

APPENDIX VII: Depot Options

Option 1 (Preferred)	Extended recycling facility in Conwy- Gofer (North) and new Waste Transfer Station/ recycling bulking station in Ruthin – Lon Parcwr	
Description	Opportunities	
<p>WRAP’s current modelling is based on the extension of Conwy’s Gofer sorting facility to service DCC’s north recycling fleet, alongside a new combined bulking and transfer facility at Lon Parcwr, Ruthin for both residual and recyclate. The existing WTS site in Ruthin is not big enough to receive separately collected dry materials. DCC would secure an interim arrangement with a third party licenced site in order to determine the feasibility and benefits of a shared WTS with Conwy vs. outsourcing this requirement on a longer term basis. Initial indicative costings for the development of Gofer and Lon Parcwr higher than envisaged, and outside the current affordability envelope, partially due to contingencies due to unknowns around land conditions</p> <p>Relocation of salt and existing WTS will create operational pressures that need to be managed.</p> <p>No residual waste transfer facility would be developed in the north of the county – reliance on private sector with limited market competition.</p>	<p>Opportunity to have a single site in the south to receive and recycle wider DCC waste (Parks and Open Spaces, Highways and Streetscene)</p> <p>Increased revenue savings from shared operating costs at Gofer</p> <p>Opportunity to relocate salt store undercover (to old waste bulking shed) at less cost than building a new salt store</p> <p>Increased revenue from the bailing and sorting of recyclate in the south (plus less haulage requirements)</p> <p>Collaboration with other LA’s increases chance of WG externally funding any shortfalls.</p> <p>Redevelopment of existing site improves current conditions of the site and de-risks a number of issues (permitting and drainage)</p>	

Option 2 Contingency	All DCC recycling vehicles run into neighbouring authorities [Conwy, (N) Wrexham (S) Flintshire (N/S)]	
Description	Opportunities	
<p>The option to deliver recycling from the south of the county to a combination of Wrexham’s facility, operated by FCC Gofer at Abergele is being modelled by WRAP. Initial discussions with Wrexham indicate that they have capacity to take a proportion of dry recycling, subject to adapting their bailing equipment. DCC have concerns about the capacity of Gofer to take additional vehicles from the south of Denbighshire, based on the latest version of the Gofer designs. This option results in the highest operational risk to DCC and revenue implications have still to be confirmed through negotiations with Conwy and Wrexham over the income share arrangements. As in Option 1 above, a residual WTS facility would still be required, either through a shared facility with Conwy or through outsourcing. The development of a new northerly WTS in Denbighshire (Kinmel) in isolation from any other development does not make economic sense and would</p>	<p>Option requiring least capital investment and therefore most likely to fall within affordability envelope.</p> <p>Potential to partially roll-out sooner to some parts of the County as facilities already exist.</p> <p>Collaboration with other LA’s increases chance of WG externally funding any shortfalls.</p>	

not be pursued should this Option be implemented. This means that DCC would be reliant on the limited private sector markets to receive and bulk residual waste.	
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Option 3 Contingency	One central location within DCC for the reception and sorting of all household waste	
Description	Opportunities	
<p>Further work is now being done to identify a suitable central DCC location to service the entire county. A major advantage of identifying a central site would be that it could also serve as a residual waste transfer station, as the joint development costs would be lower than developing recycling and residual waste transfer needs in isolation. Therefore DCC would seek to partially fund this from the NWRWTP WTS development project (Up to £1.25M could be leveraged)</p> <p>Longer term operational savings from operating out of one site could offset increase in vehicle requirements – modelling would need to be carried out.</p> <p>Development costs could increase if land is not owned by the Council, but the cost of developing one single site are likely to be less than option 1.</p>	<p>Provides a WTS for residual waste to serve the entire county.</p> <p>Flexibility in operational staffing from combining workforce.</p> <p>Reduced depot running costs</p> <p>Potential to provide a single site in DCC for all waste reception, freeing up other locations for alternative use</p>	

Option 4 (Dismissed)	New recycling bulking station in Ruthin – Lon Parcwr (S) and new Waste Transfer Station/ recycling bulking and sorting facility at Kinmel Depot (N)	
Description	Opportunities	
<p>The original plan to develop a combined facility at Kinmel Depot for a residual waste transfer station and bulking and sorting shed have been discontinued due to the high costs of developing the site, arising from extensive ground works costs (£1M+) and the peripheral costs to redesign the functions on the existing site (salt storage, shed storage and highways/Streetscene waste bays / parking. In addition, this option was dismissed as the existing WTS in Ruthin was deemed unsuitable for expansion to accommodate recycling requirements, therefore a new site would be required. The cost of developing two new sites in DCC are too high and are difficult to justify capital investment given the provision of facilities in neighbouring counties. This option was abandoned to pursue a more collaborative approach.</p>	<p>Provides a WTS for residual waste to serve the north.</p> <p>Redevelopment of site to provide salt store (subject to independent business case and funding being secured).</p>	