PP O'CONNOR LIMITED

PLANNING APPLICATION FOR:

RETROSPECTIVE APPLICATION FOR CHANGE OF USE TO IMPROVE ACCESS FROM SHARSTON ROAD TO THE PERMITTED WASTE TRANSFER STATION WITH AUTOMATED BOOKING IN AND CAR PARKING AND CONFIRMATION OF USE TO THE EAST FOR OPEN STORAGE 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 NEW 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 M22 4SS

WRITTEN STATEMENT
AMENDED MARCH 2024

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PP O'Connor Limited Sharston.

LIST OF PLANS

- Site Layout Z310.101 Rev1 Scale 1:1250 @ A3 October 2023 Amended
- Processing Plant, Plan and Elevations Z310.102 Scale 1:200 @ A3 February 2024 Amended
- Western Entrance and Booking In Office Z310.103 Scale as shown @ A3 February 2024 Amended
- Planning Areas Z310.104 Scale 1:1250 @ A3 October 2023 Amended
- Sharston Road entrance Z310.105 1:200 Scale 1:200 @ A3 August 2018 Retained
- Storage bins/bays layout and elevation Z310.106 @A3 February 2024 Amended
- Site layout, drainage and lighting Z310.107 Scale 1: 500@A3 February 2024 Amended
- Armco detail Z310.008 Not to scale @A4 December 2018 Retained
- Waste sorting building, floor plan Z310.109 Scale 1:100 @A2 April 2023 Added
- Waste sorting building elevations Z310.110 Scale 1:100 @A1 April 2023 Added

LIST OF REPORTS

- Transport Statement to support redevelopment of a recycling centre, Sharston Industrial Estate, Wythenshawe – DPM Transport Consulting Ltd. Retained
- Noise Impact Assessment Sharston Recycling - REC Retained
- Air Quality Assessment REC – Retained
- Dust Risk Assessment REC - Retained
- Lighting report - Retained

1 Introduction

PP O'Connor Limited have commissioned Oakbay Design Limited (Landscape Architects and Waste Management Consultants) to prepare and submit this written statement to accompany the planning application.

1.1 The planning application

1.1.1 The site will be developed as a comprehensive controlled waste storage, treatment and recycling facility as evidenced on the Site Proposals Layout Plan Z310.101.

1.1.2 This planning application includes a retrospective change of use, automated weighbridge and car parking and to improve the access from Sharston Road to the existing waste recycling area that has permission for a Waste transfer station as shown on drawing No Z310.104. The access has been surfaced and the entrance still requires bringing up to standard in terms of kerbed radii, fencing and gates. A retrospective permission is also required for a formal change of use for land to the east of the permitted area presently used as part of the recycling area for storage, weighbridge, booking out and egress to Longley Lane. The new road layout provides a one-way system for traffic through the site from west to east. It is proposed to create a comprehensive waste storage, treatment and recycling centre and includes a new portal framed building for imported materials and sorting and a purpose built installation for waste separation and picking station with associated works within the permitted waste site. The new proposal will increase the efficiency in relation to unloading and loading of materials and reduce the impact of noise and dust. The proposal will also improve the access and egress of HGV generated traffic flows. The layout to the site and site is shown on drawing Z310.101 and Z310.107

1.1.3 Generally the imported materials would be controlled waste and will include a mixture of wastes present in the overall that require a site set up to deal with them appropriately. The imported waste would be deposited in the sorting building (up to 3.5 metres high) and initially sorted by machine removing large items and placing them in designated skips/bins prior to removal. The remaining materials will be screened as its passes through a trommel to a covered conveyer belt to be processed and recycled by hand sorting on a 10 person picking station. Individual wastes will be deposited down shoots to below the station for collection and deposited into appropriate covered bays/skips for removal. Any waste fractions which are unsuitable would be removed to an appropriate disposal facility. All processed materials will be sheeted or covered as necessary.

1.1.4 The total operation would process up to 200,000 tonnes of material per annum under Waste Management Licensing Regulations and to a strict WRA protocol. An average of 50 HGV movements in and 50 movements out would be generated at the site daily.

1.1.5 The site office building adjacent to the booking out weighbridge will provide for mess and toilets. It is proposed to create 10 car parking spaces and a secure bicycle storage unit adjacent to the automated weighbridge of which 1 will be marked out for disabled use.

1.2 Location also

1.2.1 The 0.62 hectare development site is located between the southern edge of Sharston Industrial Estate and the operational railway line and is a long linear strip accessed from the west by Sharston Road and from the east onto Longley Road. The former use of the land housed Northenden Railway station and access and since 1996 as a waste transfer station. Sharston Industrial Estate is a well-established industrial area situated north of Wythenshawe, is 10km south of Manchester City Centre and 6 km west of Stockport and provides a wide range of activities including warehousing, logistics, manufacturing, recycling, storage and retail.

1.2.2 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.

2 The Application Site

2.1 General

2.1.1 The site was formally the Northenden railway station site that provided access from Longley Road and is positioned between the southern edge of the Sharston Industrial Estate and runs parallel with the railway line.

2.2 Site description

2.2.1 The existing physical size and layout of the site constrains the efficient use of the site. The access from Sharston Road is now securely gated and fenced and the existing surfaced roadway leads is the permitted waste processing area. This area provides for storage and some recycling and screening of materials on a drained concrete surface. The materials are stockpiled and processed using an on-site trommel and then processed in the picking station to produce suitable products prior to being sold back to the construction market. This area is partially screened by walling and vegetation both on and off site. Towards the Longley Road end of the site, there is a booking out office and weighbridge that again is securely gated and fenced. The existing site provides limited car parking. The boundary to the railway is secured by a new 2.4m high palisade fence. The existing uses have now been assimilated into the existing industrial landscape.

2.3 Site ownership

The site is owned by PP O'Connor Limited, 61 Mosley Road Trafford Park Manchester, M17 1GJ

3 Proposed development

3.1 Proposal

3.1.1 The main objectives of the proposed development is to increase efficiency of the site by the reconfiguration of the internal layout of the recycling facility, improve the access and egress of HGV generated traffic flows and to appropriately expand the volume and types of materials to be processed. Site improvements and modern plant and processes will provide greater storage capacity and for increased efficiency for processing, loading and unloading of materials.

3.1.2 The development site is spit into 3 distinct areas (See drawing No Z310.104). From west to east, from Sharston Road there is a narrow strip of land that provides the concrete access road, automated weighbridge (See drawing No Z310.103/1) and car parking and limited storage leading to a wider parcel of land which houses the main area for recycling and includes the trommel, picking belt complex (See drawing No Z310.102).There is sufficient space to drive in and reverse into the stockpiles or to the bays beneath the picking belts and manoeuvring space for the loading shovel to turn and load the HGV's. This area has permission to recycle waste materials and is screened to the north with a 3.5 metre high concrete screening wall. The third area provides bins/bays for storing product from the picking bays with a quarantine bay and fuel storage (See drawing No Z310.106). The routeway through the site leads to a weighbridge and booking out cabin offices and welfare facilities before exiting onto Longley Road. The arrangement allows a traffic flow through the site without turning.

3.1.3 One of the main proposals has been to provide the applicant with a modern processing plant that provides for the storage, treatment and processing of waste materials and distribution of recycled materials to the market daily. The plant includes a two storey installation, with an enclosed 10 person picking belt for selecting materials and storage bays on the ground floor for individual 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).

3.1.4 Following extensive discussions with the Environment Agency, in addition to the existing proposals this application takes in many of the works proposed previously but also has an additional requirement to provide a building to accept and store /stockpile imported materials under cover prior to processing. This additional proposal removes the need to store waste materials in the open and

allows the trommel feed to be sited within the building. This significantly reduces potential noise and dust issues and complies with the Environment Agency requirements.

3.1.5 The amended site plan for the overall site locates the building with details shown on the floor plan, Drawing No Z310.109 and the elevations on Z310.010. The building will be a steel portal construction with part concrete panel walling and clad in 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 will be installed in the north east corner of the building which will be connected to the picking station via a covered conveyor. Imported waste materials will be stockpiled on the northern side of the building awaiting sorting. The clear advantages of the building are that the materials will be kept dry and reduce the effects of noise and dust.

3.1.6 Materials to be processed will be stockpiled and hand or machine sorted prior to being in loaded by a 360 excavator or grab into a hopper and by a covered conveyor belt loaded through a trommel which will break up the waste and then by covered conveyor into a picking station. At this point a variety of waste will be separated out by hand and deposited below the picking station in bays. The residue of fines will be graded out and pieces of hardcore will be deposited off the conveyor at the end of the process into a large storage bay. Ferrous metals will be extracted via the over-band magnet and lights including paper blown into a pit near the end of the process. The hand-picked materials will then be collected from under the picking station by loading shovel and placed in storage bays or skips for storage or directly into an HGV for removal from site.

3.1.7 All surfaces to the buildings and outdoor surfaces are concreted to ensure that the site can be managed in a clean and tidy manner. All activities on site will be carried out in accordance with a Waste Management Permit and registered with the Environment Agency.

3.1.8 The products created will include screened fines, paper and cardboard, wood, timber, plastics, metals and cans, textiles, secondary aggregates and hardcore. It is envisaged that the site will process up to 800 tonnes of waste material per day of which 90% will be recycled with the residue being removed to a licensed landfill under duty of care regulations.

3.1.9 The materials for the whole facility will generally be imported and exported using HGV and some skip vehicles. Based on a 5.5 day week this gives rise to an average of 50 loads/ day or 100 movements split between the access and egress points. Allowing for smaller lorries and or some vehicles leaving the site empty, this may increase the loads to an average of 55.

3.1.10 The finished materials will 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 waste residues removed to an appropriate landfill facility. Up to 200,000 tonnes of recycling will take place each year.

3.1.11 It is proposed that all necessary mechanical plant will be stored on site adjacent to the Picking Station Complex.

3.1.12 Booking out facilities are provided with office, mess and toilets as provided adjacent to the outgoing weighbridge. It is proposed to provide a minimum of 10 car parking spaces of which 1 will be marked out for disabled use. Secure bicycle storage will be created adjacent to the booking in office.

3.1.13 The site will be laid out to allow for appropriate HGV manoeuvring.

3.2 Operations

3.2.1 The facility will be operated as a 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, weighed, booked in and visually inspected and unloaded directly into the stockpile inside the waste sorting building. Care will be taken to ensure that dust creation is kept to a minimum. There will be a further visual check at this time to ensure that the material is suitable. Unsuitable material will be set-a side for removal. Non-recycled materials and waste will be

bulked up and taken to a licensed landfill. The input materials will be sorted and treated as necessary or bulked up and removed to either awaiting storage bays or removed from site in sheeted HGV's.

3.2.2 The surface to the main open area is concreted. In order to ensure that no debris is transported onto the highway, it is proposed to provide a mechanical road sweeper to clean the general areas.

3.2.3 It is proposed to implement a rainwater harvesting scheme by collecting water from the roof of the new building and filling a large water tank adjacent to the Picking Belt Complex. This water can be used to wash down surfaces, clean the vehicles and to minimise dust.

3.2.4 Additional water will be made available from the mains if necessary.

3.2.5 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 waste or chemical processing allowed on site.

3.4 Hours of Operation

3.4.1 The hours of opening will be as follows.

- Monday to Friday 06.00 to 18.00
- Saturday 08.00 to 13.00
- Sundays and Bank Holidays Not Open

3.5 Security and Lighting

3.5.1 The site is securely enclosed by a variety of fencing and it is proposed to maintain the secure palisade and paladin fencing at all times.

3.5.2 Lighting will be provided from the existing booking out building to illuminate the eastern part of the site with lighting proposed at the entrances to the Waste Sorting Building and from the top of the Picking Station Complex to illuminate the yard for working, safety and security purposes. The office will be manned at all times during the opening times of the site. CCTV cameras will be erected on the site and used in conjunction with the police.

3.6 Surfacing and Drainage

3.6.1 The concrete surfaces is 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. The Gullies and Silt Chambers will be maintained on a daily basis.

3.7 Plant and equipment

3.7.1 The site will be operated using the following plant and equipment

- 1 no wheeled loading shovel
- 1 no grab/360 excavator
- Weighbridge at egress (Existing)
- New weighbridge at entrance.
- Road Sweeper
- Trommel

3.7.2 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 Planning Policy Review

4.1 Introduction

4.1.1 This section of the written statement looks at Greater Manchester Joint Waste Development Policy and National Planning Policy (NPPW) in relation to the site and proposals put forward to extend the usage on site as a treatment and recycling facility.

4.2 Existing planning situation

4.2.1 Historically, the site formed part of the Northenden Railway station and yard and in the decision on the 30th July 1980 the use changed to Use of land for the parking and maintenance of plant hire and haulage vehicles. On the 25th January 1996, planning permission was permitted for use of the land as a non-special waste transfer station. The adjacent industrial area has planning for a mix of uses including commercial, distribution and waste. The site is accessed from Sharston Road and egressed onto Longley Road. The existing use has been assimilated into the industrial framework and is considered appropriate.

4.3 Greater Manchester Joint Waste Development Policy.

4.3.1 The purpose of the GMJWDP is to set out a waste planning strategy to 2027 which enables the adequate provision of waste management facilities in appropriate locations for municipal, commercial and industrial, construction and demolition and hazardous wastes.

4.3.2 The Waste Plan forms part of each Authority's statutory development plan and runs from 2012 to 2027. Listed below are the plan objectives together and the relevance of the proposed extension to the transfer station.

- **Objective 1.** To ensure that Greater Manchester's waste is dealt with in line with Scenario 2 of the needs assessment.
    - Scenario 2 was adopted to forecast future waste management requirements in the area based on achievement of maximum recycling and recovery rates. It takes into account Government targets for recycling/recovery and the aspirations of the waste hierarchy. The proposal is for a medium scale facility up to 200,000 tonnes per annum to recover and recycle controlled waste namely screened fines, paper and cardboard, wood, timber, plastics, metals and cans, textiles, secondary aggregates and hardcore. This is an extension to the existing use of the land as a controlled waste transfer station. The applicant requires this facility mainly for his own business.
- **Objective 2** To promote the movement of waste up the waste hierarchy assuming minimisation at source, increasing reuse, recycling and recovery, there may still be a need for additional landfill capacity for residual wastes.
    - The company has demonstrated a proven track record in achieving high recycling rates and producing high quality recyclates. The applicant is a major player in demolition and engineering in the construction industry based in the north west region. State of the art new facilities for recycling will achieve up to 90% recycling rates for mixed commercial wastes. All recovered wastes will either be reused in the construction industry or passed on to 3rd party recyclers as feedstock for new products therefore supporting the movement up the waste hierarchy.
- **Objective 3** To assist in reducing greenhouse gas emissions and assist in adaption/mitigation of climate change, including resource efficiency and minimising the need for energy in accordance with targets at national, regional and local level.
    - The recovery of waste materials and their recycling into new products reduces greenhouse gases/climate in two ways; by reducing demand for manufactured raw materials and by reducing the amount of waste to be disposed of to landfill where landfill gas is produced.

- **Objective 4** To ensure waste growth within the sub-region does not increase to the same degree as growth in economic activity i.e. to decouple waste growth from economic growth.
    - The objective largely concerns encouraging reuse and segregation at source. This mainly relates to household/municipal waste. Facilities such as that proposed will still be required to service customers and in house needs for mixed wastes.
- **Objective 5** To promote a flexible approach to the delivery of the required waste management facilities, allowing emerging technologies to come forward**.**
    - While new technologies are developed to deal with organic and niche waste streams, manual and mechanical facilities and separating of dry mixed wastes will remain the most effective method to return clean recyclates back into construction and manufacturing to replace raw materials
- **Objective** 6 To ensure appropriate protection of the quality of life of communities.
    - This proposal on land that has planning permission as a non-special waste transfer station is located on an established industrial estate with a mix of uses nearby including waste management with the nearest housing being quite a distance away. Infrastructure and management procedures will be employed to reduce potential impacts from noise and dust including enclosing a main part of the operation, acoustic cladding, screening walls and fixed dust suppression.
- **Objective 7** To protect the sub-region's natural environment, biodiversity, geodiversity cultural and historic heritage.
    - There are no nearby natural conservation sites (flora, fauna, geological). The site is bounded on the edge of Sharston Industrial Estate and the main line railway and is industrial in nature and has an established use since 1996.
- **Objective 8** To reduce waste movements and where waste needs to be moved to promote the sustainable movement of waste across the sub-region.
    - The facility is located close to established sources of commercial and development activities and waste production. Media City, Trafford Centre, Manchester Airport and the whole region of Stockport, Manchester, Trafford and Salford. Transport links are excellent such that journeys are minimised and not along residential streets.

4.4 Allocation of Suitable Sites

4.4.1 The Waste Plan identifies potential locations of future waste management facilities in Greater Manchester and planning applications received for proposals located in areas are likely to be supported. The site has planning permission for the intended use and the extension of activities fit within the special strategy set out in the Waste Plan and contributes to the Waste Plans aims and objectives. The combination of low risk waste types, storage and enclosed processing and proposed infrastructure and management techniques to be employed suggests that the location is suitable and a low risk of environmental harm or nuisance.

4.5 National Planning Policy for Waste (NPPW)

4.5.1 The NPPW replaced PPS 10 in October 2014. Paragraph 7 3rd Bullet of the plan states that local planning authorities should consider the likely impact on the Local environment and on amenity against the criteria set out in Appendix B and the locational implications of any advice on health from the relevant health bodies, The potential impacts are considered in section 5 of this statement 5.3 – 5.8.

5 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

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

- highways
- water
- noise
- air emissions and dust
- odour and vermin
- fire
- visual

5.3 Highways

5.3.1 A transport Statement has been prepared by DPM Transport Consulting Limited and is attached to this planning application. DMP have assessed the proposal in relation to existing highways and say that it is evident that there are no highways grounds on which to oppose the associated planning application.

5.3.2 HGV and car traffic generated from the site are already well established and the proposed reconfiguration of the site is to improve the traffic management efficiency.

5.3.3 Overall the amount of traffic the site previously and is anticipated to generate is minimal and is likely to be substantially less than the variation in daily traffic volumes on the adjacent highway network and associated junctions.

5.3.4 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 and water is available to keep the surfaces clean. It is considered that the proposed development will not have any material adverse highway or traffic effects.

5.4 Water

5.4.1 The effect of this proposal on groundwater will not create any harm. The existing recycling area is concreted with an appropriate drainage system. All surface water will pass through a silt chamber and interceptor before discharge into sewer. Assuming that the whole operations on site are to be covered by the Environment Agency Permit then the EA will be responsible for compliance.

5.5 Noise

5.5.1 A noise impact assessment has been undertaken by REC and is attached to this application. REC state that the outcome of the Noise Impact Assessment indicates that the daytime period, the level of noise produced by the proposed extension and associated operations will be below the measured background sound level and will not exceed the most robust rating level criteria specified in BS4142 :2014. Additionally the noise levels produced by the extension will not exceed the 50dB criteria given WHO Guidelines for external levels.

5.5.2 Given the favourable outcome of the assessment, noise should not be considered a determining factor in the granting of planning approval for the extension.

5.5.3 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.

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

5.6 Air emissions and dust

5.6.1 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 water harvesting tank with the addition of mains water as necessary and used to damp down and suppress any dust. The concreted areas, and entrance and egress areas will be swept as necessary. This will help to keep dust emissions down to an acceptable level.

5.6.2 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
- Dust suppression system implemented to damp waste in the trommel hopper and covered conveyors
- 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.

5.7 Odour and Vermin

5.7.1 Odours are associated with putrescible waste (food, grass cuttings etc) and aged damp wastes. If such material are disturbed following long storage periods they can produce offensive odours and bio aerosols. The measures in place to prevent odours at the facility are as follows:-

- No putrescible wastes(i.e bin waste/food wastes) accepted
- Strict waste acceptance/rejection procedures. Worst case waste to quarantine area for early removal.
- Maximum waste storage duration 1 week (this is a maximum in case of downtime/maintenance etc. Usually all tipped loads will be processed within three days).

5.7.2 The above measures will prevent the creation of odours in the first instance such that the use of deodorises etc is not required. However, a chemical deodoriser can be added to the dust suppression system if required.

5.7.3 A contract with a pest control company will be put in place as standard practice which will include rat traps on a rolling maintenance contract.

5.8 Fires

5.8.1 The facility will comply with the requirements of the Environment Agency Guidance which aims to reduce the risk of fires at waste management sites and minimise their severity. The measures are in place to comply with this document as follows:-

- No waste to be burnt of site.
- Storage of waste to be less than three days storage at 2160 tonnes with a maximum height of 3.5m high.
- Full access maintained for fire appliances.
- Maximum waste storage duration 1 week.
- Supply of mains water and harvested water.

- Sealed yard drainage to sewer.
- Security fencing on all boundaries and CCTV coverage.

5.9 Visual

5.9.1 The existing recycling site is partially screened by a 3.5 metre concrete retaining wall and conifer trees to the north of the waste recycling area and covers most of the ground related operations. The scale of the new building is in proportion with other adjacent buildings in the industrial estate. It is felt that this operation therefore produces no significant harm.

6 Employment

6.1 Introduction

6.1.1 The granting of planning permission will result in providing employment for up to 20 permanent jobs.

6.2 Direct Employees

6.2.1 The labour requirements for the operation comprise:

- 1 no site manager
- 3 no plant operatives
- 14 no labourers
- 1 no administrative staff
- 1 no laboratory professional

6.3 Indirect Employees

6.3.1 In addition to the direct workforce there are up to 8 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 Summary

7.1 Conclusion

7.1.1 This planning application proposes the development of a treatment and recycling facility incorporating an indoor capability and also retrospective change of use to waste related uses and recycling depot on land that has planning permission for the use. It is proposed that the activities will provide a much needed expansion providing modern methods of recycling and recovery and will provide an important facility for the region primarily for the applicant.

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

7.1.3 The development will provide a facility for the handling of waste material arising from construction and general waste in the local economy.

7.1.4 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.

7.1.5 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.

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

7.1.7 The proposal will provide up to 20 direct and 8 indirect jobs.

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