

# **Redscar Transfer Station**

## **Supporting Planning Statement**

To accompany a

**An application to add an additional bay and canopy at Redscar Transfer Station.**

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SUEZ Recycling and Recovery UK

April 2024



Recycling and recovery UK

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**Project quality assurance information sheet**

SUEZ Redscar Transfer Station, Unit D12, Redscar Industrial Estate, Preston PR2 5NQ.

Full application to add an additional storage bay and canopy at Redscar Transfer Station.

<b>Report status</b>	FINAL
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## Drawings

Rsd-LOC-0324-01 – Location Plan

Rds-LAY-0224-01 – Existing Site Layout

Rds-LAY-0224-02 – Proposed Site Layout

Rds-LAY-0224-03 – Elevations

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## 1. Introduction

- 1.1. This planning statement has been prepared by SUEZ Recycling and Recovery UK Ltd ('SUEZ') and accompanies a full planning application to add an additional storage bay and canopy at Redscar Transfer Station, Redscar Industrial Estate, Preston PR2 5NQ.
  
- 1.2. This document constitutes the planning statement, which has been prepared to accompany the planning application. Section 2.0 provides details of the applicant, section 3.0 the site context, whilst section 4.0 describes the planning history of the site. Section 5.0 assesses the proposed development; section 6.0 addresses the environmental considerations of the proposed development. Section 7.0 outlines the planning policy context against which this application will be determined and assesses the extent to which the proposed development accords with that context whilst Section 8.0 provides the conclusion.
  
- 1.3. It should be noted that this application does not include a design and access statement as the Town and Country Planning (Development Management Procedure) (England) Order 2015 (Section 9 paragraph 4) notes that the requirement for such "*does not apply to an application for planning permission which is — (e) for development which is waste development.*".



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## **2. The Applicant**

- 2.1. SUEZ Recycling and Recovery UK (SUEZ) is a recycling and resource management company that has been managing waste from households and businesses in the UK since 1998. With over 5,000 employees in the UK, SUEZ operates a network of facilities including: recycling, composting, refuse derived fuel production, solid recovered fuel production, wood processing, energy-from-waste and landfill.
- 2.2. In recent years, the waste industry has been in a rapid transition and SUEZ has progressed from being a predominantly landfill dominated waste disposal business, to a model which focuses on resource management and the recycling and recovery of secondary raw materials. SUEZ's purpose is to protect the environment by putting waste to good use.

### 3. Site Description

- 3.1. Redscar Transfer Station (centred on National Grid Reference SD576318) is located within Redscar Industrial Estate as shown in Figure 1 and drawing Rsd-LOC-0324-01.
- 3.2. Redscar Transfer Station is located within units D13 & D14 (totalling 0.82 hectares in area) on the south side of Redscar Industrial Estate. It is well isolated from residences, being located within the industrial estate which in turn is separated by the M6 motorway from residential areas to the west.
- 3.3. There are no residences within 1km of units D13 & D14 to the north, east or south. Whilst the residential area of Grange is around 300m to the West, it is separated from the site by other industrial estate units and by the M6 motorway, which dominates the background noise levels and also provides a visual barrier.



Figure 1 - Site Location

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## Environmental Designations

- 3.4. The River Ribble and its tributary Tun Brook lie to the east of Red Scar Industrial Estate, around 500m at its closest point. The woodland along the steep escarpment of the River Ribble and in the ravine of Tun Brook are designated as Red Scar and Tun Brook Woods SSSI (Site of Special Scientific Interest). This designation also includes Boilton Wood to the south and Nab Wood further to the east. The SSSI is designated as containing particularly extensive examples of western valley ash-wych elm wood and valley alderwoods on neutral-alkaline soils, which are typical of woodlands in the Ribble and Hodder valleys on soils derived from glacial drift. They constitute one of the largest areas of deciduous woodland in Lancashire and provide a valuable refuge for wildlife close to the urban areas of Preston. The ecological and cultural heritage designations that are located within the vicinity of the site are highlighted in Figure 2 below.

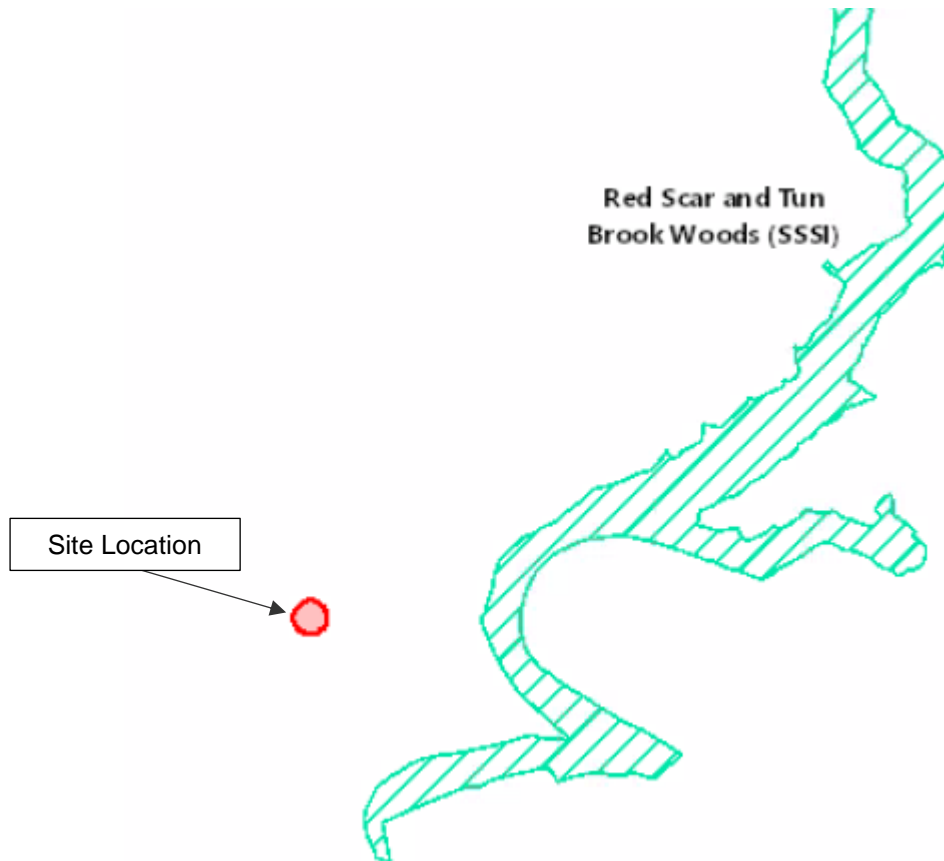
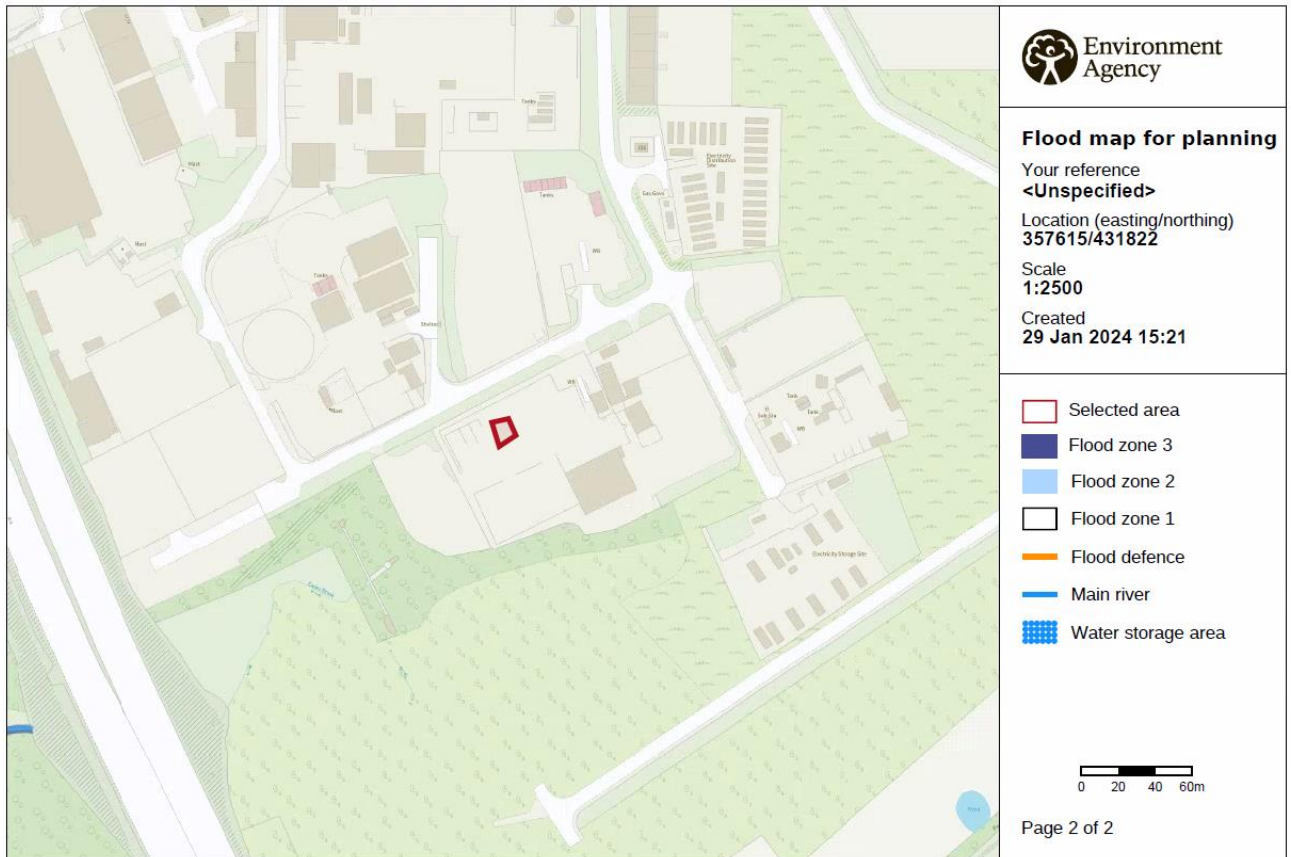


Figure 2 – Environmental Designations

### Flood Map

- 3.5. According to the Environment Agency (EA) 'Flood Map for Planning (from Rivers and the Sea)' the site is located within Flood Zone 1 which denotes an area *“where flooding from rivers and the sea is very unlikely. There is less than a 0.1 per cent (1 in 1000) chance of flooding occurring each year. The majority of England falls within this area.”*
- 3.6. This is highlighted in figure 3 below:





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Figure 3 – Flood Map

### Air Quality Management Areas

3.7. Local Authorities are required by law to review and monitor air quality in accordance with the targets set out in the UK Air Quality Strategy. Where these targets are not being achieved, the authority must designate an Air Quality Management Area (AQMA) and undertake certain actions to tackle the situation. DEFRA's UK Air AQMA's interactive map identifies that the site is not within an AQMA.

#### **4. Planning History**

- 4.1. The site was first granted planning permission for construction of a transfer station in December 1993 under permission reference 6/93/379, having previously been used for scrap metal recycling.
- 4.2. Permission 06/1997/0726 was granted in October 1997 to add a mobile building to provide office space.
- 4.3. In 2016 planning permission LCC/2015/0112 was granted which removed the restriction on waste types to be processed and stored outside the building.
- 4.4. In 2017 a planning application was granted which extended the existing waste transfer shed and amended the weighbridge locations at the facility (planning permission reference (LCC/2017/0050).
- 4.5. Amendments to the appearance of the building was approved in 2020 under permission LCC/2020/0056.

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## 5. The Proposal

- 5.1. SUEZ is seeking permission to site an additional covered storage bay at Redscar Transfer Station.
- 5.2. The bay will be constructed of interlocking block walls and be 4 metres high with a canopy to cover the dry mixed recycling (DMR) inside.
- 5.3. The need for the new bay is due to the absence of a covered bay and the DMR material therefore being exposed to the elements.
- 5.4. DMR includes materials such as paper, cardboard, metal cans and plastic.
- 5.5. It is important for the material to be kept dry so the weight can be measured accurately when it is leaving the site. At present, the material is stored in an uncovered area and so the cardboard and paper is absorbing a lot of water.
- 5.6. The elevations bay and canopy can be seen in drawing Rds-LAY-0224-03.
- 5.7. To proposed bay is to be 13.6 metres at the widest point, 12.4 metres long and 4 metres high.
- 5.8. The canopy will take the maximum height to approximately 8 metres.
- 5.9. The proposed development would be located on an area of existing hardstanding.
- 5.10. The location of the proposed bay within the site is shown in Figure 4 below.



Figure 4 – Bay Location

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## 6. Environmental Considerations

- 6.1. It is not anticipated that the proposals would give rise to any significant environmental effects, given that the application is only seeking to add a covered bay to improve recycling operations at an existing waste management site. It is not proposed to exceed or change the amount of waste that can be handled at the site as conditioned by the Environmental Permit. The Environmental Permit dictates site operations and is regulated by the Environment Agency (EA). Therefore, it is concluded that the proposals will not adversely affect the highway network. The main environmental considerations are discussed below.

### Ecology

- 6.2. The proposed development will be installed onto an area of existing hardstanding and so will not result in any additional hardstanding being installed. There will be no impact on any trees or vegetation.

### Landscape and Visual Impact

- 6.3. The proposed location of this development is screened by vegetation. Taking this into account it is considered that the proposed location of the bay, within an existing industrial area, will not result in any significant adverse visual impacts.

### Traffic and Transport

- 6.4. The proposals do not amend the approved vehicle access / egress. There will be no change to the parking and no change to the number of staff associated with the site.
- 6.5. The proposed development will not affect access to the site or the number of car parking spaces available. Therefore, no highway impacts are anticipated.

### Flood Risk

- 6.6. The site is in flood zone 1. The proposed development will be installed within the operational area of the site and will not result in any additional hardstanding being installed.
- 6.7. A flood risk assessment is not required as the proposed development is less than 1 Ha.

### Amenity Impacts

- 6.8. The risk of windblown litter is reduced with this application as the DMR will be enclosed within the covered bay.
- 6.9. It is not expected that this proposed development will have an effect on any of the local environmental designations.



6.10. It is not considered that the proposals will have any other amenity impacts.

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## 7. Planning Policy

7.1. Section 38 of The Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The following section demonstrates how the proposed additional bay aligns with the relevant planning policies and development plan.

### National Planning Policy

7.2. National Planning Policy Framework (NPPF) was revised on 19<sup>th</sup> December 2023 and sets out the government's planning policies for England and how these are expected to be applied. While the Framework does not contain specific waste policies, it does provide the overall framework for planning policy in England and is a material consideration in the determination of planning applications.

7.3. NPPF paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 outlines three dimensions to sustainable development which the planning system seeks to perform: an economic role, a social role and an environmental role.

7.4. Chapter 12 of the NPPF focuses on the need to achieve well-designed places. Paragraph 131 identifies that good design is a key aspect of sustainable development and creates better places in which to live and work. Paragraph 135 goes on to state that "*Planning policies and decisions should ensure that developments:*

*a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*

*b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*

*c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)..."*

7.5. Whilst the NPPF contains most planning policy guidance at a National Level it does not contain waste policies. The National Planning Policy for Waste (NPPW) was published on 16 October 2014 by the Department for Communities and Local Government (DCLG), superseding Planning for Sustainable

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Waste Management (PPS10). NPPW sets out the key planning objectives, decision making principles and advice on determining applications.

- 7.6. The NPPW recognises that positive planning has a pivotal role to play in delivering England's waste ambitions and sets out in paragraph 7, six points which waste planning authorities should consider in the determination of waste planning applications. Proposals which are not consistent with an up-to-date Local Plan, require demonstration of 'need' and they should not undermine the Local Plan objectives.

### **Local Policy**

- 7.7. The **Lancashire Minerals and Waste Local Plan** (MWLP) contains mineral and waste specific policies for use in determining planning applications for waste or quarry developments in Lancashire, including those areas administered by Lancashire County Council, Blackburn with Darwen Borough Council and Blackpool Council.

### **The Lancashire Minerals and Waste Local Plan**

- 7.8. Policy CS7 of the adopted Core Strategy *states that an integrated waste management strategy will be planned for that relies on the 'top end' of the waste hierarchy, to improve waste prevention and maximise re-use, recycling and composting, supported by a network of facilities providing flexibility for different technologies.*

*Lancashire's Municipal Waste Management Strategy will be delivered through the identification and release of sites for waste management facilities. Proposals for all new development, including commercial and industrial development, will be required to provide suitable facilities for the handling, storage and collection of segregated wastes arising from the permanent use of the development.*

*The following recycling, composting and recovery targets will be planned for in the Plan period.*

- (i) recycle and compost 46% of MSW by 2010, to reach 56% by 2015 and 61% by 2020;*
- (ii) additionally recover value from 18% of MSW by 2015;*



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*(iii) recycle 35% of I&C waste by 2010, 40% by 2015 and 45% by 2020;*

*(iv) additionally recover value from 30% of I&C waste by 2010, falling to 25% by 2020;*

*(v) recycle 50% of C&D waste by 2010, 55% by 2015 and 60% by 2020;*

*(vi) additionally recover value from 42 % of C&D waste by 2010, falling to 35% by 2020;*

*Provision will be made for the minimal amount of new landfill capacity for the disposal of residues from the treatment of all wastes where no further value can be recovered.*

7.9. The proposals comply with policy CS7 as the addition of a DMR bay will continue to optimise the network of waste management facilities in Lancashire which will assist in improving waste prevention, maximise the re use of waste materials and assist in delivering the targets outlined in the Policy. By ensuring the DMR is kept dry it allows for options to re-use and recycle the material.



## **8. Conclusion**

8.1. This planning application seeks to allow a covered bay for storage of DMR material.

8.2. The proposed development would be one covered bay (approximate dimensions 12.4 x 13.6 x 8 metres including canopy to store DMR material already processed on the site.

8.3. The proposed development is in accordance with both national and local development plan policy and is not considered likely to result in any significant impacts on the environment or local amenity. The proposed covered bay will provide a flexible solution to enable dry storage of the waste. SUEZ considers that it is demonstrably the case that the planning application should be approved by Lancashire County Council without delay.