

Ecology

An extended Phase 1 Habitat Survey was undertaken to determine the habitats present on and adjacent to the site, and the potential for protected and/or priority species and potential impact on Sites of Biological Interest. The results of these surveys have been used to guide the proposed site layout and mitigation, compensation and enhancement measures.

The development site is primarily ephemeral vegetation and poor condition semi-improved neutral grassland. Adjacent habitats include lowland calcareous grassland in varying condition, plantation woodland and species poor hedgerow. No Sites of Biological Interest will be affected by the proposed development, and the loss of poor-quality habitats within the development site will be compensated for by the enhancement of adjacent habitats and by planting new woodland, grassland and hedgerow.

Traffic and transportation

The site will be accessed via the existing ERF access road which connects to the A1087 roundabout to the west of the site.

A Transport Assessment and Travel Plan is being prepared which will assess the highways impacts of the proposals and set out the proposed sustainable transport measures that can be implemented during the construction and operational phases of development.

The traffic generation of the PRF will be calculated based on the quantum of plastics which will be reprocessed at the site and the likely shift patterns for the workers on site.

A road safety assessment will be undertaken to establish the requirement for any safety measures to ensure highway users and pedestrians are appropriately protected during the construction and operational phases of development.

Viridor is aware of the local concerns regarding the A1 junction and will implement measures, where practicable, to ensure that all drivers entering and leaving the site are aware of the road layout.

Temporary road signs will also be erected during the construction phase to ensure all drivers know how to access the site safely.

Landscape Character and Visual Impact

The site is not located within a special landscape area and its character is typical of an industrial/former quarry setting with no national, regional or local landscape designation. The site forms part of a former limestone quarry which has been in-filled with quarry waste. It is recognised, however, that the coastline to the north and high ground further south are designated Special Landscape Areas.

There are a number of receptors within the vicinity of the site which include users of Public Rights of Way, a small number of residential receptors, rail and highway users. The proposals have been located on the lowest topography of the site and designed with a low roof to reduce visibility from nearby receptors and take advantage of existing vegetation and intervening topography. This will assist in minimising impacts on visual receptors along with mitigation planting to further reduce impacts.

Flood Risk Assessment and Drainage Strategy

A Flood Risk Assessment and Drainage Strategy was undertaken, providing insight to the flood risk of the site and proposals for the management of foul and surface water discharge associated with the development.

The review has considered the site constraints, the watercourses, surface water flows and flooding issues for the existing site and proposed development. Based on SEPA flood mapping it is not anticipated there would be any flood risk constraints that would preclude the development coming forward, in summary:

- The risk of flooding to the un-developed site from fluvial and coastal sources is low.
- The risk of flooding from groundwater sources is low.
- The risk to the development and surrounding areas from pluvial (surface water) flooding is low.

Surface water run-off from the development can be managed in a sustainable manner to ensure that the discharge rates do not exceed the pre-development Greenfield run-off rate, and appropriate water quality treatment is provided.

Discussions with Scottish Water are underway to establish a suitable solution to discharge treated wastewater from the new development. However, the majority of the water used in the treatment process will be treated and reused on site, thus minimising wastewater outputs. Further discussions are required with Scottish Water to agree a suitable solution, however, in the interim period, any residual wastewater will be removed from site by tanker vehicles for off-site treatment and disposal.