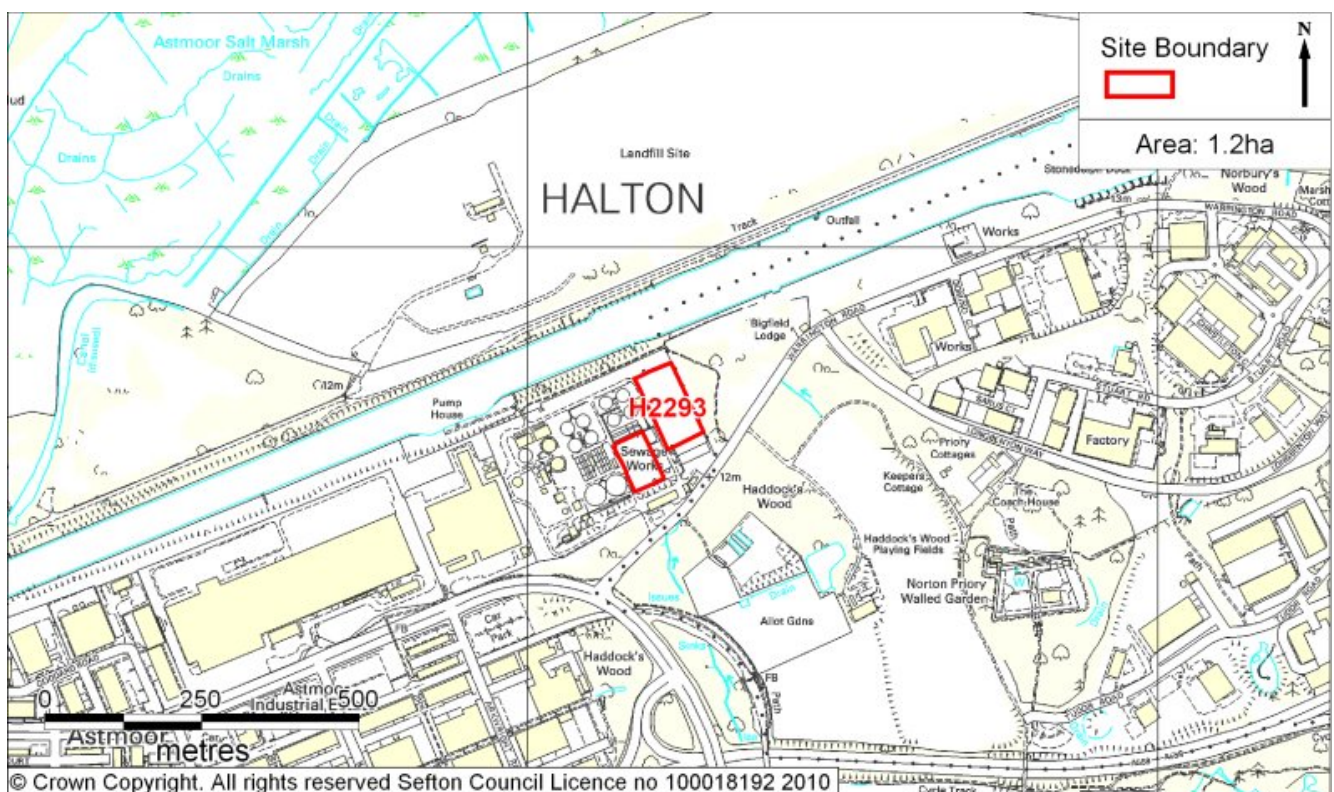
Site ID	District	Site Name and Address	Area (ha)	Easting	Northing
W2215	Wirral	Bidston MRF / HWRC, Wallasey Bridge Road	3.7	329684	390736

7.19 If you are reading a paper copy of this report, you can also view the location of these sites within the spatial context of the sub region on the A2 'Preferred Options Report: Merseyside and Halton Allocations Map' held within the pocket of the back cover. Additionally, to provide a spatial indication of the planning context described in the site profiles, 'Preferred Options Context Maps' have been included which are also located within the pocket of the back cover. Each district has one double-sided A3 context map comprising the proposed allocations within that district.

7.20 The following pages provide site detailed profiles for these smaller sites, including suggested waste management uses.

Profiles - Halton District

H2293 - Runcorn WWTW, Halton



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

Planning Context: The site lies within a Primarily Employment Area which is predominantly in industrial use. The site forms two vacant parcels of land within the Runcorn Waste Water Treatment Works (WWTW) site on the edge of the Astmoor Industrial Estate.

H2293 - Runcorn WWTW, Halton

The adjoining land uses include, the Manchester Ship Canal to the north. To the east Green Space adjoins which is also allocated as Proposed Greenway. Further Green Space and Green Belt lie beyond Warrington Road to the south (see wildlife comments). Haddock's Wood Composting Facility also lies ~130m south of the site.

The site is greater than 250m from the nearest housing allowing an appropriate degree of separation but within 1km of large residential areas to the south therefore ensuring the site is accessible to members of the public.

The site is ~9.5km west of Liverpool John Lennon Airport.

Infrastructure

Access and Transport: Existing road access onto the site is off Warrington Road and is shared with the WWTW. Warrington Road joins Astmoor Road to the southwest and the Astmoor East Interchange ~400m further south enabling connection with the Daresbury Expressway (A558) part of the Strategic Road Network. To the east ~4km the A558 joins Chester Road (A56) and the M56 a further 2km south.

To the west ~3.5km is the Runcorn-Widnes Road Bridge (A533) which continues north to connect with Widnes and the wider sub region beyond. Traffic frequency on Warrington Road is light.

A new Household Waste Recycling Centre (HWRC) would need to allow adequate space for queueing traffic and be large enough to segregate public and HGV traffic.

Utilities: No record of underground apparatus at this site.

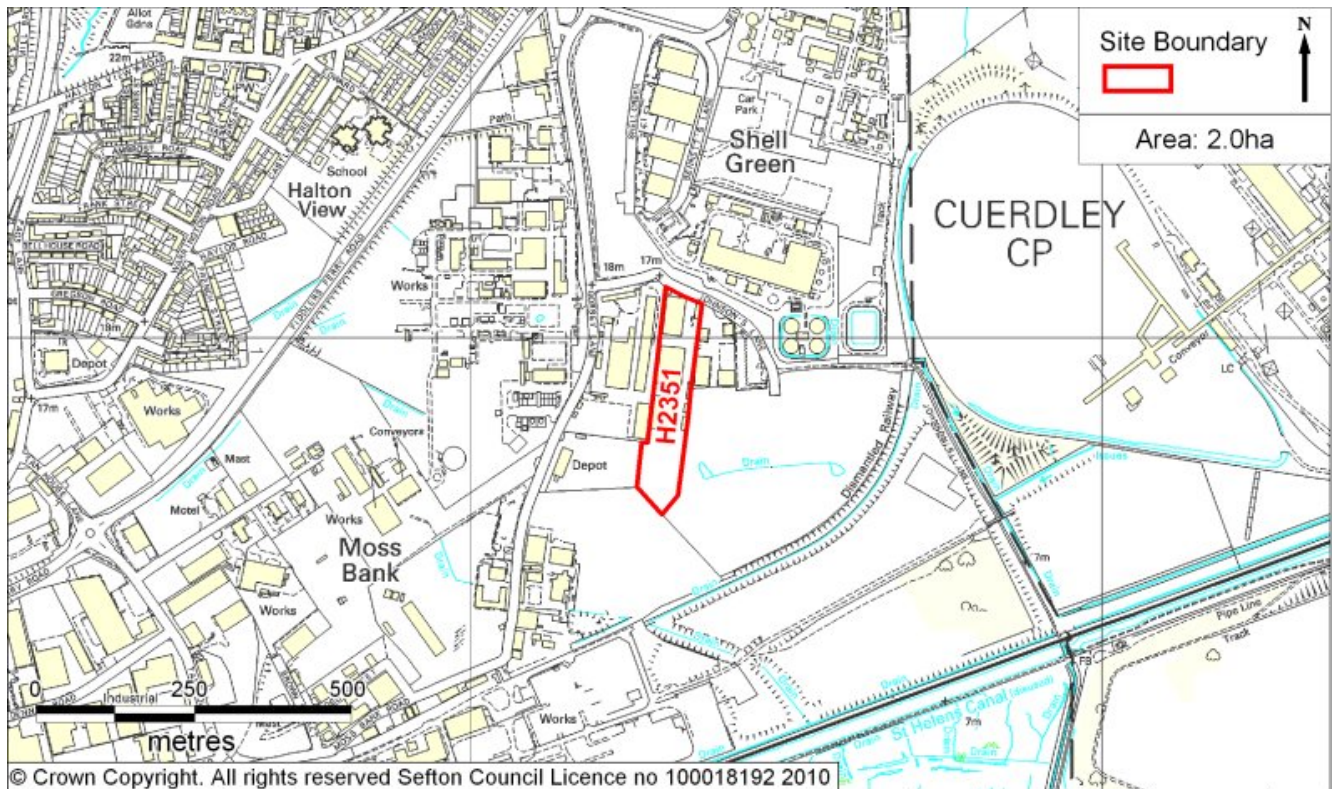
Wildlife: The site comprises mown grass with old treatment tanks and the operational WWTW adjoining. A stand of trees mark the eastern boundary of the site.

To the east the area of Green space and Proposed Greenway is a Local Wildlife Site (Haystack Lodge). Haydock Wood to the south is also designated as a Local Wildlife Site.

Site Deliverability:

- Landowner in favour of site inclusion
- Potential synergy with nearby Composting Facility

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

Planning Context: The site lies within a Primarily Employment Area within the Shell Green area of Widnes. Warrington District Council boundary is ~350m east of the site.

The site is an operational Materials Recycling Facility (MRF) which is licensed to handle 150,000 tonnes per year of co-mingled waste. At June 2009 the facility was operating at about this capacity, therefore potential for intensification of use is considerable. The landowner, stated that the facility is aiming to be at full capacity by June 2010.

On site there are 3 large sheds situated in line north - south on the site. The rear of the site is vacant offering potential land area for expansion of the existing MRF and further scope for increased capacity. Within the vicinity of the site, existing waste management facilities lie to the north, east and west. Derelict contaminated land adjoins the south of the site beyond which is railway line, the disused St Helens Canal and River Mersey Estuary.

This site is proposed for intensification of the existing waste management use.

Infrastructure

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Access and Transport: Road access onto the site is off Johnson's Lane which joins Gorsey Lane ~170m west of the site. Gorsey Lane continues north to connect with Fiddlers Ferry Road (A562) part of the Strategic Road Network. The A562 continues west ~2.3km to connect with Watkinson Way (A568). The A568 then joins the M62 at junction 7 ~5.3km further north. The route along Gorsey Lane passes through predominantly industrial areas with light traffic.

Utilities: Operational facility. Water and electricity supply on site.

Wildlife: Busy operational site comprising entirely concrete hard-standing and 3 large sheds. Rough grass and scrubland located to the south and east of the rear of the site. Drain and ponds identified ~5m to the east of the rear of the site. The disused St Helens Canal and Mersey Estuary lie ~500m further south. This part of the Mersey Estuary is designated as a Local Wildlife Site and as an Area of Special Landscape Value. Habitat for estuarine birds.

Site Deliverability:

- Landowner in favour of site inclusion
- Potential for expansion and intensification of existing site within the parameters of the current consent
- Potential synergy with nearby waste management facilities

7 Proposed allocations for waste management uses

7.1 The site selection methodology used to derive the lists of proposed allocations for waste management use provided in this chapter is fully described in the supporting document "Methodology for Site Selection for built facilities". In the early stages of site selection, the process was dominated by development of an objective, multi-criterion site assessment tool which allocated scores to sites from a long list according to the distance of the site centre-point from various features which were regarded as either constraints (eg conservation areas yielding negative scores) or attractants (eg strategic road network, yielding positive score).

7.2 Using this approach, a short list of sites for further consideration were derived and presented in the 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 principle features and scoring criteria.

7.3 In the later stages, having used the objective methodology to generate a short list of sites, attention shifted to considering deliverability issues for the sites which were on the short list. There is an element of subjective 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.

7.4 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 "Methodology for Site Selection for built facilities". The complete listing of all 283 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.

7.5 Landowners have been identified where possible by reference to the Land Registry and District Councils, and liaison with landowners has been ongoing throughout the process.

7.6 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

7.7 In the site profiles provided below we have indicated which waste management uses each site could potentially support. This indication is not meant to be too prescriptive and in many cases various uses are seen as possible for a site. A description and specification of the waste management uses (as referred to in the site profiles) is given in the table below.

7.8 The site characteristics in the table below are meant as a guide to help explain how the suggested waste management use (shown on each of the following site profiles) were selected. The characteristics are not absolute but instead offer a general specification of the main considerations guiding site selection. 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.

Table 7.1 Waste Management Uses

Waste Management Use	Description	Desirable site characteristics (DEFRA Guidance & MEAS)
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 Waste Disposal Authorities. Typically these sites may be split level for ease of access to skips and include areas for WEEE items and white goods such as old televisions and refrigerators.	>=0.5ha, site or adjacent road network needs to be able to accommodate queueing traffic and be large enough to segregate public and HGV traffic, near to centres of population or on the edge of urban areas to maximise accessibility and ensure usage. Sited in industrial and employment areas, contaminated or derelict land. Access via A/B class roads, sites close to existing waste management facilities. Access routes free from HGV restrictions
Waste Transfer Station (WTS) and Sorting Facilities Including: - Materials Recycling Facility (MRF) - Municipal non-inert WTS - Merchant non-inert WTS - Merchant inert WTS	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.	>=0.5ha (size of the site is generally dependent on the level of waste throughput), 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. Sited in industrial areas, sites close to existing waste management facilities, derelict land, Access routes free from HGV restrictions
Re-processor Including: - Dry Recyclables Re-processor - Specialist Materials Re-processor	A re-processor is a business that carries out the activities of recovery or recycling. For example, for glass, the re-processor will be the glass container manufacturer, that is the producer of molten glass or, where not used for glass container manufacture, the business processing cullet for beneficial end-use; including glass being used as roadstone, fibre and shot blasting. For a full definition of re-processors see 'Spatial Criteria for Selecting Additional Sites' section of this report.	>1.5ha sites in industrial areas or on derelict land. Sited close to source of waste feedstock (i.e. WTS). Good access to the primary road network and/or rail links. Access routes free from HGV restrictions. If possible facility should be located 250m away from sensitive receptors.

Waste Management Use	Description	Desirable site characteristics (DEFRA Guidance & MEAS)
<p>Primary Treatment</p> <p>Including:</p> <ul style="list-style-type: none"> - Mechanical Biological Treatment (MBT) - Anaerobic Digestion (AD) - In-Vessel Composting (IVC) - 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.</p> <p>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.</p> <p>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. Sites require good access to the primary road network and/or to rail links, access routes free from HGV restrictions. Facilities could be sited in industrial areas or on derelict land, if possible located 250m away from sensitive receptors. Open Windrow Composting ideally located away from urban centres.</p>
<p>Thermal Treatment</p> <p>Including:</p> <ul style="list-style-type: none"> - raw waste (mass burn) incinerators - Solid Recovered Fuel (SRF) incinerators - Gasification systems - Pyrolysis systems 	<p>Thermal treatment refers to processes, which use heat to treat either raw waste or pre-treated waste (ie waste that has been through Primary Treatment) to extract energy from the materials being processed.</p> <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).</p> <p>Primary and secondary treatment facilities are often co-located on one large site.</p>	<p>Thermal treatment covers a broad spectrum of waste management technologies each with its own site size requirements. For example, Pyrolysis and Gasification could fit on a site of ~2ha whereas a large incinerator plant could require a site area of >4.5ha. 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, access routes free from HGV restrictions. Facilities could be sited in industrial areas or on derelict land, if possible located 250m away from sensitive receptors.</p>

Waste Management Use	Description	Desirable site characteristics (DEFRA Guidance & MEAS)
Resource Recovery Park (RRP)	Very 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.	>4.5ha, industrial areas, derelict land, sites close to existing waste management facilities, good access to the primary road network, Access routes free from HGV restrictions, rail links, where possible facility should be located 250m away from sensitive receptors

7.9 The Glossary contains individual definitions of the waste management technologies listed in the above table.

Intensification of Use at Existing Waste Management Facilities

7.10 Some of the sites which are being put forward as proposed allocations are already existing waste management facilities. The reason for including these existing facilities is because there is a particular opportunity for intensification of use on those sites. This could be because the current throughput at the site is significantly below what it is licensed or permitted to take, or because there is more land available on the site which would allow the operator to expand existing operations or by including an additional type of waste management operation. However, it should also be noted that in most cases these sites will not in general provide the same contribution to capacity as an allocation on a vacant site. This provides additional flexibility to the site allocations, as the capacity can come on-stream in smaller units, and because development by existing waste management operators will reduce some of the deliverability risks. Where a proposed allocation is for intensification of use, this will be highlighted in the supporting text within the individual site profile.

7.11 The below photograph is an example of a modern waste management facility, the waste management technology shown is an MBT plant. Note that the operation is enclosed and the surrounding area is litter free. Most modern waste management facilities are basically large sheds, aesthetically no different to a non-waste use such as a retail distribution depot or enclosed industrial use.

Appendix 2: Spatial Distribution of Sites across Merseyside

Figure 1. Proposed allocations within Merseyside & Halton

