

Development Control Committee

Meeting to be held on 25th November 2015

Electoral Division affected: Skelmersdale East

West Lancashire Borough: Application No. LCC/2015/0088

Low temperature pyrolysis plant to convert low worth waste plastic into diesel and petrol, and to comprise a fuel reception hall, conveyors, chemical treatment, fractionation columns, fuel storage tanks, a generator set and offices. West Quarry Railway Pad, Appley Lane North, Appley Bridge.

Contact for further information:

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Executive Summary

Application - Low temperature pyrolysis plant to convert low worth waste plastic into diesel and petrol, and to comprise a fuel reception hall, conveyors, chemical treatment, fractionation columns, fuel storage tanks, a generator set and offices. West Quarry Railway Pad, Appley Lane North, Appley Bridge.

Recommendation – Summary

That the Development Control Committee visit the site before considering the application.

Applicant's Proposal

The application is for a low temperature pyrolysis plant to chemically convert 6000 tonnes per annum of non-recyclable, non-hazardous, low worth waste plastic in to diesel, petrol (gasoline), synthesis gas, white spirit and char (carbon by product) to be located on the west side of the disused West Quarry Railway Pad.

The facility would comprise a 13m high solid fuel (waste plastic) reception hall, and process plant consisting of a 17.3m high extruder, reactor and fractionation tower, 15.2m high emergency flare, a petrol condenser and stripper tower, a used oil separation tank, waste water treatment, a 10m high water cooling tower, a gas oil separator, a generator, product processing plant, storage tanks, and a fuel storage facility consisting of 8 x 9 m high tanks (3 diesel, 3 petrol and 2 waste water), plus offices and a parking area.

The diesel would be exported from the site. Some of the petrol and the synthesis gas produced would be burnt on site to generate power for the facility, with the remainder exported along with white spirit and char.

The process feedstock will undergo preliminary sorting before being delivered to site in bales. After being received at the Railway Pad, the baled feedstock will undergo a final sorting process to remove any remaining recyclables and undesirable residual fractions.

The site would generate two articulated trucks and eight employee car trips per day. The facility would not utilise the adjacent railway line in any way. The facility is proposed to operate 24 hours a day, 7 days a week.

Full details of the proposal will be provided when the application is reported to committee for determination.

Description and Location of Site

The proposed development would be located on the west side of the disused West Quarry Railway Pad, off Appley Lane North, Appley Bridge. The development site would occupy a third of the area of the railway pad and outside a fenced off area on the north side of the railway pad previously used to accommodate electricity generators associated with the former West Quarry landfill site. The application area measures approximately 120m x 30m (0.36 hectare) and is currently an open area with a concrete surface and is vacant.

The former railway pad is located on the north side of the Manchester-Southport railway line to the west of Appley Bridge. The restored West Quarry landfill site is immediately to the north of the site with a fish farm located to the west. The western edge of an industrial area is located 25m away on the south side of the railway line with the Leeds-Liverpool canal 50m south of the application site. The closest residential properties are situated approximately 350m to the north-east of the site beyond the West Quarry landfill site and the west side of Appley Lane North, and 410m to the south-east of the site fronting Appley Lane North.

The site is accessed via a private road from Appley Lane North. Access to the road is restricted by double metal access gates approximately 7.5m wide x 2m high. The gates are set back approximately 9m from the edge of Appley Lane North and 7m from the back edge of the footpath.

Advice

The main planning issues raised by this proposal relate to the suitability of the location of the railway pad for such a use, the relationship with the policies of the West Lancashire Local Plan which safeguards the site for small scale rail based uses, traffic impacts on Appley Lane North and the potential impact on air quality including odour.

The application has generated a large number of representations (approximately 1100 as at 13th November 2015). Given the level of public interest in this proposal, it is therefore considered that it would be helpful for members of the Committee to visit the site before considering the application.

Recommendation

That the Development Control Committee visit the site before considering the application.

Local Government (Access to Information) Act 1985
List of Background Papers

Paper	Date	Contact/Directorate/Ext
LCC/2015/0088		

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Reason for Inclusion in Part II, if appropriate
N/A