



Machen Quarry – Recycling of Road Planings and C&D Waste

Planning Application Statement

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Machen Quarry

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Basis of Report

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Table of Contents

Basis of Report	i
1.0 Introduction	1
1.1 Application Structure	1
1.1.1 Design and Access Statement.....	1
1.1.2 Green Infrastructure Statement	1
1.1.3 Pre-Application	2
2.0 Planning History and Background	2
2.1 Recycling Operation Consents	2
2.1.1 Planning Permission 10/0134/FUL, dated 10 th June 2010.	2
2.1.2 Planning Permission 14/0582FUL, dated 6 th November 2014.....	2
2.1.3 Planning Permission 18/0955/FULL, dated 21 st January 2019.....	3
3.0 Context to the Planning Application	5
3.1 Machen Quarry Complex.....	5
3.1.1 Existing Planning Conditions	5
3.2 Current Situation	6
4.0 THE PROPOSED DEVELOPMENT	7
4.1 The Application Site	7
4.2 ‘Area A’	7
4.2.1 Recycling Operations	8
4.2.2 Process	9
4.3 ‘Area B’	9
4.3.1 Process	10
4.4 Proposed Hours of Operation	10
4.4.1 Crushing Activities within Area A	10
4.4.2 Importation of Road Planings	10
4.4.3 C&D Waste	11
4.4.4 Access	12
5.0 Environmental Considerations	12
5.1 Noise.....	12
5.1.1 Existing Limits	12
5.1.2 Noise Survey – August 2024	12
5.2 Dust.....	13
5.3 Traffic.....	13
5.4 Surface Water Drainage	14
6.0 Community Engagement	14



6.1 Pre-Application Consultation	14
7.0 Summary and Conclusions	15

Tables

Table 2-1: Relevant Planning History

Table 4-1: Planning Application Drawings

Photos

Photo 2-1 Original Machen Quarry Recycling Operation

Photos 4-1, 4-2, 4-3 and 4.4

Appendices

Appendix A	Design and Access Statement
Appendix B	Green Infrastructure Statement
Appendix C	Transport Statement
Appendix D	Noise Technical Note
Appendix E	Plans
Appendix F	Planning Application Form
Appendix G	WRAP Quality Protocol
Appendix H	Pre-Application Consultation Report

Drawing Numbers

M68m/108	Entitled 'Plan MR1: Planning Application Sites'
M68m/109	Entitled 'Plan MR2: Planning History'
M68m/110	Entitled 'Plan MR3: Cross-sections and photograph locations'
M68m/111	Entitled 'Plan MR4: Cross Sections'
M68m/112	Entitled 'Plan MR5: Processing and Stockpile Area (Area A)'
M68m/113	Entitled 'Plan MR6: Light Good Vehicles Unloading / Loading Area (Area B)'



1.0 Introduction

Machen Quarry is a long-established Quarry with historical planning consents for associated activities, including the recycling of road planings and for construction and demolition waste (C&D) recycling. Both activities have previously been granted planning permissions by Caerphilly County Borough Council (CCBC). Heidelberg Materials UK (the Applicant) now wish to locate both activities to a slightly modified area within the confines of Machen Quarry.

This Planning Application Statement has therefore been prepared in support of a proposal to amend the location of the existing road planings recycling operation at the Quarry and also allow for the recycling of construction and demolition (C&D) waste as well as road planings for the production of recycled aggregates.

1.1 Application Structure

This Planning Application Statement (PAS) has been prepared to:

- (i) describe the planning history and background to the site;
- (ii) describe the location, nature and context of the application site;
- (iii) describe the details of the proposed development; and
- (iv) outline the principal environmental and amenity issues associated with the development and the means by which such issues can be controlled by planning conditions, consistent with the planning conditions imposed on the existing 2019 permission for road planings recycling and two earlier permissions for the recycling of C&D waste;
- (v) set out the Pre-Application Process.

1.1.1 Design and Access Statement

The application is also supported by a 'Design and Access Statement' (DAS) as required by Planning Policy Wales Technical Advice Note 12: Design (March 2016). DAS are mandatory to accompany the majority of planning applications, although there are exceptions relating to planning applications for engineering or mining/ mineral extraction operations. Whilst the development would be located at a mineral site (Machen Quarry) and the activity is analogous to mineral processing, a DAS was nevertheless provided with the previous applications, and for consistency, a DAS also accompanies this application. However, as was the case with the previous applications, it must be recognised that the element of 'design' is fixed by the physical nature of the plant which would be utilised, and the access is fixed by virtue of the existing arrangements at Machen Quarry which would be utilised to serve the recycling development. The DAS has been prepared in this context and is produced as Appendix A to this PAS.

1.1.2 Green Infrastructure Statement

In accordance with Chapter 6 of Planning Policy Wales (Edition 12) a Green Infrastructure Statement (GIS) is included at Appendix B of this submission. Using the 'step-wise' approach set out in the guidance, consideration is given to the proposed development site and the wider context of its location within a long established quarry operation.

The development would reintroduce biodiversity and green infrastructure once the temporary use of land is ceased, and the quarry is fully restored.

The policy requirements of Chapter 6 to secure a net benefit for biodiversity will be achieved by ensuring that any adverse environmental effects are avoided where possible or, if they can't be avoided, minimised and mitigated as per the details of the Environmental Statement for the application which resulted in the 2006 consolidation permission (Ref. P/05/1100) for quarrying



at the site. The provisions in that permission will reintroduce biodiversity and green infrastructure once the temporary use of land is ceased, and the quarry is fully restored. The Statement is included at Appendix B of this submission.

1.1.3 Pre-Application

The application has been the subject of pre-application consultation as required by the Development Management Procedure (Wales) (Amendment) Order 2016 (as further amended). This has involved:

- Local publicity of the application, including making the application documents (this PAS and accompanying plans); available for inspection at Machen Village Hall, The Crescent, Machen CF83 8ND; and
- Undertaking consultations with defined community and specialist consultees, including the use of a web site to facilitate access to the application documents.

This process is explained further in Section 6.0 of this PAS, with a Pre-Application Consultation Report produced as Appendix H to this submission. [TO BE COMPLETED FOLLOWING PRE-APPLICATION CONSULTATION]

2.0 Planning History and Background

A number of planning permissions have previously been granted by CCBC for recycling activities at the site and are summarised below:

2.1 Recycling Operation Consents

2.1.1 Planning Permission 10/0134/FUL, dated 10th June 2010.

Planning permission for an inert recycling operation at Machen Quarry was originally granted by CCBC in June 2010 (ref 10/0134/FUL). That recycling site was located at the frontage of the quarry, close to the site entrance (see area shaded Orange on Plan MR2) where inert material (road planings, builder's rubble, hardcore, concrete etc) was imported, stockpiled and then crushed and screened to produce recycled aggregate. This area is included in the current application (see 4.3 below).

2.1.2 Planning Permission 14/0582FUL, dated 6th November 2014.

In August 2014 an application was submitted to relocate the recycling operation into the confines of the quarry void (area edged Orange on Plan MR2) with the objective of providing additional space to accommodate the raw material, processing plant and resulting stockpiles of recycled aggregate (permission ref 14/0582/FUL, granted by CCBC on 6th November 2014). The permitted operation established well, and an image of the mobile plant sited within the area of the 2014 planning permission is shown on photo 1 below. This comprises a track mounted fully mobile unit, with a conventional arrangement with a feed hopper, crusher, and conveyor which feeds into processed aggregate stockpiles.





Photo 2-1: Machen Quarry Recycling Operation under 2014 permission 14/0582FUL

2.1.3 Planning Permission 18/0955/FULL, dated 21st January 2019.

A further planning application, submitted to CCBC in 2018, secured consent to relocate the road planings recycling operation to a new location within the confines of Machen Quarry (Area shaded Pink on Plan MR2, to the south of the asphalt plant that existed at the quarry at that time). The proposed changes at the time were linked to the relationship of the recycling site to the other quarry operations and a desire to use the existing location for the stockpiling of primary aggregate produced from the quarry. The intention was thus to further relocate the recycling operation to the site of the former fixed processing plant at the quarry (now demolished) where additional space was available and where there would be no disturbance to the wider quarry activities. The 2018 application sought approval for the recycling of road planings only.

Planning permission was therefore granted by CCBC (ref. 18/0955/FULL) on 21 January 2019 to move the permitted recycling operation from Level 2 to Level 1 (the quarry floor) as shown on drawing number MR2 below. A condition was imposed (condition 8 of the permission), which required the recycling operations approved under 14/0582/FULL to cease prior to the commencement of the road planings recycling operation approved under permission reference 18/0955/FULL).

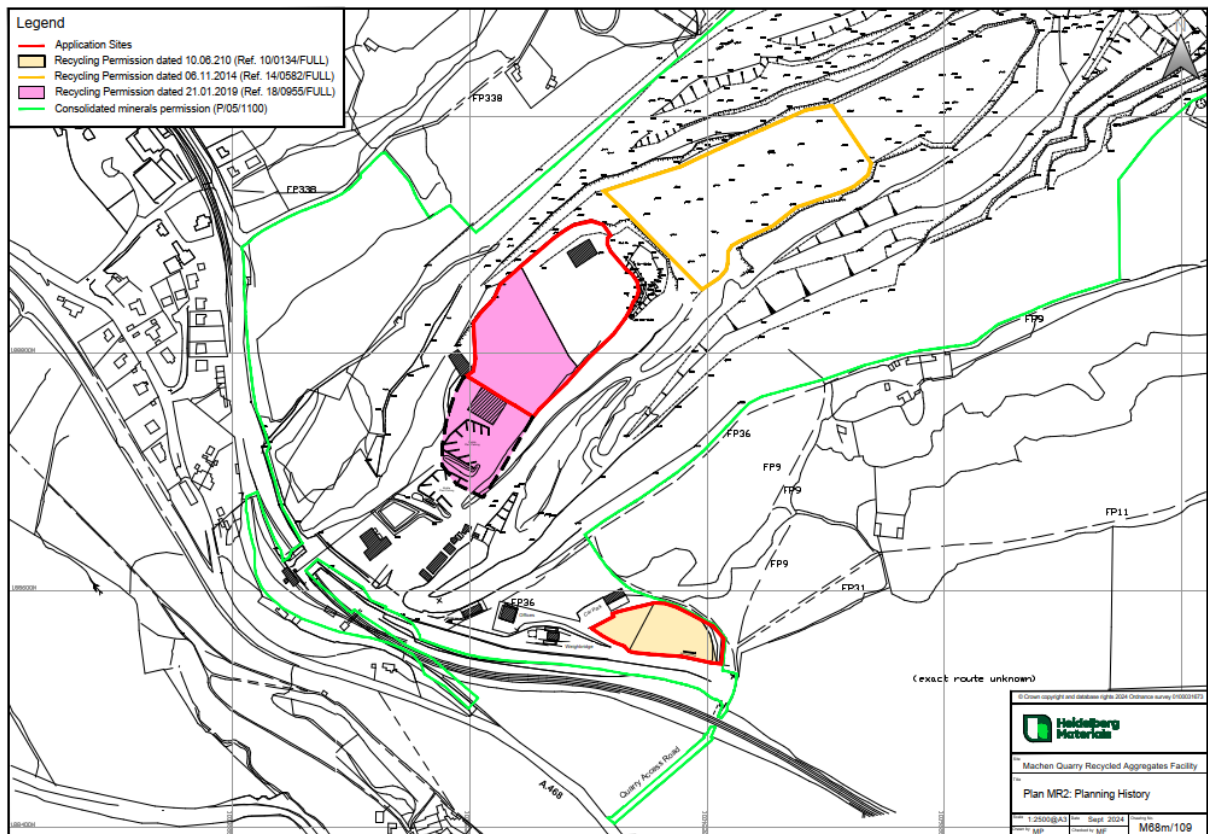
A table of the relevant planning permissions for recycling and minerals extraction at the quarry is presented in Table 2.1 below, with the locations of the three permissions for recycling operations being shown in Plan MR2.



Table 2.1 - Relevant Planning History

Planning Reference	Description	Decision Date
21/0386/ROMPSP	Postponement of periodic review until June 2031.	28 April 2021 (Date of letter confirming revised review date)
18/0955/FULL	To relocate existing road planings recycling operation to a new location within the confines of Machen Quarry	21 January 2019
14/0582/FULL	To relocate existing inert recycling operation to a new location within the confines of Machen Quarry	6 November 2014
10/0134/FULL	Construction, demolition and excavation waste recycling	10 June 2010
P/05/1100	To extend existing quarry, continuation of existing quarry workings, related processing of minerals/manufacture of coated roadstone and production of concrete and dispatch of minerals by road and existing railhead at Machen Quarry	22 June 2006

Plan number MR2– Planning Applications/Permissions for Recycling Operations



3.0 Context to the Planning Application

3.1 Machen Quarry Complex

Machen Quarry is a long-established quarry which has planning permission until 2042 and following the cessation of quarrying operations the site will be restored in accordance with an approved restoration plan. As with the earlier permissions for recycling at this site it is anticipated that any new permission arising from this application will be granted subject to a condition requiring that on the cessation of quarrying operations the recycling site will be restored in accordance with the approved restoration scheme for the quarry.

In terms of the wider Quarry complex a planning application was submitted for a further northern extension of the quarry in July 2005, with the 'red line' application site boundary drawn to encompass the extension area and original quarry as a full 'consolidation' application. Planning permission was granted in June 2006 subject to a schedule of 26 planning conditions which regulate the quarry operations, minerals processing and restoration works. The planning permission requires the extraction of minerals to cease by 31st December 2042. Operations at the site for the production of construction materials are thus established and approved as a long-term venture.

3.1.1 Existing Planning Conditions

The wider context to these previously consented operations is provided by the approved hours of working for Machen quarry itself (ref condition 4(a) of permission ref P/05/1100), where it is notable that operations associated with the production of coated roadstone and the operation of the railhead are **unrestricted**. The noise limits imposed within previous planning permissions for recycling at the site have been logically and sensibly in line with the limits imposed for quarrying operations at the site (ref. P/05/1100, conditions 12 and 13). This situation should continue and is discussed further below.

Permitted Hours

The 2014 and 2019 planning permissions for recycling imposed restrictions on the hours of operation for the use of the recycling plant. There are, however, no restrictions on the timing for the importation of road planings to the site. This reflects the fact that the majority of large-scale road maintenance/surfacing contracts take place at night as a means of minimising disturbance to traffic. The road planings generated by such contracts need to be transported to the raw material stockpiles at recycling plants for storage during the contract hours and this current application thus seeks to retain this element of the development. As with the earlier recycling at this site the applicant's intention is to operate the facility at the new location within the same operating hours for the importation of materials, the operation of the crushing and screening plant and the exportation of recycled aggregates as were established through the 2014 and 2019 planning permissions (see section 5.0 below).

The following condition of the 2006 consolidated permission for quarrying (P/05/1100) are of relevance as a context to the recycling operation and proposed hours of working are conditions:

- Condition 4: which impose no hours of working restrictions on operations for the production of coated roadstone or on the rail loading facility (which are thus entitled to operate 24x7);
- Condition 12: which limits noise levels at existing residential property at the date of the permission to 55 dB(A) between the hours of 07.00 – 22.00; and
- Condition 13: which limits noise levels at existing residential property at the date of the permission to 42 dB(A) between the hours of 22.00 – 07.00.



Also of relevance is the fact that the LPA had no objection to a 10 year postponement of the ROMP review of the minerals permission on the basis that existing conditions were judged to be satisfactory (see below).

Noise Limits

In respect of noise, the 2019 recycling permission (ref. 18/0955/FUL) imposes the same noise limits but within slightly different time periods (see 5.1.1 below).

These differences (daytime noise limit to 19.00 rather than 22.00 quarrying operations) impose no practical constraints on the recycling operations which themselves are confined to the daytime hours of 07.00 – 17.00. No changes are proposed to these established working hours.

Review of Old Mineral Permission (ROMP)

The aforementioned planning conditions (ref. P/05/1100) were scheduled for periodic review under the provisions in the Environment Act 1995 for the review of mineral planning permissions (ROMP) by the date of 22 June 2021. It is to be noted that an application to postpone that review date by 10 years until 22 June 2031 was approved by CCBC on the grounds that the existing planning conditions were judged to be satisfactory.

In the context of the above restrictions, an assessment of noise impacts has been carried out by WBM and is discussed further below.

3.2 Current Situation

As mentioned above, the latest planning permission for a recycling operation at Machen Quarry was granted in January 2019 (ref 18/0955/FUL) for the area shaded Pink on Plan MR2. At the time the area immediately adjacent to the north was not available for use as part of the recycling operations as it was occupied by a roadstone coating plant.

Part of the area granted planning permission for the recycling of road planings in 2019 has since been taken up by a mobile plant parking area and a large dust shed associated with the quarrying operations, but the asphalt plant at the site has since been demolished allowing space to move the recycling operation further into the quarry void.

The proposal within this application is, therefore, to relocate the existing recycling operation slightly further north into the area shown as 'Area A' on Plan MR1, to allow for both the recycling of road planings and C&D waste generated from local construction projects, being operations which have had the benefit of planning consents at this site previously.

An area will also be created for light goods vehicles close to the quarry entrance ('Area B' on Plan MR1) for the unloading and loading of unprocessed and recycled materials respectively. This will be within the area granted planning permission in 2010 (ref 10/0134/FULL). There will be no processing of materials within this area.

This is discussed further in Section 4.0 of this PAS.



4.0 THE PROPOSED DEVELOPMENT

4.1 The Application Site

As was the case previously, the ‘red line’ boundary of the application site has been drawn to encompass the revised recycling site and associated stockpile areas. The remaining areas of the quarry are shown on the application site by a ‘blue line’ on Plan MR1 representing other land in the control of the Applicants at Machen Quarry.

A number of plans are submitted in support of the planning application:

Table 4-1 Planning Application Drawings

Drawing Reference	Description	Dated
MR1	Application Plan showing the two areas involved annotated Area A (main processing area within quarry) and Area B (area for reception and distribution of materials using Light Goods Vehicles. Also, the Company’s freehold ownership edged Blue.	September 2024
MR2	Plan showing history of recycling permissions at the site, i.e. the 2010, 2014 and 2019 planning permissions.	September 2024
MR3	Cross-sections and photograph locations.	September 2024
MR4	Cross Sections for Area A to show how well screened the site is by the quarry faces.	September 2024
MR5	A large scale plan for Area A, showing where crushing and screening operations, the storage of road planings, C&D waste and recycled aggregates will take place and traffic flow movements.	September 2024
MR6	A large scale plan for Area B, showing the areas for the receiving and distribution of materials using Light Goods Vehicles.	August 2024

The revised recycling operation to include C&D waste would utilise existing haul roads and infrastructure within the quarry (weighbridge and wheel wash etc), identical to the arrangements for the existing recycling operation.

The application site itself comprises two areas shown edged Red on Plan MR1 and for ease are annotated as:

- Area A: and
- Area B

The two areas combined amount to a total of 1.79 hectares.

4.2 ‘Area A’

In order to make the best operational use of the available quarry floor space it is proposed to move the recycling operation slightly further northward into the area edged Red and annotated Area A on Plan MR1 so that it includes the area formerly occupied by the roadstone coating plant. This also provides the opportunity to extend the permitted use so as to include the recycling of general C&D waste, as well as road planings, for the purpose of producing recycled aggregates.



Area A is also shown in Photographs 1 – 4 below. The locations from which the photographs were taken are shown on Plan MR3.

Area A comprises 1.41 hectares of land situated on a level area at the base of the quarry, being part of the site of the former quarry fixed processing plant and asphalt plant.

Access to Area A is available via the existing quarry access and weighbridge and along existing quarry haul roads.

The main site within the quarry bowl comprises bare ground (see photos 1-4 below) which was formerly occupied by the fixed quarry processing plant and a roadstone coating plant.



Photo 4-1

Looking north into Area A, from a location just north of the quarry dust shed.



Photo 4-2

Looking west into the northern half of Area A from a location on the quarry access ramp east of the site.



Photo 4-3

Looking into the central part of Area A, again from a location on the quarry access ramp east of the site.



Photo 4-4

Looking south from the northern end of Area A, with the Dust Shed marking the southern boundary of the Application Site in the far distance.

Remaining reserves in the quarry lie to the north east, accessed via haul roads and ramps to the south east and north east of the proposed recycling site.

4.2.1 Recycling Operations

The proposed development within Area A (see Plan MR5) would comprise the following aspects:

- The location of the crushing and screening plant.



- A general area to be designated for the receipt of raw C&D waste.
- A general area to be designated for the receipt of road planings.
- A general area that will be designated for storing recycled aggregates from C&D waste.
- A general area that will be used to store recycled road planings.

The recycling operation would essentially be a follow on from the previous recycling permissions granted at Machen Quarry, but in a location which provides for enhanced space for stockpiling raw material and processed stock whilst taking account of certain changes to the areas taken up by activities associated with quarrying at the site. The location remains within the confines of the main 'quarry bowl', but is more remote from residential properties. The proposal could proceed in a slightly more discrete location compared to the previous site, where such limited operations can be considered in the context of wider permitted operations in the quarry.

The raw material for the recycling operation would be derived from road planings from road maintenance projects and other construction and demolition waste from other construction activities in the locality. The material is inert, and mainly comprises road planings, bricks, rubble and concrete, which are capable of being crushed and screened to provide recycled aggregate.

4.2.2 Process

Road planings would continue to be brought to the site and stockpiled within a defined area within Area A. A mobile crushing and screening plant would be at the northern end of Area A (See Plan MR5)

The plant would be fed with the unprocessed stock, using a loading shovel, where it is crushed and screened to produce a secondary aggregate 0-10mm & 0/20mm RAP product. Additionally, C&D waste would be imported and recycled to produce fills (recycled Type 1 & 6F5), and pipe bedding and drainage aggregate.

At the present time the plant used to process road planings operates on a 'campaign crushing' basis with crushing taking place for 6 - 8 weeks periods, 3 – 4 times per year. Under the current proposals the mobile plant for crushing and screening will operate continuously within Area A to produce material on a more permanent basis, crushing 4/5 days a week, to target a throughput of approx. 250kt per annum. Recycled aggregate materials will be produced from road planings and C&D waste, involving the same a dry crushing process.

The processed material is loaded out from the plant via radial conveyors into stockpiles, and would then be transferred to the recycled product stockpiles indicated on Plan MR5, from where it will be available to be loaded into road going vehicles for marketing off-site. The loaded vehicles would follow existing haul roads within the quarry and would pass over the existing weighbridge, and be sheeted before exiting the site, similar to the existing arrangements for vehicles delivering primary aggregate from the quarry.

Any materials which cannot be recycled into aggregates will be transported off site for disposal at a fully licensed facility.

4.3 'Area B'

The proposal also includes a second smaller area, also shown edged red on application plan MR1, located near the quarry entrance. This area is to be used as a light goods vehicle loading/unloading area and is hereafter referred to as 'Area B'. Vehicles accessing this area will be restricted to less than 7.5 tonnes gross weight.



The development at Area B is shown on Plan MR6 and will involve:

- A general area to be designated for the receipt of raw C&D waste delivered by LGVs. This material will then be relocated to the corresponding area for stocks of C&D waste within Area A.
- A general area that will be designated for storing bagged and loose recycled aggregates produced from C&D waste, before loading and distribution by LGVs.
- The unloading of road planings.

The existing sheeting bays to the edge of this area are to remain in situ.

4.3.1 Process

Plan MR6 shows in more detail the proposed layout and general arrangements of Area B, which is an area located close to the existing quarry weighbridge.

Area B will only be used for unloading, and loading using Light Goods Vehicles (LGVs).

The area will benefit from an 'in and out' arrangement for vehicles, with LGVs entering and leaving the area in an anti-clockwise direction. General arrangements show two bays in the eastern part of the area, one for road planings infeed and the second for C&D waste infeed and a further area for recycled aggregate loading and exports.

No processing is to take place within Area B.

Processed material will be in line with the WRAP Quality Protocol for Aggregates from Inert Waste¹.

4.4 Proposed Hours of Operation

4.4.1 Crushing Activities within Area A

No changes are proposed to the hours of operation of the crushing and screening operation which would continue to take place between the hours of:

- 07:00 – 17:00 Monday to Friday (refer to condition 02 a) of permission ref and condition 06 a) of permission ref 18/0955/FULL).

There would be no crushing on Saturdays or Sundays.

4.4.2 Importation of Road Planings

Previous experience of operating a recycling unit at this quarry has confirmed that a significant proportion of the material for recycling is road planings from road maintenance contracts. This material tends to be generated during evening/night time periods during road maintenance schemes which are timed to minimise disruption to traffic. During these contracts, the road planings need to be removed off site and disposed of, ideally to recycling units.

The flexibility in terms of road planings imports also needs to be considered in the context of there being no restrictions on vehicle movements from the quarry itself or on operations associated with the production of coated roadstone or the operation of the railhead. It would thus be illogical to place restrictions on vehicle movements associated with the importation

¹ See Wrap Quality Protocol – Aggregates from inert waste, Appendix G



of raw material for recycling in the context of the specific needs associated with road planings.

In these circumstances, the proposal to relocate the recycling operation within Machen Quarry includes a proposal for imports of road planings to remain unrestricted in terms of hours of HGV access. This flexibility would be confined solely to imports of road planings.

4.4.3 C&D Waste

Whilst there will be no restriction on the times for importing road planings to the site as is currently the position under Condition 06b of the existing planning permission for road planings dated 21 January 2019 (Ref. 18/0955/Full), this would not apply to the importation of general C&D waste (other than road planings). The importation of C&D waste and the exportation of recycled aggregates from C&D waste or road planings would be confined to the hours of 07.00 – 22.00 Monday to Friday, 07.00 – 16.00 on Saturdays and 08.00 – 13.00 on Sundays (ref permissions 10/0134/FULL and 18/0955/FULL) with no importation/exportation of C&D waste or recycled aggregates on Bank Holidays.

A summary is provided in **Table 4-1** below:

Table 4-1 – Proposed Hours of Operation

Activity	Hours of Operation	Comments
Operation of crushing and screening plant	Between the hours of: 07.00 and 17.00 Monday – Friday only No crushing/and or screening will take place on weekends or on Bank Holidays.	No change from current permission ref. 18/0955/FULL, condition 06a
Importation of road planings	24/7 (as per the current permission)	No change from current permission ref. 18.0955/FULL
Importation of C&D waste (other than road planings) and the exportation of recycled aggregates	Between the hours of: 07.00 to 22.00 Monday to Friday; and 07.00 – 16.00 Saturdays only. 0800 – 13.00 Sundays No imports / exports on Bank Holidays	No change from 18/0955 and 14/0582/FULL, save for new restriction on imports/exports on Bank Holidays.

The proposed hours for crushing and screening operations specified above, and as part of this planning application, are more restrictive than the hours permitted for quarrying operation at the site (ref condition 4(b) of permission ref P/05/1100), which are as follows:

- 07:00 – 21:00 Monday to Friday;
- 07:00 – 13:00 on Saturday; and
- 08:00 – 13.00 on Sunday

In addition, it should be noted that other operations at the quarry are permitted between the hours of 07:00 – 22:00 Monday to Friday; 07:00 – 16:00 on Saturday; with no hours of working restrictions on operations associated with the production of coated roadstone or the operation of the railhead (ref condition 4(a) of permission ref P/05/1100).



4.4.4 Access

The operation would make use of the existing site access and its established link road via the railway tunnel to the A468, from where the products would be distributed via the A468 either west-bound towards Caerphilly or east bound towards Newport, as is the case with the exiting recycling operation.

5.0 Environmental Considerations

5.1 Noise

The planning conditions regulating noise levels from quarrying and related operations at Machen Quarry impose a limit of 55 dB(A) measured at existing residential properties between the hours of 07:00-22:00, and 42 dB(A) between the hours of 22:00-07:00 (ref conditions 12 and 13 of permission ref P/05/1100). The same noise limit of 55dB(A) was imposed by conditions attached to each of the three previous planning permissions granted for recycling at the quarry in 2010, 2014 and 2019 (though applying between the slightly different hours of 07.00 – 19.00) and a recent noise study has confirmed that crushing and screening operations within the 2019 permission area comply with this limit.

A noise survey was undertaken in the locality on Wednesday 28 August 2024 by WBM and are presented in the Technical Note accompanying this submission as Appendix D.

5.1.1 Existing Limits

The site has permission from CCBC dated 21 January 2019, application no. 18/0955/FULL, to carry out road planings recycling operations. Conditions 4 and 5 set noise limits for the operations at the nearest residential dwellings to the site as set out below:

Condition 4 - *“Between the hours of 07.00 and 19.00 the level of noise arising from the development shall not exceed 55 dB(A) at Park Cottages, Pandy House, The Volland or noise sensitive properties in The Oaks.*

Condition 5 - *Between the hours of 19.00 and 07.00 the noise levels arising from the development shall not exceed 42 dB(A) at Park Cottages, Pandy House, The Volland or noise sensitive properties in The Oaks.:*

There are no parameters specified with the noise limits set in either of the above, however, it is assumed that the limits set out in the conditions refer to LAeq,T values over a 1 hour period.

5.1.2 Noise Survey – August 2024

Noise measurements were undertaken whilst the crushing of road planings was taking place between 14:00 and 17:00 on Wednesday 28 August 2024. The measurements were carried out at seven locations representative of the nearest dwellings to the site and crushing operation.

The aim of the survey was to measure noise from road planning crushing the operations of the RAP crusher in isolation. As such all other normal quarry crushing / screening operations on site were ceased between 14:00 and 17:00. It was confirmed with site management during the monitoring that the crusher was running continuously between 14:00 and 17:00 apart from a temporary breakdown in activity between approximately 15:15 and 15:55.

The measurement locations were those receptors set out 1-7 below:

1. Park Cottage;
2. Dwelling between Pen-y-Parc Farm & Park Cottage;
3. The Volland;



4. Delfan;
5. The Oaks (near Cwm Nant Bungalow);
6. Pandy House; and
7. Rhyd-y-Gwern Farm.

The survey concludes that noise from the crushing operations was considered inaudible at most locations with the exception of Locations 3, 7 and 8 where brief instances of mobile plant engine noise, broadband reverse alarms and material movement were audible. However, the noise levels remained within the existing limits imposed and the noise levels from the crushing activity was, therefore, compliant with daytime noise limits as set out in Conditions of planning permission 18/0955/FULL.

In summary, the proposed operation of the crushing and screening plant would take place in very close proximity to the 2019 permission area and will continue to be confined to the daytime hours of 07:00 – 17:00; hence it is proposed that the same 55dB(A) daytime noise limit between 07.00 and 19.00 should apply to any new permission arising from this application.

Activities outside these hours would be confined to occasional importation of raw material and exportation of recycled aggregates and would continue to be covered by the noise limit of 42 dB(A). Given the location of the recycling site in the centre of the 'quarry bowl', on the site of the original fixed quarry processing plant, there will be no difficulty in adhering to these noise limits.

5.2 Dust

The recycling operation would take place within a defined area of Machen Quarry in a location which is relatively remote from residential properties, and where there are existing controls in place regarding dust management as part of the overall quarry operation. The mobile recycling crushing and screening plant which is brought to the site has its own dedicated Environmental Permit which imposes strict controls on emissions to air.

The controls included in the Permit would continue to apply to the operation of the mobile plant in its revised location, and the Applicant is confident that with continued application of these management controls, the, recycling operation could proceed without giving rise to adverse impacts from fugitive dust.

5.3 Traffic

In respect of traffic, a Transport Statement has been produced in support of this submission and is included at Appendix C.

The assessment considers development related traffic and traffic impact arising from the proposed development.

Materials imported and exported to the C&D and RAP facility would be transported by road in HGVs with an assumed average 20 tonne payload. The assessment considers this to represent a *worst case* scenario when considering the likely use of larger articulated HGVs with higher payloads for some trips, which would more than offset the limited number of loads imported/exported in Light Goods Vehicles or those up to 7.5 tonnes maximum gross weight, such as those used by utility companies, etc, carrying smaller payloads.

The assessment is therefore based on the following worst-case assumptions:

- all transportation of materials would be via rigid HGVs with a 20t payload;
- there would be with no back-hauling (where an HGV delivering material to the site for processing would be loaded with processed materials for delivery to customers on the outbound trip);



- there would be no substitution of recycled aggregates for primary aggregates supplies from the quarry; and
- the comparison with the DfT Road traffic data assumes a 100% distribution to either the east or west represent the worst-case impact.

The Transport Statement concludes that the assessment therein has demonstrated the existing Machen Quarry access to safely accommodate HGV traffic, as does the neighbouring road network, and given the cumulative traffic flows with the proposed development would fall below the levels historically accommodated on the A468 whilst remaining well within the design capacity of the route, it can only be reasonably concluded that the network is of an acceptable standard to accommodate the predicted increase in traffic associated with the proposed development.

5.4 Surface Water Drainage

The revised location for the recycling operation forms part of the wider quarry catchment area for which there is a surface water management system in place (Permit ref NPSWQD009286). Surface water run-off from the quarry is directed via a series of attenuation ponds and settling pits to a consented discharge to a local watercourse. These issues are also regulated by the requirements of condition 16 of the quarrying planning permission (ref P/05/1100). No changes to these established arrangements will be required as part of the relocation of the recycling operation.

6.0 Community Engagement

6.1 Pre-Application Consultation

The Town and Country Planning (Development Management Procedure) (Wales) Order 2012, as amended, by the Town and Country Planning Development Management Procedure (Wales) (Amendment) Order 2016, places an obligation on developers to undertake 'pre-application' consultation with respect to all planning applications for 'major development' as defined in the Order. This includes waste related development. This is defined as operational development for, and material change of use to, treatment storage processing or disposal of refuse or waste materials.

The Order defines a series of pre-application publicity and consultation requirements. Following the required pre-application consultation, the Order requires that upon formal submission of the application, the application must be accompanied by a Pre-Application Consultation Report which gives particulars of how the applicant complied with the requirements of the Order in terms of pre-application consultation, a summary of all issues raised by any person notified of the proposed application, and to provide a response to the issues raised by the consultees.

[The required Pre-application Consultation Report is produced as Appendix H to this planning statement. It summarises the procedural requirements for pre-application consultation, the measures taken to ensure compliance with the requirements, the responses received from consultees, and provides the Applicant's comments on the issues raised, including provision of certain additional details which were requested for clarification.

Copies of the consultation Notice, notification letters and consultation responses are produced as accompanying documents to the Report, as required by the Order.

[TO BE COMPLETED FOLLOWING PRE-APPLICATION CONSULTATION, WITH A SUMMARY OF THE CONSULTATION EXERCISE AND WITH A PRE-APPLICATION CONSULTATION REPORT TO BE PRODUCED AS APPENDIX H]



7.0 Summary and Conclusions

The principle of recycling road planings and C&D waste has previously been established at Machen Quarry, with there being an extant permission for the recycling of road planings, granted in 2019. This, along with the previous recycling of C&D waste, has received the support of CCBC.

This Statement describes the details of a proposal to amend the location of an existing road planings recycling operation at Machen Quarry and allow the recycling of general C&D waste, as well as road planings, for the production of recycled aggregates.

The site is well screened within the main quarry bowl, being the site previously occupied by the fixed limestone processing plant and a roadstone coating plant. The recycling operation at this location would be unobtrusive in the context of its surroundings. The operation would be capable of being undertaken in accordance with the existing noise limits which are in place, for quarrying and the recycling of road planings and conventional controls are in place (supplemented by a separate environmental permitting regime) to minimise the effects of dust.

The main elements of what has been previously permitted at the site would not alter significantly, with traffic related to the proposed development being assessed as having no significant impact of the on the local road network in highway safety terms and when considered against the existing and cumulative traffic levels.

Noise measurements have been undertaken at a number of nearby receptors with the overall noise levels found to remain within the limits already set out in Conditions 04 and 05 of the existing planning permission.

As is the case with the previous recycling operation, the Applicants consider that subject to the carrying out, completion and consideration of any responses received as a result of the Pre-application Consultation exercise, the development could proceed in accordance with national and local planning policy objectives relating to recycling, as discussed in the accompanying Design and Access Statement.

In these circumstances, the Applicants anticipate that this proposal will be favourably received, and that planning permission will be forthcoming.



