

**FLINTSHIRE COUNTY COUNCIL**

**REPORT TO:** **PLANNING AND DEVELOPMENT CONTROL COMMITTEE**

**DATE:** **24<sup>TH</sup> JUNE 2015**

**REPORT BY:** **CHIEF OFFICER (PLANNING AND ENVIRONMENT)**

**SUBJECT:** **INSTALLATION AND OPERATION OF A MOBILE ADVANCED THERMAL TREATMENT PLANT (ATT) AND ASSOCIATED OPERATIONS IN EXISTING BUILDINGS COMPRISING A 1 MW PYROLYSIS UNIT AND ASSOCIATED GAS ENGINE AT PORT OF MOSTYN, COAST ROAD, MOSTYN**

**APPLICATION NUMBER:** **053393**

**APPLICANT:** **AETERNIS ENERGY (MOSTYN1) LIMITED**

**SITE:** **PORT OF MOSTYN, COAST ROAD, MOSTYN**

**APPLICATION VALID DATE:** **30/03/15**

**LOCAL MEMBER:** **MOSTYN: COUNCILLOR DAVID RONEY.**

**TOWN/COMMUNITY COUNCIL:** **MOSTYN COMMUNITY COUNCIL.**

**REASON FOR COMMITTEE:** **REQUESTED BY LOCAL MEMBER.**

**SITE VISIT:** **YES AS REQUESTED BY LOCAL MEMBER.**

**1.00 SUMMARY**

1.01 Aeternis Energy Limited have submitted a planning application for a temporary energy centre in Port of Mostyn to incorporate a pyrolysis plant to produce bio-oil, bio-gas and char. It is predicted that the energy centre would use up to 16 tons per day of refuse derived fuel and generate up to 1 MWh of electricity.

## **2.00 RECOMMENDATION: TO GRANT PLANNING PERMISSION, SUBJECT TO THE FOLLOWING:-**

### **2.01 Conditions**

1. Commencement.
2. Notification of commencement.
3. In accordance with stated plans and particulars.
4. Cessation 5 years from commencement.
5. Removal of plant and machinery.
6. Copy of permission and permitted plans to be kept at the site.
7. Limit on fuel/waste storage capacity.
8. Limit on annual fuel/waste throughput.
9. Removal of plant, temporary structures and fuel on cessation.
10. Environmental management scheme including noise limits, storage of liquids and materials, dust and lighting.

## **3.00 CONSULTATIONS**

**3.01 Local Member for Mostyn: Councillor David Roney:** Would like this application to be determined by the Planning Committee and would like a site visit. States that the cumulative effect of industrial incineration along the Coast could well be a danger to health.

**Mostyn Community Council:** Object to this planning application on grounds of air pollution, increased traffic and its environment impact.

**Head of Assets and Transportation:** No objection to the proposal based upon anticipated traffic volumes. Confirm that do not intend to make a recommendation on highway grounds.

**Head of Public Protection:** No objection. An application under Part B of the Environmental Permitting Regulations has been submitted.

**Environment Planning Ecology:** No comments to date.

**Environment Planning Trees:** No comments to date.

**Welsh Water/Dwr Cymru:** No comments to date.

**Natural Resources Wales:** No Objection. Advise that the site is located within Flood Risk Zone C1 and is within Flood Zone 2 (0.1 % AEP) and partly within Flood Risk Zone 3. NRW requested clarification on the temporary nature of the development and whether the energy produced would be for consumption within or outside of the Port of Mostyn, as this will determine whether the development is considered to be highly vulnerable or less vulnerable. NRW also advise that the permitting process will be less than 1 tonne per hour and is classified as a Part B activity which is regulated by the Local Authority. They make standard observations with respect to the River Dee Estuary Special Protection Area, Special Area of Conservation

and RAMSAR wildlife designations.

**Airbus:** Not consulted.

**MANWEB:** Provided a plan showing the Manweb equipment within the application site. This plan illustrated no conflict with Manweb equipment.

**National Grid Plant:** No comments to date.

**SP Powersystems:** No comments to date.

**Wales & West Utilities (Gas):** No comments to date.

#### **4.00 PUBLICITY**

4.01 Press Notice and Site Notice.  
No representations have been received to date.

#### **5.00 SITE HISTORY**

5.01 The area of the Port that the project site is situated has been previously used as ironworks until the 1960's. Since then a number of warehouses have been constructed. The Stena Line ferry service operated at the Port between 2001 and 2003 which accommodated up to 100,000 Heavy Goods Vehicles movements per annum. The Port of Mostyn is one of the oldest Ports in the country, and has a history of handling a wide range of cargoes from steel to coal to fertilisers. However, today, the Port of Mostyn is acknowledged for being one of the main centres for the assembly and installation of turbines. The Port of Mostyn is designated as an Energy Park. As the majority of the business is now dedicated to the offshore renewable energy sector, the existing warehouses provide a perfect hub for a new sector of renewable energy to be added to the port.

#### **6.00 PLANNING POLICIES**

6.01 Flintshire Unitary Development Plan

##### ***Local –Flintshire Unitary Development Plan (2011)***

Policy STR1	- New Development
Policy STR3	- Employment
Policy STR10	- Resources
Policy GEN1	- General Requirements for Development
Policy D4	- Outdoor Lighting
Policy AC13	- Access and Traffic Impact
Policy EM1	- General Employment Land Allocations
Policy EM3	- Development Zones and Principle Employment Areas

Policy EM5	- Expansion of Existing Concerns
Policy EM7	- Bad Neighbour Industry
Policy EWP1	- Sustainable Energy Generation
Policy EWP5	- Other Forms of Renewable Energy
Policy EWP6	- Areas of Search for New Waste Management Facilities
Policy EWP7	- Managing Waste Sustainably.
Policy EWP8	- Control of Waste Development and Operations
Policy EWP12	- Pollution
Policy EWP13	- Nuisance
Policy EWP16	- Water Resources
Policy EWP17	- Flood Risk

### **Government Guidance**

#### Planning Policy and Guidance

Planning Policy Wales (2014)

Technical Advice Note 5 – Nature Conservation and Planning (2009)

Technical Advice Note 8 – Renewable Energy (2005)

Technical Advice Note 11 – Noise (1997)

Technical Advice Note 12 – Design (2009)

Technical Advice Note 15 – Development and Flood Risk (2004)

Technical Advice Note 18 – Transport (2007)

Technical Advice Note 21 – Waste (2014)

Technical Advice Note 22 – Sustainable Buildings (2010)

Technical Advice Note 23 – Economic Development (2014)

The Waste Framework Directive

#### Waste Strategy Policy and Guidance

Towards Zero Waste: The overarching Waste Strategy Document for Wales, June 2010

Collections, Infrastructure and Markets Sector Plan, 2012

Construction and Demolition Sector Plan, 2012

The Waste (England and Wales) Regulations 2011

#### National Energy Policy

The Energy Act 2013

UK Renewable Energy Strategy (2009)

UK Low Carbon Transition Plan (2009)

Climate Change Act (2008)

Energy Wales: A Low Carbon Transition (2012)

The proposal **would** comply with the above policies.

## 7.00 **PLANNING APPRAISAL**

### **Summary:**

7.01 Aeternis Energy Limited have submitted a planning application for a

temporary energy centre in Port of Mostyn for a period of 5 years for a pyrolysis plant to produce bio-oil, bio-gas and char, a gas cleaning unit and a gas powered engine electricity generator set. It is predicted that the energy centre would use 16 tons per day of refuse derived fuel and generate up to 1 MWh of electricity. The proposed development includes associated temporary staff units and car parking.

**Site location:**

- 7.02 The proposed energy centre is located in immediately outside of an existing warehouse situated on the far north west side of the Port of Mostyn, and adjacent to Gibbs Steel Fabricators Ltd located immediately to the south west. The majority of the port complex is located to the south east, with Warwick Chemicals some 500 metres distant. The site is separated from the residential areas to the south east by the port access road, the main railway line, the A541 and a block of woodland. The site is in excess of 500 metres from the main residential areas of Mostyn to the south east and the nearest businesses and residences located along the coast road are 150 metres away. The site boundary is within 25m of the nearest water course and the sea defence which defines the boundary to the Port. The sea defence is programmed to be upgraded in 2016 by The Port of Mostyn.

**Description of the Development:**

- 7.03 The proposed Energy centre is located in an area comprising existing open air storage and warehouses within the Port of Mostyn. The proposed mobile Energy from Waste unit would utilise an existing warehouse previously used for storing bailed and bulk cargo as well as wind turbine components. This planning application does not propose to erect permanent buildings or structures as part of the project.
- 7.04 The application site has an area of 0.112 hectares (1117m<sup>2</sup>), orientated on a North East-North West axis. The existing warehouse has an area of 560 sq.metres. The temporary energy centre is 12.129m (L) x 2.430m (W) x 2896 (4165 including generating plant) (H) is to be located within the existing warehouse. The modular office, and welfare units are 14.600m (L) x 3.960m (W) x 2.700m (H). The units will not require foundations as they are temporary and would be fixed to the ground on adjustable steel legs. The modular units would be placed 150mm above ground level and will be accessible by one step and a disabled access ramp. The modular units are both temporary and identical in external finishes. Both units will typically be clad in plastisol-coated, white insulated steel panels with aluminium frames and polyester powder coated paint finish windows and solar-reflective, profiled plastisol-coated, galvanised steel roof.

- 7.05 The Reception and office unit and staff welfare unit both meet the standard staff welfare size requirements and meeting DDA and Part M building regulation standards, and fully openable windows for air purging. The reception, office and welfare units will have both a stepped and disabled access ramp both with support rails. Due to the temporary nature of the building, no external works would be proposed and any maintenance to the surface would be conducted by The Port of Mostyn Ltd
- 7.06 The Reception and office unit is to accommodate up to 3 members of staff; one receptionist and two office based workers. The temporary energy centre requires 1 person for feedstock and output product management. A shift pattern is required to operate on a 24 hour continual basis, increasing the employment opportunities.
- 7.07 The proposed Energy centre would generate several unskilled jobs employed to provide a 24 hour cover to feed the unit and monitor the performance outputs. The proposed development would have a maximum annual capacity of 10,000 tonnes per annum of waste derived fuels, or 27 tonnes per day. This equates to a peak of two deliveries per day assuming a typical 15 to 20 tonne payload, or one delivery per day assuming up to a 30 tonne payload. The nominal operational capacity is anticipated to be about 6,000 tonnes per annum or 16 tonnes per day.
- 7.08 The proposed temporary energy centre plant and equipment, waste/fuel storage and ancillary equipment is to be located within the existing warehouse building. It is possible that the acoustically sealed generator engine set may be located outside adjacent to the offices depending upon fire safety advice. The ancillary single storey reception and office modular unit, single storey staff welfare modular unit and car parking for 6 staff and visitors will be provided outside immediately adjacent to the north west side of the existing warehouse in order to create a compact space to allow for minimum pedestrian travel. This is important so the distance between the energy centre and the staff welfare is kept to the minimum for the worker's health and safety. The position of the modular buildings also determine minimum impact on the adjacent works, Gibbs Fabricators, and their vehicular access requirements.
- 7.09 All of the land surrounding the warehouse will be maintained by The Port of Mostyn. The existing weighbridge is to be relocated in order to allow for clear access to the modular units and for vehicular access.

### **Description of the Process**

- 7.10 Feedstock will be delivered in a dense pellet form or plastic baled pre-shredded flock. The majority of feedstock will be stored within the warehouse, but plastic shrink wrapped baled flock may be stored outside. The feedstock would not be stored in a loose condition. The

feedstock would arrive from various sources such as Andusia Recovered Fuels. Aeternis Energy have a supply contract with Andusia and other fuel suppliers for this product which comes from regulated sources. Andusia Recovered Fuels Limited is one of the UK's leading exporters of Refuse Derived Fuels (RDF) to recovery plants in Europe and Scandinavia.

- 7.11 The feedstock will be transferred and placed into a hopper above the pyrolyzing chamber, and as it is feed through the chamber it is heated to 800 to 1000 degrees centigrade depending on the specification which is required. The whole process is completed in an oxygen free environment and there is no combustion involved. The pyrolysis process breaks down complex molecules into much simpler molecules to form a synthetic gas which exits from the top side of the pyrolyzing chamber and is sent to a condenser, cooled by a circulation of chilled water.
- 7.12 The cooling causes volatile substances to condense to form bio-oil and water as by product. Bio-char, which is a carbon rich material, is produced by cooling the remnants of the process to no more than 50 degrees centigrade. Bio-oil and Char have a commercial value and will be sold and removed from the site. In the event of system or product specification issues, these materials are also capable of being fed back through the process.
- 7.13 The remaining gas which comes from the condenser contains methane, hydrogen and carbon monoxide. This has a calorific value and can be used as fuel to be burned in a combustion chamber or can be treated and used in a turbine or engine to produce electricity and heat, or compressed and bottled in appropriate containers and used for remote heating, or as a transportation fuel, for example. In this instance the gas is to be cleaned using an electrostatic particle remover before being fed into a conventional spark or compression engine set will be used to drive an electricity generator. Due to the nature of the operation, the energy centre will be operated on a 24 hour 7 day per week basis, however, deliveries of the waste will be kept to during the day. A buffer of material will allow for delivery failures such as breakdowns or adverse weather.

**Policy context:**

- 7.14 The site is at the Port of Mostyn which is allocated as a Development Zone by the Flintshire County Council Unitary Development Plan (Policy EM3). There are a number of similar warehouses on The Port of Mostyn land in B2 and B8 employment uses, and the application site is on previously developed land and within an existing warehouse.
- 7.15 This development is a hybrid in that it is primarily a power generation plant and is also intended to be fuelled by waste derived materials, but could also use virgin or other manufactured fuels. Policies for

renewable energy and waste development are both applicable.

- 7.16 Policies EWP3 and EWP5 promote sustainable and renewable energy generation. The use of recovered waste (or biomass fuels) to generate power is considered to be a form of renewable energy and displaces virgin fossil fuel use. The scale and setting of development is appropriate and will not significantly affect regional waste markets. The site is identified within Policy EWP6 as an area of search for waste management facilities. Policies EWP7 and EWP8 deal with sustainable waste management and control of the effects on people and the environment. The proposed operational controls and the nature, scale and purpose of the development meets the overall criteria of these policies.
- 7.17 Criterial set out in the other key policies such as GEN1 general requirements, EWP 16 water resources and EWP17 Flood Risk are met and the development does not pose a risk to the wider amenity or environment.
- 7.18 National government is promoting the diversification of both energy and management of waste via TAN 8 Renewable Energy and Tan 21 Waste, and the Collections, Infrastructure and Markets Waste Sector Plan, and this is a small scale development providing an outlet for recovered waste. TAN21 states that more waste recovery facilities need to be developed across Wales to ensure that sufficient capacity is maintained at a level appropriate to support the overall aims of the National Waste Strategy; Towards Zero Waste.
- 7.19 Because the facility is capable of sourcing feedstock derived from municipal, as well as the intended commercial and industrial wastes, in exercising its planning functions in dealing with waste management applications Local Planning Authorities must consider Articles 18 and 20 of The Waste (England and Wales) Regulations 2011, which states that the Waste Framework Directive and EC Council Directive 1999/31/EC (Landfill of Waste) must be given weight when exercising its planning functions.
- 7.20 Article 13 (Protection of human health and the environment) of the Directive requires that waste management developments will not harm human health, environment, water, air, soils, plants, animals, cause nuisance by odour or noise, and not adversely affect places of special interest. Article 16 requires principles of self- sufficiency and proximity to be taken into account and to establish a network of waste installations. Therefore, when assessing the merits of this application as a waste management facility, consideration and weight should be given to the UDP Policies, Planning Policy Wales (TAN21 the suite of Sector Plans), The Waste Regulations and The Waste Framework Directive.
- 7.21 In taking account of the requirements of Article 13 and 16 of the



Directive, it is noted that the information set out with in the planning application and other supporting documentation concludes that the proposed development can be operated without causing harm to humans or the environment. The key statutory consultees do not highlight any serious discrepancies with the application and raise no objection, and planning conditions will be applied to mitigate and control any adverse impacts. The development is small scale and unlikely to generate substantial harm. Similar development is operational elsewhere in Europe and the operation and control mechanisms are well understood.

- 7.22 The proposed development is a facility to provide a specialised means of treating refuse derived or solid recovered fuels which are mainly originating from residual industrial and commercial wastes. The development will reduce dependence on landfill as a means of managing the final disposal of waste, and will provide for an adequate network of facilities to manage such waste. The geographic location is such that it is able to service the needs of a local market, but is not inappropriately located wherever the feedstock is sourced from. It is able to take advantage of the local market and infrastructure for electricity. The design of the facility and a high level of process and operational control will provide safeguards to ensure a high level of protection for the environment and public health.
- 7.23 In addition to the planning system, the primary process operational control for the development is applied by The Environmental Permitting (England and Wales) Regulations 2010 (as amended) which transposes Directive 2010 /75/EU on industrial emissions. This requires a Permit to be secured before the treatment and processing of any waste can take place, and in this instance will be regulated via a Part B Authorisation under the Environmental Permitting Regulations. In principle, the local planning authority is satisfied that the requirements of Article 16 are met, and can be controlled via both planning conditions and by the Part B Authorisation.
- 7.24 It is worth noting that the proposed facility is designed to provide a technology that is capable of providing a solution to manage residual and recovered waste further up the waste hierarchy and reduce reliance on disposal to landfill. The facility will assist Wales becoming more self-sufficient for the final treatment of residual wastes.

#### **Environmental Assessment:**

- 7.25 The proposed development does not require an Environmental Impact Assessment as it falls below the relevant thresholds, and the impacts are controllable and localised. The project site lies outside of ecologically sensitive areas but the larger lease site is adjacent to the Dee Estuary European designated Special Areas of Conservation and Special Protection Areas, and the Site of Special Scientific Interest.

- 7.26 There is no significant cumulative impact arising from this development in combination with similar or other near-by development. The only other developments of note are the windfarm assembly and port activities, Gibbs steel fabrication business and Warwick Chemicals, including their unimplemented combined heat and power biomass unit. The impact of a plant consuming a peak of 27 tonnes waste derived feedstock per day, and the limited extent of exhaust emissions means that combined with other sources of emissions that the impact remains negligible. Due to the prevailing wind direction, the River Dee Estuary is capable of dispersing any air emission fall out with twice daily tidal flushing. Local air quality is highly unlikely to be affected from this localised small scale plant. It is worth noting that Part B Authorisation Permit to operate the plant will not be issued if it poses a significant risk of harm to human health.
- 7.27 Due to the low size, limited storage, covered or baled nature of the storage and the low capacity of the plant, a test of likely significance carried out under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended) has concluded that the proposal is not considered to represent a significant risk to the designated features of interest. All liquids and fuel materials and by-products are to be stored within a building or within enclosed containers, or are baled, minimising the risk of contamination releases which might affect the estuary. The process emissions are comparatively benign (water, carbon dioxide) and small scale and therefore there are no significant effects on the estuary likely from the exhaust fall out, in isolation or in combination with other nearby developments.

### **Need and Sustainability**

- 7.28 The proposed development is to enable the applicant to demonstrate and trial the technology to prove that it is reliable and cost effective. The length of time for which the development is proposed is for up to 5 years on site to allow trials using different fuel specifications to establish operational feedstock parameters, to demonstrate that the technology works, to showcase the technology and to support further expansion and development. Assuming that it is successful, it may form the evidence base for a larger energy recovery and power generation development at this site or elsewhere, subject to obtaining necessary permits and permissions
- 7.29 The proposed development has a number of sustainability benefits. It will assist providing markets to divert the waste streams that cannot be reduced, reused or recycled away from landfilling, and into energy recovery for up to 10,000 tonnes of residual commercial and industrial waste. The proposed development would also provide a sustainable energy generation solution. Syngas, which is a product of gasification, will be used to power an engine to generate electricity and heat. The proposed technology would in turn assist in ensuring energy security

as well as meeting the UK government targets on renewable energy and climate change. The proposed development would also utilise an environmental sustainable technology which has minimal emissions to air and has no operational discharges to either water or ground other than the exhaust emissions from engine which is predominantly water vapour and carbon dioxide.

- 7.30 The products of the gasification process are char/ash and bio-oil which are non-hazardous materials. Bio-oil would be collected in drums and disposed off-site at a licenced waste disposal site. Small amounts of bio-oil can be used to improve the calorific value of the feedstock or used by nearby businesses. Char/ash can be used in agriculture, chemical industries, concrete block production and road fill and as such has a commercial value. The by-products are not classified as hazardous and due to the size of the plant; minimal amounts will be stored.
- 7.31 As a self-contained Energy From Waste plant, this mobile gasification unit can be readily transported, and can be mobilised and demobilised within hours. Due to the small size of the plant it produces only a small amount of heat. This is intended to be fully utilised within the processes for additional drying of the source fuel on site prior to processing and for the building heating and hot water requirements of the staff welfare facilities on site.

### **Flood Risk**

- 7.32 The site lies within flood risk zone C1 as defined in TAN 15 Development & Flood Risk and shown on Welsh Government's Development Advice Map. This is confirmed by Natural Resources Wales' Floodmap which shows that the site lies within tidal Flood Zone 2 (0.1% AEP) and partially within tidal Flood Zone 3 (0.5% AEP). Natural Resources Wales' records show the site flooded in February/March 1990 when defences overtopped.
- 7.33 Natural Resources Wales advise that it is not clear whether the Proposed development will supply energy for use outside the business of Port of Mostyn Ltd, and consequently whether or not it should be considered 'highly vulnerable development' or could be considered 'less vulnerable'. The application describes the development as 'temporary', but it does not specify the length of time for which the development is proposed. Natural Resources Wales requested clarification on the above points, and has been addressed by the applicant. The life of the development is 5 years.
- 7.34 The existing floor level of the warehouse where the EFW unit will operate is at least 7.0m AOD and above the current extreme flood based on a 1 in 200 year event (6.23m). When taking into account the predicted impact of climate change within the lifetime of a typical energy from waste (EFW) plant (30 years), a 1 in 200 year event

would peak at 6.65m AOD. Therefore a risk of a flood event of this type impacting the EFW mobile unit site is expected to be low. The current elevation levels of the Port of Mostyn vary between 7.0m AOD and 7.5m AOD, and following the proposed modernisation by the Port of their sea defence infrastructure, it will be wholly within TAN15 DAM zone A which is considered to be at little or no risk of fluvial or tidal/coastal flooding.

- 7.35 The existing warehouse and the proposed EFW operations are classified as “less vulnerable development” in consideration of flood risk, by TAN15. Less vulnerable development comprise General industrial, employment, commercial and retail development, transport and utilities infrastructure, car parks, mineral extraction sites and associated processing facilities, excluding waste disposal sites.
- 7.36 The power and thermal energy generated by the EFW unit will be utilised on site and elsewhere at the Port, and any surplus power will be exported to the grid. A suitable 3-phase grid connection point exists at the Port and will provide such connection via an underground cable to the EFW unit. The proposed development is not proposed to supply direct energy to businesses within the Port of Mostyn (although could do so if required) but to the national grid once a connection has been agreed. Therefore, there will be no risk to the workings of the Port of Mostyn should the site flood unexpectedly.
- 7.37 In the event of a flood event, the risk of pollution to water, air and land is minimal, however, pollution prevention guidance 1 will be followed and actions outlined in an Environmental Management Plan within the Environmental Permit (Part B) application.
- 7.38 All fuel will be contained in plastic bales until required and then used immediately once opened. All of the fuel is non-hazardous, odourless and safe and therefore in the event of fire or flooding, the damage will be minimum. Regular deliveries of fuel will ensure that the storing of fuel is kept to the minimum. The site drainage is into a soak away system. The storage of by-products will be in sealed containers and will be either used within the production process or sold and presents a minimal risk in the event of a flood.

**Pollution Control:**

- 7.39 The material for the processing unit would be from commercial industrial sources and would be non-hazardous, clean and odourless. It would consist of shredded Refuse Derived Fuel (RDF) or Solid Recovered Fuel (SRF) and would be principally paper, cardboard, wood, textiles and very light plastics. It is dry and not prone to generating odours or bio-aerosol risks.
- 7.40 All emissions from the engine (mainly CO<sub>2</sub> and Water Vapour) will be required to comply with emission limits set by the Waste Incineration

Directive (WID) and will be strictly monitored via the permit authorisation. The process control will be via the terms of a Part B Authorisation under the Environmental Permitting Regulations 2010 which is administered by the local authority Public Protection service.

- 7.41 It is proposed to place conditions limiting the maximum quantity of waste/fuel to be stored at the site to 1000 tonnes and a maximum limit on the utilisation throughput of 30 tonnes per day. This is to ensure that there is no accumulation of feedstock to quantities that represents a major fire or environment hazard. A fire management strategy has been provided and includes the use of concrete block firewalls, a fire suppression system and constant 24 hour supervision. The fuel/waste is to be stored in the dry, or outside in dense plastic wrapped bales. This significantly reduces the risk of fire compared with loose tipped materials, and minimises nuisances. All fires pose a risk as the products of combustion and the water used to quench the fire is a potential source of contamination and amenity nuisance. Due to the measures described above, fire is not considered to be a significant hazard or risk associated with this development.

**Access:**

- 7.42 The existing warehouse is accessible from the A541Coast Road via the traffic light controlled junction. There is rail access potentially available, however due to the low tonnage it is not proposed to utilise this. The existing access route to the warehouse would be used and the application site has the benefit of a hard standing surface. A clear 25m turning circle is provided for large vehicular access.
- 7.43 Historically, the Port of Mostyn has accommodated 480 movements associated with ferry traffic per day in addition to 80 – 100 deliveries (160 – 200 movements) per day of general cargo. The ferry service no longer operates and this proposal only places 2 deliveries per day on the highway network. Even in conjunction with the existing traffic the and proposed additional deliveries of timber fuels to the permitted uses at the neighbouring Warwick Chemicals, the impact of this development on the highway network is negligible.
- 7.44 The land surrounding the warehouse is maintained by The Port of Mostyn and is to host the car park, temporary office and staff welfare units and turning circle. Vehicular access is maintained by The Port of Mostyn and is secured to ensure that only authorised personnel are able to access The Port of Mostyn.
- 7.45 The proposed development would have limited exposure to pedestrian and vehicular access where possible by clearly defined footpaths and routes. Pedestrian access to the site is limited due to the nature of the site and its private ownership. Grade level car parking would be provided within easy access to the building to ensure that pedestrian travel is kept to the minimum.

### **Amenity and nuisances:**

- 7.46 The temporary energy centre would not be visible externally as it would be located within the existing warehouse. The modular units would be placed on the north west elevation of the existing warehouse, with minimum visual impact and to minimise impact on the existing operations on site. The containerised nature of the plant gives good acoustic attenuation, and these in turn are to be located within the building. It is possible that the generating engine set will be located outside and adjacent to the offices for fire safety reasons, but will have little visual or acoustic impact. A condition is proposed to control noise within an environmental management plan.
- 7.47 The fuel/waste is to be stored within the building in a pellet form, or outside in plastic wrapped bales, and so will not generate dust, litter or odour. The maximum HGV traffic generation is about two deliveries per day and will have a minimal impact on highways related nuisances. It is not considered that this development poses any significant risk of nuisances or detriment to the amenity of the area.

### **8.00 CONCLUSION**

- 8.01 The development is in accordance with the objectives and policies set out in the Flintshire Unitary Development Plan. It is recommended therefore that permission be granted for the development.
- 8.02 In considering this planning application the Council has acted in accordance with the Human Rights Act 1998 including Article 8 of the Convention and in a manner which is necessary in a democratic society in furtherance of the legitimate aims of the Act and the Convention.

### **LIST OF BACKGROUND DOCUMENTS**

Planning Application & Supporting Documents:  
National & Local Planning Policy  
Responses to Consultation  
Responses to Publicity

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