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## **Access Statement**

# **Units 29 & 29A Pembroke Dock - Waste Transfer Station - Access Statement**

## **Name and Address of Proposed Development**

Unit 29 and 29A, Pembroke Dock, SA72 6TD

## **Background**

The planning application is to change the use of the site from a warehouse to a waste transfer station for recycling and residual waste. Therefore, as this is a material change of use, a design and access statement is not required but this access statement will relate to the access to operations inside the building, as the other stages of the operation do not require planning permission. Access to the site will be for employees and those driving commercial vehicles into and out of the site.

For the purposes of this Waste Planning Assessment, Units 29 and 29A will be considered as one given the units are internally and externally joined and that the units will be used in combination to manage waste. The proposed development will not alter in any way the external fabric of these fully contained units and no additional lighting is proposed. In addition, the proposed use will include usual daytime operating hours in line with the adjacent units.

## **Access to and around the site**

Access to the site will be via the access road that continues from Whites Farm Way at the point at which that road turns to the right and becomes Edgar Morgan Way.

Car parking will be available to the South East side of the building. Access to the building will be via the weighbridge adjacent to Unit 41 and following a designated route to Unit 29/29A and exit will be following a one way system around the north and west side of unit 41.

All facilities in the building will be on the same level as the current configuration. There are a total of 5 doors in the building including the main operations door.

Walkways for employees will be marked with painted lines on the ground to keep employees at a safe distance from operational vehicles. Safe entry and access will be via the existing doors in the building.

## **Operations of facility**

During the operations of the facility, the combined permitted tonnage for Units 41, 29 and 29A will be 74,000 tonnes per annum, however the operating tonnage will be significantly lower at

around 50,000 tonnes per annum as shown in table 1 below. The site will bulk and/or bale non-hazardous source segregated residual, source segregated dry recyclate, AHP, dry mixed recyclate, glass, food, textile and small WEEE waste only. No treatment of waste will occur at the site and with the exception of a glass skip allowing 2 or 3 tips of glass per day, there will be no external management or storage of waste. All waste will be dealt with within designated bays within the units.

*Table 1 – Annual waste throughput by waste type, place of storage and end destinations*

<b>Waste Type</b>	<b>Annual tonnage (tonnes)</b>	<b>Place of storage</b>	<b>End Destination*</b>
Mixed cans, plastics & food cartons	2300	Unit 41 with option of Unit 29A	Intermediary sorting in the UK
Paper (News & Pams)	4500	Unit 41	UK paper mill
Card (Hard mixed card)	2400	Unit 41	UK or EU board mill
OCC from HWRCs	531	Unit 41	UK or EU board mill
Food (household & commercial)	6400	Unit 41	Agrivert, Stormy Down until November 2027
Glass (mixed container glass)	4380	Mainly within Unit 41. 2-3 load tipped directly into an external skip daily	Recresco Cwmbran, this contract is currently under review
Residual Waste (kerbside, HWRC & commercial)	26,107	Unit 29	Viridor, Trident Park until March 2027
AHPs	500	Unit 29A	Currently subject to negotiations.
Commercial DMR (Dry mixed recyclate)	2476	Unit 29	AJ Recycling Ltd until September 2020
Small WEEE & batteries	<50	Unit 41	Currently subject to negotiations.
Textiles	<100	Unit 41	Currently subject to negotiations.

It is expected that at current waste arisings the approximately 15 – 20 vehicles a day would deliver the waste to the Unit 29 and 29a. Once materials have been bulked it will be loads onto artie trailers for transportation to processor, this is expected to be approximately 3 vehicles per day.

In addition, there will be a number of employees who may drive to the site. Compared to current site traffic movements associated with the ferry and other industrial operations in the dockyard, the increase in vehicle movements is deemed negligible.

## Conclusion

It is considered that there will be no accessibility issues with this site.

Date: 12<sup>th</sup> June 2019

