The Coal Authority

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Date of your enquiry:	**04 October 2011**
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This report is for the property described in the address below and the attached plan.

Non-Residential Coal and Brine Report

Site At, Rondin Road, Manchester, Lancashire

This report is based on and limited to the records held by, the Coal Authority, and the Cheshire Brine Subsidence Compensation Board's records, at the time we answer the search.

Coal mining	Yes
Brine Compensation District	No

Information from the Coal Authority

Underground Coal Mining

Past

The property is in the likely zone of influence from workings in 4 seams of coal at 290m to 1080m depth, and last worked in 1958.

Any ground movement from these coal workings should have stopped by now.

Present

The property is not in the likely zone of influence of any present underground coal workings.

Future

The property is not in an area for which the Coal Authority is determining whether to grant a licence to remove coal using underground methods.

The property is not in an area for which a licence has been granted to remove coal using underground methods.

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The property is not in an area that is likely to be affected at the surface from any planned future workings.

However reserves of coal exist in the local area which could be worked at some time in the future.

No notice of the risk of the land being affected by subsidence has been given under section 46 of the Coal Mining Subsidence Act 1991.

Mine entries

Within, or within 20 metres of, the boundary of the property there is 1 mine entry, the approximate position of which is shown on the attached plan.

There is no record of what steps, if any, have been taken to treat the mine entry.

Coal-mining geology

The Authority is not aware of any evidence of damage arising due to geological faults or other lines of weakness that have been affected by coal mining.

Opencast Coal Mining

Past

The property is not within the boundary of an opencast site from which coal has been removed by opencast methods.

Present

The property does not lie within 200 metres of the boundary of an opencast site from which coal is being removed by opencast methods.

Future

The property is not within 800 metres of the boundary of an opencast site for which the Coal Authority is determining whether to grant a licence to remove coal by opencast methods.

The property is not within 800 metres of the boundary of an opencast site for which a licence to remove coal by opencast methods has been granted.

Coal-mining subsidence

The Coal Authority has not received a damage notice or claim for the property since 31 October 1994. There is no current Stop Notice delaying the start of remedial works or repairs to the property.

The Authority is not aware of any request having been made to carry out preventive works before coal is worked under section 33 of the Coal Mining Subsidence Act 1991.

Mine gas

There is no record of a mine gas emission requiring action by the Coal Authority within the boundary of the property.

Hazards related to coal mining

The property has not been subject to remedial works, by or on behalf of the Authority, under its Emergency Surface Hazard Call Out procedures.

Withdrawal of Support

The property is in an area for which a notice of entitlement to withdraw support was published in 1955.

The property is not in an area for which a notice has been given under section 41 of the Coal Industry Act 1994, revoking the entitlement to withdraw support.

Working Facilities Orders

The property is not in an area for which an Order has been made under the provisions of the Mines (Working Facilities and Support) Acts 1923 and 1966 or any statutory modification or amendment thereof.

Payments to Owners of Former Copyhold Land

The property is not in an area for which a relevant notice has been published under the Coal Industry Act 1975/Coal Industry Act 1994.

Comments on Coal Authority information

In view of the mining circumstances a prudent developer would seek appropriate technical advice before any works are undertaken.

Therefore if development proposals are being considered, technical advice relating to both the investigation of coal and former coal mines and their treatment should be obtained before beginning work on site. All proposals should apply good engineering practice developed for mining areas. No development should be undertaken that intersects, disturbs or interferes with any coal or mines of coal without the permission of the Coal Authority. Developers should be aware that the investigation of coal seams/ former mines of coal may have the potential to generate and/or displace underground gases and these risks both under and adjacent to the development should be fully considered in developing any proposals. The need for effective measures to prevent gases entering into public properties either during investigation or after development also needs to be assessed and properly addressed. This is necessary due to the public safety implications of any development in these circumstances.

The attached plan shows the approximate location of the disused mine entry/entries referred to in this report. For reasons of clarity, mine entry symbols may not be drawn to the same scale as the plan. Property owners have the benefit of statutory protection (under the Coal Mining Subsidence act 1991*). This contains provision for the making good, to the reasonable satisfaction of the owner, of physical damage from disused coal mine workings including disused coal mine entries. A leaflet setting out the rights and the obligations of either the Coal Authority or other responsible persons under the 1991 Act can be obtained by telephoning 0845 762 6848 or online at www.coal.gov.uk/services/subsidence.
If you wish to discuss the relevance of any of the information contained in this report you should seek the advice of a qualified mining engineer or surveyor. If you or your adviser wish to examine the source plans from which the information has been taken these are normally available at our Mansfield office, free of charge, by prior appointment, telephone 01623 637233. Should you or your adviser wish to carry out any physical investigations that may enter, disturb or interfere with any disused mine entry the prior permission of the owner must be sought. For coal mine entries the owner will normally be the Coal Authority.
The Coal Authority, regardless of responsibility and in conjunction with other public bodies, provide an emergency call out facility in coalfield areas to assess the public safety implications of mining features (including disused mine entries). Our emergency telephone number at all times is 01623 646333.

*Note, this Act does not apply where coal was worked or gotten by virtue of the grant of a gale in the Forest of Dean, or any other part of the Hundred of St. Briavels in the county of Gloucester.

Information from the Cheshire Brine Subsidence Compensation Board

The property lies outside the Cheshire Brine Compensation District.

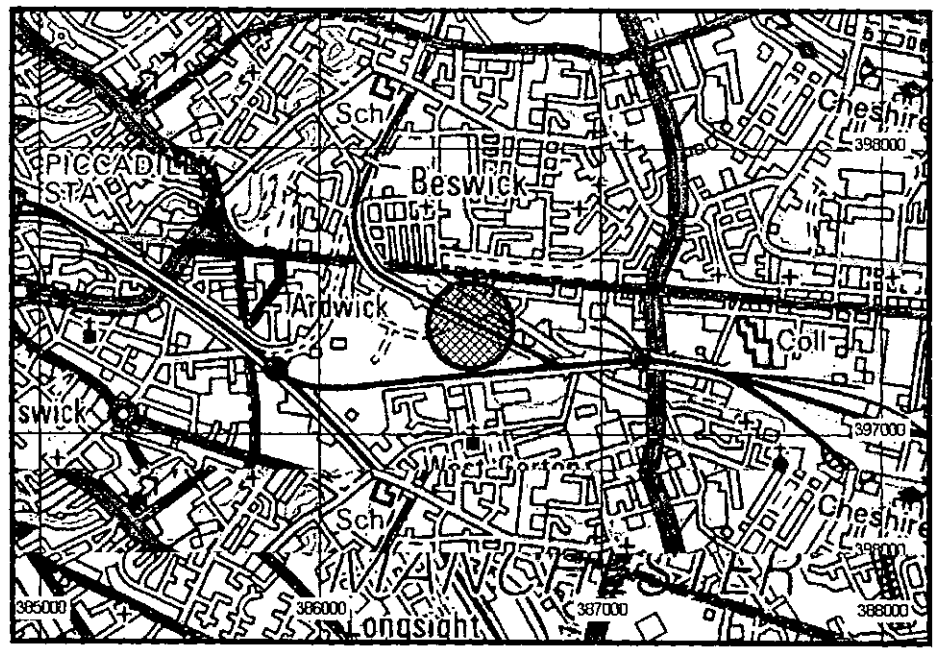
Additional remarks

This report is prepared in accordance with the Law Society's Guidance Notes 2006, the User Guide 2006 and the Coal Authority and Cheshire Brine Board's Terms and Conditions 2006. The report is compliant with Home Information Pack requirements.

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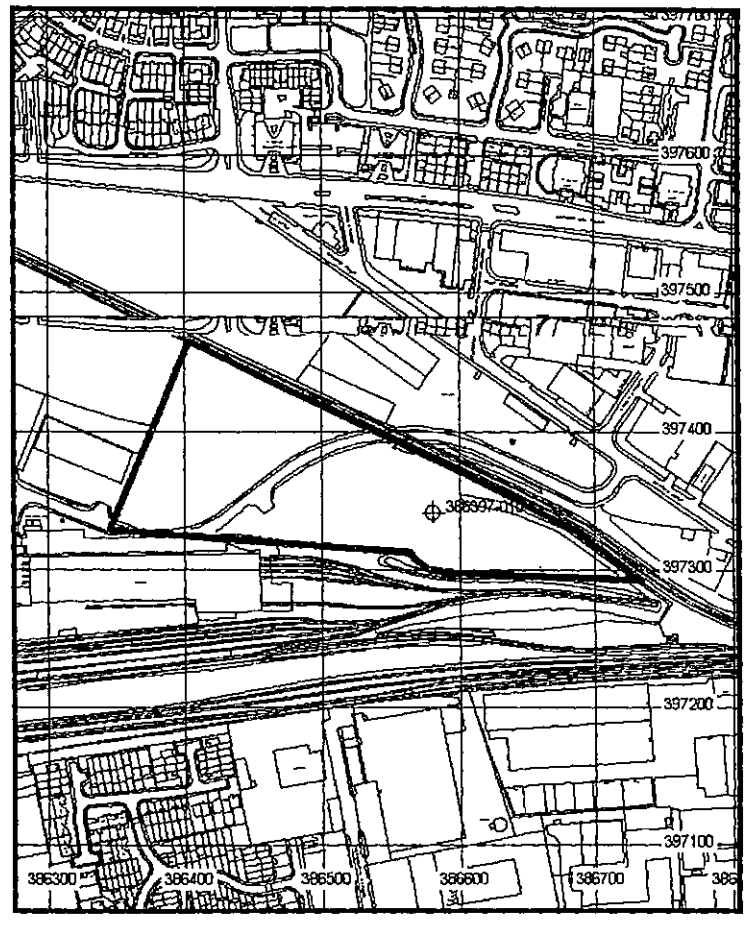
Location map

Approximate position of property



Enquiry boundary

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Key

Approximate position of enquiry boundary shown

Disused Adit or Mineshaft

Mapping sourced from Ordnance Survey

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P CASEY ENVIRO LIMITED

PLANNING APPLICATION FOR:

CHANGE OF USE ON THE LAND TO A COMPREHENSIVE WASTE TREATMENT AND RECYCLING CENTRE AND THE ERECTION OF A BUILDING 60 X 24M FOR THE TREATMENT OF DRY MIXED WASTE AT RONDIN ROAD ARDWICK MANCHESTER

WRITTEN STATEMENT

JANUARY 2014

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LIST OF PLANS

Drawing Number U265 – 201	Proposals Plan
Drawing Number U265 – 202	Dry Recycling Building Ground floor and Elevation
Drawing Number U265 – 203	Dry Recycling Building Northern Western and Eastern Elevations
Drawing Number U265 - 204	Location and Ownerships Plan
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LIST OF DOCUMENTS

Appendix 1	List of Wastes (England) Regulations 2005 No 895
Traffic and Highways Assessment	Turner Lowe Associates
Ecological Survey & Assessment	Ribble Ecology
Flood Risk Assessment	Peter Mason Associates
Noise Report and Survey	CK Environmental
Coal and Brine Report	The Coal Authority
Desk Study and Walkover Survey	The Arley Consulting Company Limited

1.0 Introduction

P Casey Enviro Limited has commissioned Oakbay Design Limited (Landscape Architects and Waste Management Consultants) to prepare and submit this planning application.

1.1 <u>The planning application</u>

The site will be developed as a 24 hour comprehensive waste storage, treatment and recycling facility as evidenced on the Proposals Plan

1.1.1 This planning application proposes the erection of a large building and change of use on the existing vacant land, formerly railway land on Rondin Road Ardwick as shown on the Location Plan U265 – 204, to a new and comprehensive waste treatment and recycling facility as evidenced on the Proposals Plan (Drawing Number U265 - 201). It is proposed to undertake the recycling of differing waste streams to include mainly construction, soils and green waste in the open air and within a newly built building treat and recycle specialised construction, industrial, general and food waste.

1.1.2 It is proposed to recycle material arising from construction, demolition and excavation works comprising natural soils and construction waste (CDEW) and green waste. Generally the imported materials would be inert; however

there would be a mixture of wastes present in the overall mix of wastes, which require a site set up to deal with them appropriately. The imported waste would be deposited in the open air in designated areas. The deposited materials would generally be hand sorted or screened, removing recyclable materials and placing them in designated skips/bins or in stockpiles prior to removal. The remaining would be bulked up and processed on site either by screening or crushing for resale to the construction industry. Any waste fractions which are unsuitable would be removed to an appropriate disposal facility.

1.1.3 It is proposed to erect a purpose built building 60m x 24m with associated hard surfacing to store and treat imported specialised construction, industrial, general waste and food waste. This will in the main be hand sorted and the recyclable materials placed in skips outside the building prior to removal. All used skips will be sheeted or covered as necessary.

1.1.5 The total operation would process up to 100,000 tonnes of material per annum under Waste Management Licensing Regulations and to a strict WRA protocol. Up to 160 HGV movements (in and out), would be generated at the site daily. A new access will be created from the end of Rondin Road. Booking in facilities, and toilets would be provided in a cabin at the entrance into the site and double height cabins will be provided to the east of the recycling building for office and mess usage. It is proposed to provide 2 parking areas. A car park will be provided for general worker usage accessed from the main entrance for 19 car parking spaces. Additional parking will be provided for office staff and visitors adjacent to the proposed office cabins for 12 spaces of which two would be available as disabled spaces.

1.2 Location

1.2.1 The 2.80.hectare development site is located within a large industrial area off Rondin Road, less than 2miles from Manchester City Centre. Other uses on the estate are waste recycling, railway maintenance, manufacturing, storage and distribution. The application site is presently vacant but was previously railway land including sidings and has over the years been tipped with a mixture of building waste. The side is bounded by the elevated railway to the north of the site and by the railway maintenance depot to the south. To the east are P McGuiness and Co Ltd (Demolition and Building Contractors) main office and recycling facility and a newly built storage and distribution building and yard.

1.2.2 The development site is accessed from the north and south via the inner ring road (A6010) and from Manchester City centre and the east by Ashton Old Road (A635). The site is then accessed from the A635 onto Rondon Road, through the industrial estate. The site is located at the end of Rondin Road. There are no residential properties in the vicinity of the proposed site.

2.0 The Application Site

2.1 General

The proposed development is located on a triangular site on an existing industrial estate adjacent to storage and distribution developments and waste recycling facilities. The site has remained vacant for many years and has been put forward by Manchester City Council as an appropriate land swop site for Land at Whitworth Street in Openshaw. Subject to Planning permission being granted then P Casey Enviro Ltd will lease the main part of the site and purchase the remainder.

2.2 Site description

The site forms part of a large industrial area and is basically triangular in shape. The development area is split into two by the remains of Rondin Road as it bisects the site. This roadway will be improved by widening the entrance onto the main Rondin Road industrial roadway at the entrance of the site and will be closed off at the railway bridge on the northern boundary as shown on the Proposals Plan Drawing No U254.201. The site is bounded to the north with a 6 metre high railway embankment which screens the site from the north. The southern boundary abuts the railway maintenance buildings and railway lines and the main railway from Piccadilly to the south and east. The eastern boundary is effectively screened by industrial buildings and stockpiled materials on the McGuinness site. The proposed future uses on site are therefore screened from all sides. The surface to the site is mostly tipped builders waste and is becoming overgrown with rank vegetation. The site is pretty well secured by fencing all around the boundary.

2.3 Land ownership

The land is owned by Manchester City Council. See Drawing No U265.204.

3.0 Proposed development

3.1 Proposal

3.1.1 The initial proposal is to provide the applicant with a new building and depot for storage, treatment and processing of waste materials and distribution of recycled materials to the market on a 24 hour, 365 day basis. The building as shown on Drawing Nos U265 202 and 203 will be a standard industrial portal frame building 60 x 24 metres x 13.40 to the ridge. The building internally will be split into storage bays. Also it is proposed to provide daytime and night time parking of HGVs and other vehicles. The site will provide a facility to store and sort CDEW materials from demolition and construction work by hand and/or screening to produce a variety of products for resale to the construction market. It is also proposed to import and treat green waste in the eastern area of the site. These activities with be carried out in accordance with a Waste Management Permit and registered with the Environment Agency.

3.1.2 The products created in the open air part of the operation will include screened soils, timber, metal, secondary aggregates and hardcore. It is envisaged that the site will process up to 70000 tonnes of waste material per year of which 65,000 tonnes will be recycled with the residue of 5000 tonnes being removed to a licensed landfill under duty of care regulations.

3.1.3 In addition, it is proposed to import, treat and recycle special construction, general, industrial and food waste and those listed in the waste types from the EWC code schedule contained in Appendix1. These will be processed in the building to the west of the site entrance. Materials will be tipped into stockpiles and generally hand sorted or bulked up. The recyclable items will be placed into skips outside the building for export. The residue wastes will be bulked up and removed as necessary to tip. It is proposed to process 30,000 tonnes per year from which 27500 tonnes will be reused.

3.1.4 The materials for the whole facility will be imported and exported using 20 tonne payload vehicles and skip vehicles. Based on a 5.5 day week this gives rise to an average of 70 loads/ day or 140 movements. Allowing for smaller lorries and or some vehicles leaving the site empty, this may increase the movements to an average of 160. There may be situations of higher import in emergency situations which will result in up to a maximum of 180 movements per day.

3.1.5 As shown on Drawing no U265.201, it is proposed to store up to 4000 tonnes of CDEW in the open awaiting processing. Imported material will be segregated whenever possible into either hardcore and general waste, soils and general waste or green waste stockpiles. These stockpiles will be formed as shown on plan to a maximum height of 4,0metres. The materials will then be processed either by crushing and screening of the hardcore and handpicking of the general waste and screening of the soils. The green waste will be sorted and laid out in rows and managed to maturation. The processed materials will then be moved around the site for further processing or stored in appropriate storage heaps or finished material skips for resale. The finished

materials will then be sold on at the earliest opportunity to maintain space within the site. A quarantine area would be provided for unsuitable materials as required by the waste management permit and all materials which are not recyclable will be bulked up and removed to an appropriate landfill facility. Up to 70,000 tonnes of recycling will take place each year.

3.1.6 It is proposed to park up to 20 Heavy Goods Vehicles on the concrete pad adjacent to the new building overnight.

3.1.6 The site is proposed to be available on a 24 hour clock for the importing of materials so as to cover emergency type of works which might include say demolition of dangerous buildings. Processing of these materials will only be allowed during the processing times as outlined in 3.4 below.

3.1.7 It is proposed that all necessary mechanical plant will be stored on site.

3.1.8 It is also proposed to provide a portable cabin arrangement to accommodate a booking in office and toilet facilities.

3.1.9 It is proposed to provide two stacked cabins adjacent to the eastern part of the new building to accommodate an office/laboratory, mess and toilets.

3.1.10 A new enlarged vehicular and pedestrian access will be created onto the site which will be securely gated as shown on the proposals plan. Car parking will be available on site to accommodate up to 31 spaces including 2 spaces adjacent to offices for the use of disabled drivers, Cycle storage for up to 6No bicycles will be provided. The site is designed to allow a circulatory route through the site and allows for appropriate HGV turning.

3.2 Operations

3.2.1 The facility will be operated as an waste treatment, sorting, recovery and transfer operation and comply strictly with the conditions attached to the Waste Management permit. Materials will be brought to site in sheeted vehicles and unloaded into the hardcore and general waste, soils and general waste or green waste stockpiles or directly into the recycling building. Care will be taken to ensure that dust creation is kept to a minimum. There will be a visual check at this time to ensure that the material is suitable. Unsuitable material will be set-a side for removal. Three main activities will take place, hand picking to remove timber and metals etc, screening and crushing as necessary to manufacture soils and hardcore. Materials from the handpicking will be stored in the outside skips for subsequent removal. The latter will be bulked up and processed and sold back into the construction market as a product. Non-recycled materials and waste will be bulked up and taken to a licensed landfill. The materials in the building will be sorted and treated as necessary or bulked up and removed to either awaiting skips or removed from site.

3.2.2 The surface to the main open area will be hardcore or cold planings whilst the yard area to the building will be concreted. In order to ensure that no debris is transported onto the highway, it is proposed to provide a mechanical

roadsweeper to clean the general areas and the site entrance and internal roads and provide a wheel cleaner on site for the use of all HGV's. The area for green waste will be placed on a concrete slab.

3.2.3 All precautions will be taken to prevent nuisance form dust and noise. Dust suppression will be employed on the plant including the use of enclosures on the screener and crusher as appropriate and by the use of water sprays to dampen down the stockpiles and surfacing to prevent wind blown dust. Water will be made available as necessary from a mains supply. All machinery and plant will be fitted with silencers and be maintained in accordance with manufacturers requirements. Good management techniques will be applied which will further reduce the risks.

3.3 Management

3.3.1 A technically competent manager will manage the facility. The manager will be responsible in ensuring that the site is run in adherence to the requirements of all environmental procedures.

3.3.2 A record of all incoming and outgoing materials will be kept for inspection during operational hours.

3.3.3 All incoming waste will be subject to a visual inspection upon receipt to ensure that it complies with the description on the Duty of Care Note. All waste that is rejected shall be removed from site as soon as possible.

3.3.4 There will be no burning of the material or chemical processing allowed on site.

3.4 Hours of Operation

The hours of operation for the import of materials will be 24 hours per day 365 days of the year,

The hours for processing the materials will be as follows.

Monday to Friday	0700 to 2000
Saturdays	0700 to 1300
Sundays and Bank Holidays	0700 to 1300

3.5 Security and Lighting

The site is securely enclosed by a variety of fencing and it is proposed to provide secure palisade gates and pedestrian gates at the site entrance.

Lighting will be provided from the new building to illuminate the yard, car parks and offices. The office will be manned at all times during the operation of the site. The site will be locked outside the processing/ operational hours to prevent unauthorised access and only open as necessary to take night time import of materials. CCTV cameras will be erected on the site and used in conjunction with the police.

3.6 Surfacing and Drainage

The concrete surfaces will be well drained with appropriate surface water drainage including underground silt traps and a petrol interceptor on the main outlet pipe near to the entrance to the site prior to discharge to the main drains in Rondin Road. The Gullies and Silt Chambers will be maintained on a daily basis.

3.7 Plant and equipment

The site will be operated using the following plant and equipment

3 no wheeled loading shovels
3 no 360 excavator

Mobile crusher and screener – Pegson Metrotrak
Mobile screener – Powerscreen Chieftain 1400
3 no dump trucks
Wheelcleaner – Wesley Wheel Wash
Weighbridge
Road Sweeper

All equipment and plant will be fitted with silencers to the manufacturers recommendations and operated in accordance with Health and Safety at Work legislation.

4.0 Planning Policy Review

4.1 Introduction

This section of the written statement looks at national and local planning policy in relation to the site and proposals put forward to change the usage on site to that of a treatment and recycling facility.

4.2 Existing planning situation

4.2.1 Historically, the site formed part of an industrial area which has planning for a mix of uses including commercial, distribution, waste facilities and storage. The site is vacant and is zoned for economic development. The development site is contained within The Major Urban Regeneration Area for East Manchester adopted in November 2003. The site is accessed from the A635 via Rondin Industrial estate. In relation to other existing uses in the area, the proposed use is considered appropriate.

4.3 National planning

4.3.1 The National Planning Policy Framework states that PPS10: Planning for Sustainable Waste Management is still the extant national policy in terms of policy for applications for Waste Management proposals. It states that unallocated sites for Waste Management should be considered against the principles within PPS10 and the relevant Waste policy in the local plan.

4.3.2 The principles within the PPS 10 are based on the principles of Sustainable Development. They promote Waste Management as high up the Waste Hierarchy as possible in order to reduce the potential environmental impact of any proposed development. The development proposed in this application is a recycling facility for many different waste types, but it is of note that a majority the processes involved at the site will eventually lead to a recycled product. All other waste products will be removed in an environmentally responsible way through landfilling. The processes at the site are as high up the Hierarchy as is possible in this case.

4.3.3 It is also required that unallocated sites are not placed in locations that might have a detrimental effect on the amenities of any possible nearby residential developments. The site is located within a current industrial area as described earlier in this statement and will not therefore have a detrimental effect on any residential areas.

4.3.4 The transport movements associated with the development have been identified in section 3 of this statement. Wherever possible, it is intended to use smaller vehicles to transport materials to and from the site to reduce emissions. All machinery and vehicles used on site will receive regular maintenance and are up to a modern environmental standard. The highway network serving the proposal site is more than sufficient to accommodate the movements associated with the proposed development. The site has been chosen as it is in a location surrounded by similar uses.

4.3.5 PPS 10 also supports the re-use of previously developed land; the application is for a change of use of land that was previously used for railway purposes. This proposal therefore makes use of previously developed land but also provides employment opportunities in the local area. The proposed development adheres to sustainable development principles highlighted within PPS10.

4.4 Local planning policy

4.4.1 The Core Strategy for Manchester provides a comprehensive policy (EN 19 Waste) in relation to the Local Planning Authority's (LPA) view on waste applications within Manchester. This proposal does not affect safeguarded sites as it is proposed to locate the development on a former railway site. No waste sites are undermined by this proposed development.

4.4.2 As previously mentioned, the proposed development is in accordance with the Waste Hierarchy as the main waste management process present on the site will be recycling.

4.4.3 The transport movements to and from the site will be via the highway network in the area. The waste coming into the site will be from the local area, thus reducing the impact of vehicle movements on the environment. It is not logistically possible to use any other form of transport in this particular case.

4.4.4 Details on the processes and reduction of waste resulting from these on site process have been provided earlier in this statement. Should the LPA need any further information on the processes, the applicant would be more than willing to provide further information.

4.4.5 The applicant is aware that conditions can be placed on any permission granted to protect the amenities of nearby residential development. There is a significant distance between the site and the nearest residential properties in terms of noise and dust emissions. However it is realised that vehicle movements could have an effect, which is why the applicant has detailed vehicle movements and the type of vehicles to be used in section 3 of this statement. The proposed development will not have an adverse effect on the workings of the neighbouring industrial developments as it the processes will be contained on site or within the buildings proposed to reduce their impact.

4.4.6 The applicant is keen to use the highest grade of waste management technology available, wherever it is possible. This is to improve the environmental performance of the site and also improve the efficiency with which the business will perform.

4.4.7 The proposed development has taken full regard to the environmental, social and economic impacts that it may have on the area. We are of the opinion that the environmental impacts can be sufficiently mitigated, but are also controlled by other regulatory regimes which must be adhered to by law. The proposal site is of a sufficient distance away from residential developments to not have an adverse effect on the social life of those living in the immediate

area. The proposed development provides an economic boost to the area as it makes use of a previously developed site and provides local people with employment opportunities.

4.4.8 The proposed development will be processing locally generated waste, and will therefore be providing a service to the local community.

5.0 Environmental Considerations

5.1 Introduction

5.1.1 The company has extensive experience in the operation of this type of facility.

5.1.2 It is considered that the use of this site for the proposal put forward due its location and setting will not have a significant impact on local amenity or the environment.

5.2 Site specific considerations

The primary areas of potential impact from this development detailed in this planning application are as follows

- contamination
- highways
- water
- noise
- dust
- visual
- ecology

5.3 Contamination

5.3.1 A Ground Conditions and Contamination Report has been prepared for the site by The Arley Consulting Company Limited, as attached. It highlights previous potential polluting activities on the site and assesses the environmental setting. The report's conclusion is that the use of the site as a waste treatment and recycling centre will not create or allow the continuation of unacceptable risk arising from the condition of the land.

5,4 Highways

5.4.1 The existing highways are built for heavy industrial traffic. It is envisaged that the proposed 160 vehicle movements per day, over the period of operations will have no material adverse effects on highway and traffic issues for the area. The existing access will be improved and widened and will be appropriate. It is proposed to provide high quality management on site to ensure that all mud and debris are controlled. A road sweeper or hand brush will be used as necessary to keep the surfaces clean and a wheel cleaner will be available to clean all HGVs before they leave the site. A Traffic and Highways report has been prepared by Turner Lowe Associates as attached, and concludes that the proposed development will not have any material adverse highway or traffic effects.

5,5 Water

5.5.1 The effect of this proposal on groundwater will not create any harm. The main yard area to the new building will be a concrete surface with appropriate

drainage which will link into the existing road surface system. All surface water will pass through a silt chamber and interceptor before discharge into sewer. Baring in mind that the site is to be used for recycling CDEW material, no risk is foreseen to ground or surface water in the open air part of the site. Assuming that the whole operations on site are to be covered by the Environment Agency Permit then the EA will be responsible for compliance. A Flood Risk Assessment has been prepared by Peter Mason Associates as attached, and concludes that there will be no additional off site impacts as a result of this development. By implementation of the flood procedures and by careful design of the flood protection measures all residual flood-related risks will be minimised after the development has been completed.

5.6 Noise

5.6.1 The noise issues associated with this site are below marginal significance with respect to BS4142. The site is located within an existing industrial estate with relatively high back ground noise. There are no residential receptors near to the site and the development is screened by substantial embankments to the railway to the north of the site. The noise climate is dominated by the general uses and traffic noise within the area. A noise assessment has been undertaken by CK Environmental as attached, and it is concluded that the predicted noise levels are below those considered to be of marginal significance.

5.6.2 All vehicles, equipment and plant will be fitted with silencers to the manufacturers recommendations and operated in accordance with Health and Safety at Work legislation. Good management techniques, such as tipping vehicles onto existing stockpiles, reducing the height of falls from conveyors and careful filling of wagons all help to reduce noise within the site.

5.6.3 Vehicle reversing alarms will be replaced with an acceptable Health and Safety alternative.

5.7 Dust

5.7.1 It is proposed to implement the same good management techniques as are detailed in the Process operations section of the Screener Permit and also imposed in the Waste Management Permit issued by the Environment Agency. It is essential to keep the site clean and tidy. Water will be made available via the mains and used to damp down and suppress dust and the entrance areas will be swept as necessary. This will help to keep dust emissions down to an acceptable level.

5.7.2 Other measures will be introduced to reduce the effect of dust, as follows:-

The site access will be regularly maintained.

A speed limit of 5mph will be imposed on all site traffic.

All plant used for site operations will be fitted with upward facing exhausts

All heavy plant will be fitted with radiator deflector plates.

During loading and unloading of materials drop heights will be minimised.

A Vacuum road sweeper will be made available should any mud be deposited on the roads.

Any dust incidents during the operations will be recorded in the site diary.

5.8 Visual

5.8.1 The existing site is screened by the embankment to the north. Buildings to the east and existing stockpiles prevent views into the site. It is felt that this operation produces no harm. It is proposed that the maximum height of the stockpiles will be 4.00 metres high and will not therefore be an issue.

5.9 Ecology

5.9.1 An ecological survey assessment has been undertaken by Ribble Ecology, as attached. It concludes that there are no substantive ecological constraints or concerns relating to the proposals for the site.

6.0 Employment

6.1 Introduction

The granting of planning permission will result in providing employment for up to 40 permanent direct and indirect staff.

6.2 Direct Employees

The labour requirements for the operation comprise:
1 no site manager
6 no plant operatives
12 no labourers
5no administrative staff

6.3 Indirect Employees

In addition to the direct workforce there are up to 16 No drivers required to either deliver waste material to the site or remove finished products to the markets or remove the residue waste to an approved landfill site.

7.0 Summary

7.1 This planning application proposes the development of a treatment and recycling facility incorporating a large indoor capability and a change of use from vacant land to recycling depot. It is proposed that the activities will remain a small but important facility for the region.

7.2 The proposal is considered to be in line with national and local development plan policies and guidelines.

7.3 The development will provide a facility for the handling of CDEW material arising from construction, green waste, special construction waste, industrial and general and food waste in the local economy.

7.4 The site is located on an industrial estate that has good access and links to the strategic road network. The volume of traffic created will be relatively small and is felt to be acceptable.

7.5 Noise and dust will be managed in an appropriate manner and will not create any nuisance to potential receptors. The use of the site will be governed by the strict application of the Screener/Crusher permit which deals with these issues and by way of a Waste Management Permit.

7.7 It is considered that there will be no damage or loss of amenity in the area

7.8 The proposal will provide up to 24 direct and 16 indirect jobs.

7.9 The proposal is considered to be in line with national and local development plan policies and permission should be granted.

BANK ACCOUNT	P Casey & Co Ltd		DATE:	25/09/2012
CUSTOMER NAME	AMOUNT	NOTES		
Wilson Bowden Dev Ltd	161951.16			
	161951.16			
Cash Sales				
	0.00			
	0.00			