PP O'CONNOR LIMITED

PLANNING APPLICATION FOR:

DESIGN AND ACCESS STATEMENT

RETROSPECTIVE APPLICATION FOR CHANGE OF USE TO IMPROVE ACCESS FROM SHARSTON ROAD TO THE PERMITTED WASTE TRANSFER STATION AND LICENCED WASTE SITE WITH AUTOMATED BOOKING AND CAR PARKING AND CONFIRMATION OF USE TO THE EAST FOR OPEN STORAGE IN BAYS OF PROCESSED MATERIALS, BOOKING OUT FACILITIES AND EGRESS FROM THE SITE TO CREATE A COMPREHENSIVE CONTROLLED WASTE STORAGE, TREATMENT AND RECYCLING CENTRE. ALSO THE INSTALLATION OF A PURPOSE BUILT WASTE STORAGE AND PROCESSING BUILDING AND PICKING STATION WITH ASSOCIATED WORKS ON THE PERMITTED AREA.

AT THE OLD RAILWAY STATION SITE
LONGLEY LANE SHARSTON INDUSTRIAL ESTATE SHARSTON.

MARCH 2024

1 DESIGN STATEMENT

1.01 This design and access statement is submitted to accompany the retrospective planning application, confirming development at the Old Railway Station off Longley Lane Sharston and the extended use of the site for recovery and recycling with the installation of a purpose built Controlled Waste Sorting Building and Waste Processing facility.

1.02 The application is to be read with the planning permission in 1996 for use of the Land as a controlled waste transfer station.

1.03 The existing Waste Facility was taken over and licenced by PP O'Connor Limited in 2012 and has been successfully used under planning permissions 0485/FO/SOUTH3/95.

1.04 PP O'Connor Limited have implemented a review of their business and of the site facilities and have decided to make better use of the site and have brought about some improvements and would wish to develop the site further by utilising modern day methods of recycling and recovery. There have been site amendments made that require planning permission and these are included in this application. The developments are industrial in nature and have been necessary to further develop the business.

1.05 In accordance with government guidance, the level of detail included in this statement is considered to be proportionate to the complexity of the development at the site.

SITE CONTEXT

1.06 The site is located on the southern boundary of the Sharston Industrial Estate and north of the mainline railway and served by an access off Sharston Road and Longley

Lane. The site is split into three with access from Sharston Road leading to the main recycling area and an area for storage and processing and egress through to Longley Lane. The general buildings to the north of the site are purpose built steel framed clad industrial buildings with areas of open car parking and delivery yards. The area has mixed usage including warehousing, logistics, manufacturing, recycling, storage, retail and is dominated by distribution uses.

1.07 The Site Location and Layout is shown on Drawing Number Z310 . 101 Rev1 and occupies 6200m2.

USE

1.08 The existing use of the site is waste recycling, booking in/office accommodation and weighbridge, vehicle parking, container storage and storage of waste and product.

AMOUNT AND LAYOUT

1.09 The site is 0.62 hectares in size and is split into three distinct areas. The existing narrow strip of land to the west includes access from Sharston Road through large security gates and it is proposed to further improve the layout of the access, provide an automated weighbridge and booking system and 10 car parking spaces. Z310.103. The improved road lay out will accommodate the 50 loads in through the Sharston Road access point in a one way system and 50 loads out through the Longley Lane exit. Up to 200,000 tonnes of recycling will take place each year

1.10 The access leads to a wider parcel of land which will house the Controlled Waste Sorting Building Z310.109 and Z310.110 for storage and initial processing and the Picking Belt Complex Drawing No Z310.102 and an area of yard in front and access through the site as shown on Drawing No. Z310 . 101. This part of the site is partially screened to the north with a 3.5 metre high wall and some conifers. The yard is concreted with drainage and provides space for loading of the recycled materials.

1.11 Waste will be stockpiled within the Waste Sorting Building and will accommodate up to 2160 tonnes of storage.

1.12 The third area to the eastern end of the site provides bays for storing product from the picking station bays, a quarantine bay and fuel storage Z310.006. The routeway through the site leads to a weighbridge and booking out cabin before exiting onto Longley Road. The arrangement allows a traffic flow through the site without turning.

1.13 Access to the site is directly off Sharston Road which is a main feeder road from the motorway network.

1.14 The existing site is secured at both ends of the site by high security gates and the site is fenced from the railway along the southern boundary by a new palisade 2.4 metres high. The northern boundary is secured by a mix of 3.5 metre high walls and palisade fencing.

SCALE AND APPEARANCE OF DEVELOPMENT

1.15 The application area is shown on the accompanying plans to this planning application and the proposed development will be the following scale:

1.16 The overall site layout is shown on Drawing Number Z310.101. The site is 370 metres long and varies in width between 10 and 28metres.

1.17 The weighbridge and booking out offices to the eastern part of the site will be upgraded to provide a mess and toilets 7.25m long x 2.2m wide and 5.25 metres high, painted dark blue with the company name and sign boards being positioned on the cabins to be easily read.

1.18 It is proposed to construct a large industrial type building to accept and store imported wastes for sorting. The floor plan and elevations are shown on Drawing Nos Z310.109 and Z310.110. The building will be a steel portal construction with part concrete panel walling and part clad in dark blue coated trough steel section with a cement sheet roofing. The building will be 38.00 metres in length 18.50 metres in width, 14.00 metres to the eaves and 16.00 metres to the ridge. The building will have large roller shutter doors at each end of the building providing an entrance and exit through the building. A trommel feed will be installed in the north east corner of the building which will be connected to the picking station via a covered conveyor.

1.19 The picking station complex as a separate unit, is contained within a two storey building as shown on Drawing Z310,102. On the upper floor is a 10 person picking belt station for selecting materials with storage bays on the ground floor to receice individually picked materials. The building is steel framed and clad with acoustic steel sheeting and insulation and painted dark blue. The building is 6.0 metres high and 28.8 metres long. (See Drawing No Z310.102). and will be partially screened by the 3.5 metre high boundary concrete walling to the north.

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1.20 The road through the site will be maintained as a concrete roadway allowing a traffic flow through the site without turning

1.21 The main working areas are concrete surfaced and can easily be maintained to be neat and tidy. Covered storage bays will be created on land to the northern edge of the site for each product produced. Product separation will help to keep the site tidy. Drawing No Z310.106. The overall design and surfacing allows the area to be cleaned and maintained to a high standard.

1.22 The area is lit with standard floodlighting from the booking in offices and from the upper floor of the picking belt complex. CCTV Cameras will be positioned on 8 metre high poles at the entrance and exit from the site and from the upper floor of the picking bay complex. Hooded lights are positioned over the Roller Shutter Doors in the Waste Sorting Building.

LANDSCAPING

1.23 The majority of the site is hardstanding with no planting. The additional development will be on existing and new concrete hardstandings

ACCESS

1.24 The development site has excellent connections with both the local and trunk road network and has direct access to the A560 and to the M56 serving the south, to the A5103 providing connections to the M60 serving the north, to the M56 junction 2 for movements to the east. Sharston Road is a substantial two way highway which acts

as a distributor road from M56 junction 2 to serve Sharston Industrial Estate and north. Longley Road to the east of the site runs north-south connecting the A560 in the south to Palatine Road in the north. It also serves Sharston Industrial Estate through to Sharston Road. There are no residential properties directly adjacent to the site. The site is well served with bus services offering frequent and extensive services.

PLANNING

1.25 The proposals are supported by Greater Manchester Joint Waste Development Policy and the National Planning Policy and is proposed in an appropriate part of the town for good access on land that already accommodates waste recycling and storage.

CONSULTATION

1.26 The planning application may be advertised by the council and received comments from the local community, the owners and occupiers of adjoining properties and other persons will be considered.

EMERGENCY ACCESS

1.27 The access to the site by emergency vehicles will be via Sharston Road and or Longley Lane and the highway network,

CONCLUSION

1.28 The additional developments provided in this application to the existing recycling facility will provided significant improvements to the operations of the site not only from an efficiency point of view but also environmentally. It is intended that the improvements allow for a safer development and allows for an enhancement in the types and qualities of the recycling of waste providing new recyclable material which reduces the overall amount of waste sent to landfill. All materials and design features of the additional developments have been selected so that they sit comfortably within the Waste Recycling Facility and surroundings.