

Application Number	Date of Appln	Committee Date	Ward
143194/JO/2025	12 Jun 2025	20 Nov 2025	Sharston Ward

Proposal Variation of condition 9 (hours) attached to planning permission 083920/FO/2007/S2 to allow operational hours of the site to change to 06:00 to 22:00 Monday to Sunday (including bank holidays) for material reception and 24 hours Monday to Sunday for materials processing

Location Suez Ts & Hwrc , Longley Lane, Sharston, M22 4RQ

Applicant Miss Hannah Elliott , SUEZ Recycling and Recovery UK Ltd.

Agent

Executive Summary

The proposed application relates to the variation of an hours condition relating to the operation of an existing Materials Recovery Facility that operates as part of a wider waste management site that also includes a household waste recycling centre, a green waste processing facility and a refuse treatment plant

Following notification of the application, objections were received, from 15 local residents, in addition to a petition with 217 signatures, as well as objections from two ward members for Stockport MBC and the MP for Cheadle

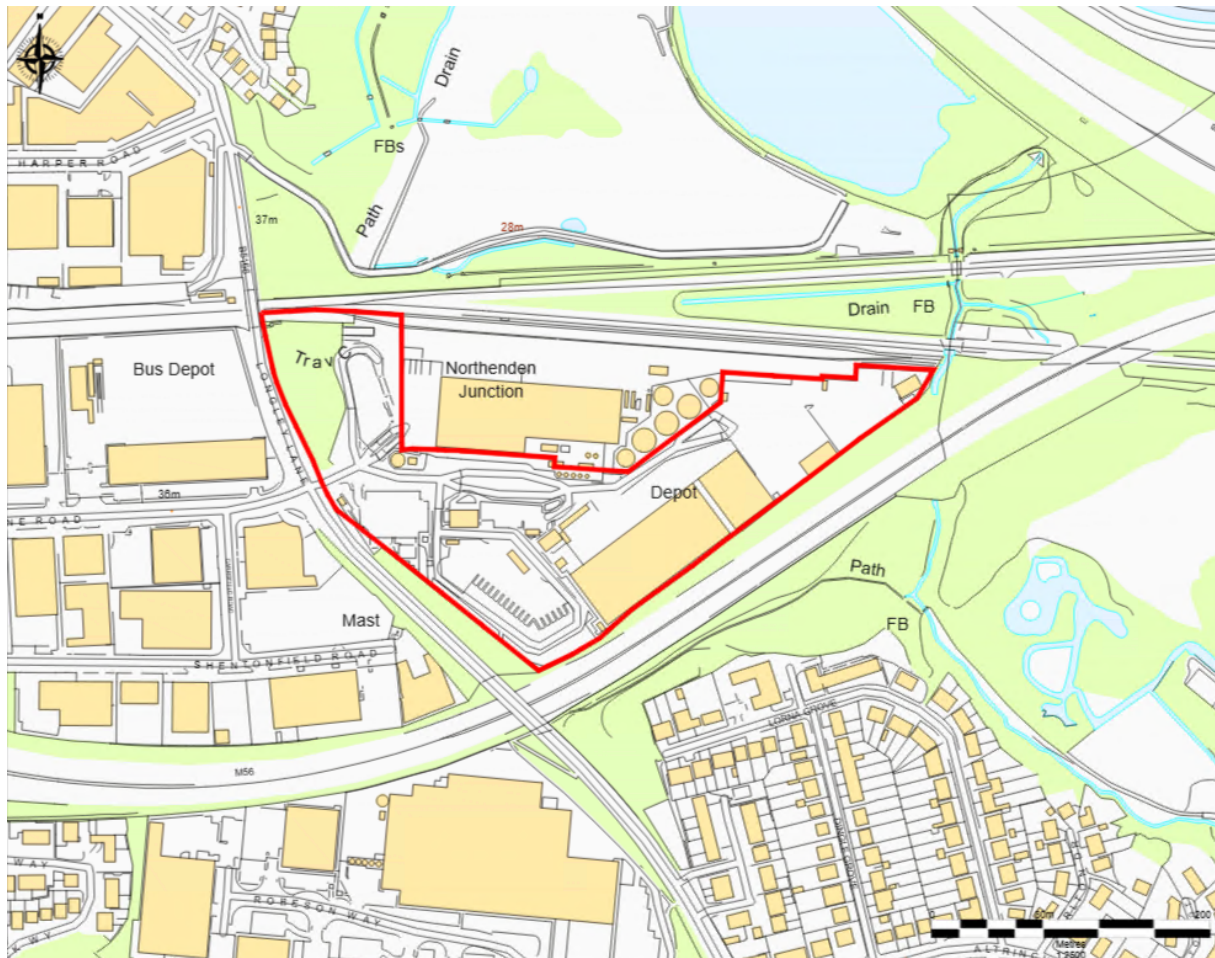
Key Issues

- Impact for the operation of the site in the short and long term
- Impact on residential amenity.
- Impact on the local highway network
- Impact upon the waste management hierarchy.

Consideration of the proposals is set out in full in the remainder of this report.

Description

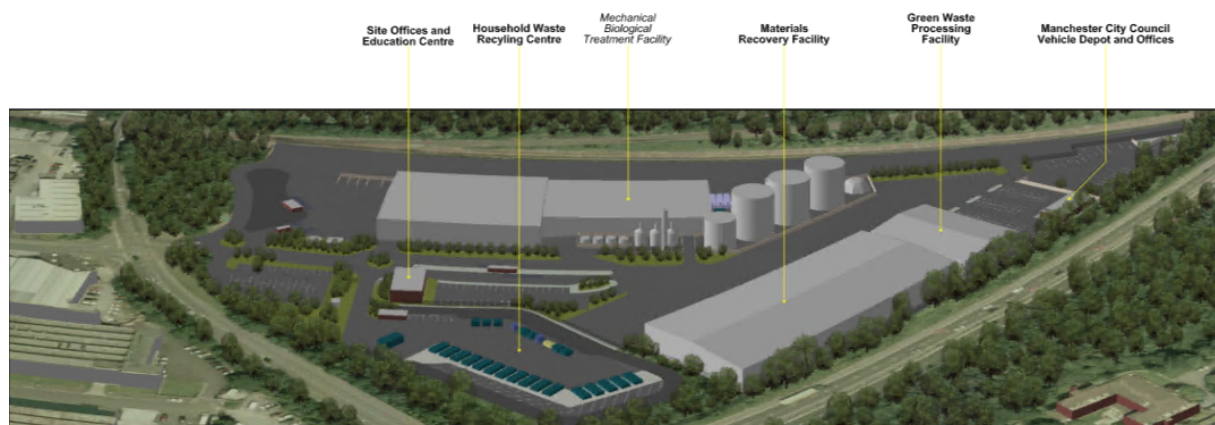
This application relates to the South Manchester Resource Recovery Centre located on Longley Lane. The Materials Recovery Centre forms part of the wider waste management site that also includes a Household Waste Recycling Centre and a green waste processing facility, to the south of the site and a refuse treatment plant to the north. The whole waste management site is bounded to the south and east by the M56 Motorway to the north by a railway line and to the west by Longley Lane and the Sharston industrial area. Although all part of the overall site, the refuse treatment plant sits outside of the site, subject of this application, as indicated by the location plan overleaf.



The Recovery Centre, subject of this application sits between the Household Waste Recycling Centre, to the west and the green waste processing facility to the east, adjacent to the southern boundary with the M56, with these 3 distinct operations being authorised by the following permission:083920/FO/2007/S2 - Construction of a household waste recycling centre, a materials recovery facility and a green waste processing facility with relocated vehicle depot offices and education centre - Approved 7 January 2008.



The site layout plan, for application ref:083920/FO/2007/N2 shows the location of the materials recovery facility, on the South-Eastern boundary of the site.



Visual showing the location of the long rectangular materials recovery facility

This permission was subject to conditions which included the following:

9. The facilities shall not operate outside the following hours, unless otherwise agreed in writing by the City Council as local planning authority:-

Household Waste Recycling Centre (HWRC) 8.00am - 8.00pm Monday to Sunday during British Summer Time and 8.00am - 6.00pm Monday to Sunday in winter.

Materials Recovery Facility 6.00am - 6.00pm Monday to Friday and 7.00am - 1.00pm on Saturday for material reception and 24 hours Monday to Sunday for materials processing.

Green Waste Processing Facility 7.00am - 6.00pm Monday to Sunday for material reception and 7.00am - 6.00pm Monday to Friday and 7.00am - 1.00pm on Saturday for material processing.

These 3 elements, of the overall waste management site, therefore had their own individual allowed hours of operation.

A subsequent application was made, in 2008, to vary this condition, to allow the Materials Recovery Facility to operate from 7.00am to 6.00pm Monday to Sunday for material reception and 24 hours per day Monday to Sunday for materials processing (085916/JO/2008/S2). This was approved on 18 April 2008., although there is no indication if this variation was implemented.

A further application was then made, in 2015 to vary condition 9, of application ref: 083920/FO/2007/S2 to allow waste reception at the Material Recycling Facility between 06:00 to 20:00 Monday to Friday and the Green Waste Processing Facility between 07:00 to 20:00 Monday to Friday (109858/JO/2015/S2). This was approved, on 23 October 2015, but was for just for one year expiring on 22 October 2016.

The current application again seeks to vary condition 9, of application ref: 083920/FO/2007/S2, to allow waste reception at the Material Recycling Facility between the hours of 06:00 to 22:00 Monday to Sunday (including Bank Holidays), and 24 hours Monday to Sunday for materials processing. Compared to the currently allowed hours, the proposed variation therefore seeks the following additional hours to allow waste reception at the Material Recycling Facility:
18:00 to 22:00 hours - Monday to Friday
06:00 to 07:00 hours and 13:00 to 22:00 hours on Saturdays
06:00 to 22:00 hours on Sundays

The proposed change includes Bank Holidays, which are not referenced in the original permission (083920/FO/2007/S2).

Although referenced in the application description, the Materials Recovery Centre is currently allowed to operate 24 hours per day for materials processing, and there is no change to this arrangement.

The hours of operation of the Household Waste Recovery Centre and Green Waste Processing Facility would remain unchanged.

The Materials Recovery Facility accepts and processes all dry mixed recycling that is produced across 9 councils of Greater Manchester. Only Wigan is excluded as they have their own waste management solution. In addition to the Longley Lane facility SUEZ operates transfer stations that are situated within some councils. Once the dry mixed recycling has been collected by each council from households, they take this to their nearest transfer station and it is then collected by SUEZ bulk vehicles and is transported to Longley Lane Materials Recovery Facility for processing.

The facility currently accepts and processes 94,000 tonnes annually. Three councils (Manchester Stockport and Trafford) deliver approximately 34,000 tonnes of dry mixed recycling directly to the Longley Lane facility, with the remaining 60,000 tonnes delivered by SUEZ bulk vehicles, from the transfer stations.

The facility processes the dry mixed recycling by segregating it into various commodities (i.e. Steel and Aluminium cans, glass and plastic bottles). All these commodities are then sent to other facilities for further processing.

The applicants state that the change of hours is mainly needed to support the efficient operation of a proposed new Materials Recovery Facility, which is intended to be built in Bolton, although this is not something that has an existing permission. Once the new facility becomes operational, it is indicated that the Longley Lane Materials Recovery Facility will cease processing dry mixed recycling which will then all be processed within the new facility. This means that the dry mixed recycling that SUEZ bulk vehicles currently deliver from the transfer stations into Longley Lane facility would be sent to the new Bolton site instead. The applicant states that this will reduce the tonnage inputs into the Longley Lane facility by 60,000 tonnes annually and which will therefore reduce the outputs by 60,000 tonnes annually, in terms of vehicle numbers, which equates to approximate 3,400 less vehicles transporting dry mixed recycling into the Longley Lane site annually and a reduction of outward vehicle movements by 1500 annually. The applicants have calculated that this equates to 6325 vehicle movements annually. (calculated 25 per day x 253 working days))

Dry Mixed Recycling that is directly delivered by the 3 councils into Longley Lane will continue, but these materials would not be processed at Longley Lane, and would be collected by SUEZ bulk vehicles to be transported to the new Bolton facility for processing. SUEZ has calculated this is approximately 7 bulk vehicles in total per day that will be transported to the new facility, over 5 days, and 5 bulk vehicles per day when spread over 7 days, which is a reduction from the current figure of 25 outputs per day (commodities out of Longley Lane).

In the long-term the proposed variation would help to move the management of waste up the waste management hierarchy and would result in a reduction in vehicle movements and processing on site enabling the onward transportation of dry mixed recycling materials
, to the proposed new facility, outside of peak times, thereby reducing congestion on the local highway network.

The applicant has confirmed that the variation of hours is needed in relation to when the new facility, in Bolton, becomes operational and is unlikely to be needed, in the short term. There is, however, no definitive indication of when this might be, so some occasional incomings/outgoings could take place during this period, and the application has therefore been assessed in relation to the short-term implications of the proposed variation with reference made to the long-term implications, should the new Materials Recovery Facility become operational.

Consultations

Local residents/adjoining businesses - A wide consultation was carried out, with 325 properties notified about the proposal. In response 15 objections were received, one of which was on behalf of five households, along with a petition with 217 signatures. The objections were on the following grounds:

All the objectors complained about smells, odours and flies from the site, which they consider regularly impacts upon their homes and gardens, which impacts upon their physical and mental health.

It is considered that the site already adversely impacts upon the health and living conditions of people living in the area, and allowing an extension of hours will only exacerbate this.

Compared to other waste management facilities, this site is located particularly close to residential properties, which makes the impact of the operations particularly severe.

Surrounding roads are already congested and this will add to traffic difficulties, and congestion, in the area, and this is particularly evident at peak times.

The site already generates a lot of noise, which will be further evident, due to the extra hours of operation sought, including from vehicle movements, machinery, and associated processing activities. It is considered that this poses a threat to residential amenity, especially for nearby homes, and it is considered that regard should also be given to the cumulative noise with other nearby industrial or transport sources, which would exacerbate the disturbance.

No noise mitigation measures, such as acoustic barriers, operational restrictions, or equipment upgrades have been considered, that could reduce the impact on surrounding properties.

No report has been submitted demonstrating the impact of the proposed operations on air quality.

Approving this variation may set a precedent for further intensification of use, potentially leading to cumulative impacts.

The comments of the applicant are misleading, in stating that only one complaint has been made to them, since 2023, and residents consider that at least 50 complaints have been made, about noise and odours, but these complaints were not adequately addressed or ignored by the site operators.

One resident requested a public meeting about the proposal.

Stockport Councillors

Two objections have been received from Councillors Hunter and Greenhalgh, which can be summarised as follows -

Increased noise, traffic congestion and unpleasant odours, and extending the hours will only worsen these issues and further impact quality of day to day life.

The site is already a source of severe disruption to the local community. Residents from nearby roads have reported:

Unbearable odours, particularly in warmer months, which force them to keep windows closed.

Banging and machinery noise, especially in the early morning and late evening hours.

Dirt and particulate matter settling on cars and properties within a day of cleaning, pointing to poor air quality and potential particulate pollution.

Suffering from increased numbers of flies and rodents, which are attributed to the waste operations.

Despite repeated complaints to the Environment Agency and visits from officials including MP Mary Robinson, the issues remain unresolved.

It is unclear whether the site handles commercial or domestic waste at night - residents have consistently noted the loudest disturbances happen around 10 pm. Residents suspect that extending hours will lead to a significant increase in HGV movements at anti-social hours (4-5 am), with no current commitment to road cleaning or mitigation.

There is anecdotal evidence that waste is being brought in from outside the city - even from Scotland - which raises further questions about capacity and local benefit.

There is no credible assessment included on the health impact of particulates or air emissions

Residents in Lorna Grove report visible deposits on surfaces within 24 hours, suggesting airborne pollution.

There is concern that the extension would allow 24-hour processing, increasing the risk to public health through continuous emissions and noise pollution.

The site has been under scrutiny for five years with over 70 recorded complaints in 2023 alone. Residents are rightly sceptical of promises of improvements that have not materialised.

This site is not fit to operate extended hours so close to residential properties.

The Planning Committee are therefore requested to refuse this application and instead focus efforts on mitigating the current impact and exploring long-term solutions that respect both operational needs and community wellbeing.

MP comments - The MP for the Cheadle constituency has indicated his objection to the application for the following reasons:

The residents most affected, by the operation of this site are considered to be occupiers of nearby properties in Gatley, rather than residents in Manchester.

He is aware that previous complaints have been made to the waste and recycling centre, regarding noise after 10pm and the odours from the site, and it is considered that the proposal will result in an intensification of use, result in significantly increased

noise and disturbance for many of the residents in Gatley and increase the smell from the site.

Highway Services - States that the technical note confirms that the proposal will not generate any additional vehicle movements or place any extra demands on existing parking arrangements. Extending operational hours will help to distribute travel activity more evenly throughout the day. The preparation of a Travel Plan should be considered to address any local concerns.

- States that the submitted acoustic report shows that the predicted sound levels, from the processing of vehicles and vehicle movements, are well below background noise levels at the times applied for, which is acceptable. They have also put a limit on vehicle movements, between certain hours, which should be adhered to. There are therefore no objections to the proposed variation.

Environment Agency - No comments received.

Greater Manchester Police - No objections.

Northenden Civic Society - No comments received

Stockport MBC - No comments received.

National Policy

National Waste Management Plan for England (2013) - The Waste Framework Directive seeks to establish an integrated and adequate network of waste disposal locations that 'must enable waste to be disposed of, or be recovered, in one of the nearest appropriate installations, by means of the most appropriate methods and technologies, in order to ensure a high level of protection for the environment and public health'.

Planning policy for waste delivers sustainable waste management through enabling appropriate provision of waste management facilities of the right type, in the right place and at the right time.

As part of an existing waste management facility, the Materials recovery Centre delivers this, as an existing operation, and the variation of hours will help to ensure the continuity of this delivery, but in a more efficient form and in a manner which reduces the impact of the operation on the surrounding highways network. It is therefore considered that the proposed variation of hours would deliver on the requirements of this legislation.

National Planning Policy for Waste (2014) - This outlines the need to appropriately handle waste whilst fully considering the following key aspects:
-delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy.

- ensuring that waste management is considered alongside other spatial concerns, such as housing and transport, recognising the positive contribution that waste management can make to the development of sustainable communities.
- providing a framework in which communities and businesses are engaged with and take more responsibility for their own waste, including by enabling waste to be disposed of or. In the case of missed municipal waste from households, recovered, in line with the proximity principle.
- helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment.
- ensuring the design and layout of new residential and commercial development and other infrastructure (such as safe and reliable transport links) complement sustainable waste management, including the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste.

It is considered that the proposed variation of hours will accord with the aspirations set out above, as it provides better management of waste flows throughout the day and the streamlining of traffic, at peak hours, reducing traffic impacts on the local highway network.

Planning Practice Guidance (PPG)

The relevant section of the PPG is as follows:

Noise

This section states that Local Planning Authorities should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- Engineering: reducing the noise generated at source and/or containing the noise generated;
- Layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- Using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- Mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

National Planning Policy Framework (December 2024) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;
- b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 8 'Promoting healthy and safe communities' seeks to enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities.

Paragraphs 10, 11, 12, 13 and 14 outline a 'presumption in favour of sustainable development'. This means approving development, without delay where it accords with the development plan, to grant planning permission unless and adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Local Policies

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

It is considered that the variation would contribute to the improved operation of the Materials Recycling Centre, by staggering vehicle trips over the week and reducing trips at peak times, which would ease pressure on the highway network, at those peak times.

Policy EC2 relates to existing employment space and states that the Council will seek to retain and enhance existing employment space and sites.

The proposal would not lead to the loss of any staff at the site.

Policy EN19 relates to waste and states that the Council will:

- Work with other Districts through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD) to safeguard existing sites for waste management and identify and safeguard new sites in existing areas of employment where appropriate;
- Require all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal):
- Require all developers of new waste management facilities within the District to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal;
- Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met;

- Have full regard to the economic and environmental benefits that well designed and run, waste management facilities can bring to the District, subject to any conditions required to protect the amenity of existing adjacent users;
- Promote the development of innovation and technological advancement within the sustainable waste management industry, aiming to achieve a closed-loop waste management system;
- Require waste management practices to have full regard to the environmental, social and economic impacts of such development and encourage long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses where appropriate;
- Encourage communities to take responsibility for the waste they create through the provision of accessible facilities.

It is considered that the proposed variation would accord with policy EN19, in that it would improve the efficiency of vehicle movement at the site, and in the surrounding area, and reduce the likelihood of queuing on adjacent streets.

Policy DM 1 states that all development should have regard to the following specific issues:

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

These matters have all been considered, and addressed, as part of the detailed analysis of this application and relevant factors are reported in the Issues section of the report (below)

Unitary Development Plan Saved Policies - Policy DC26 relates to noise and states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

This policy has been considered, and addressed, as part of the detailed analysis of this application and is reported in the Issues section of the report (below)

Places for Everyone - The approved Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for 9 of the 10 boroughs which make up Greater Manchester.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development

Policy JP-S6: Resource Efficiency, which seeks the achievement of a zero waste economy by:

Development and implementation of the Zero Waste Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency within the Plan area in order to gain the maximum value from the things we produce;

Recognition of the role of existing infrastructure in managing our waste and protecting such facilities to ensure adequate waste management capacity is maintained.

JP-P1: Sustainable Places

JP-P6: Health, which seeks to help tackle health inequality new development will be required, as far as practicable, to: A. Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development.

It is considered that the variation would allow for a more efficient running of the existing operation and assist in ensuring that adequate waste management capacity is maintained, along with helping reduce vehicle congestion at peak periods.

Greater Manchester Joint Waste Development Plan Document (DPD) (2012) - The Association of Greater Manchester Authorities (AGMA) agreed to produce a Joint Waste development Plan Document (the 'Waste Plan') in 2006. AGMA consists of all ten Greater Manchester Local Authorities and the 'Waste Plan' forms part of each Authority's statutory development plan and runs from 2012 to 2027.

The purpose of the 'Waste Plan' is to set out a waste planning strategy to 2037, which enables the adequate provision of waste management facilities in appropriate locations for municipal, commercial and industrial, construction and demolition and hazardous waste.

Policy 11, of this document, identifies sites that are safeguarded for the delivery of municipal waste management strategies, and to protect them from future development with uses incompatible with achieving this aim. The application site is identified as having this safeguarding within the parts of the overall waste management site identified in the policy (i.e. (Mechanical Biological Treatment, Household Waste Recycling Centre, Green Waste Shredding and Materials Recovery Facility)).

Issues

Principle/scope of the application - The Materials Recovery Centre has been operating for many years and forms an important component in the waste management hierarchy, as part of the wider waste management site, which is

safeguarded to ensure its continued role in waste management arrangements for the Greater Manchester area. Materials processing currently take place at the site on a 24 hour/7 day basis, and this is authorised by the original permission for the Materials Recovery Centre (083920/FO/2007/S2) along with vehicle reception during the hours of 06:00 to 18:00, Monday to Friday and 7:00 to 13:00 on Saturday. The site could therefore continue to operate in this way irrespective of the decision on the current application.

The scope of this application is therefore to determine whether the additional hours sought, for vehicle reception/traffic movements, are appropriate. These are:

18:00 to 22:00 hours - Monday to Friday

06:00 to 07:00 hours and 13:00 to 22:00 hours on Saturdays

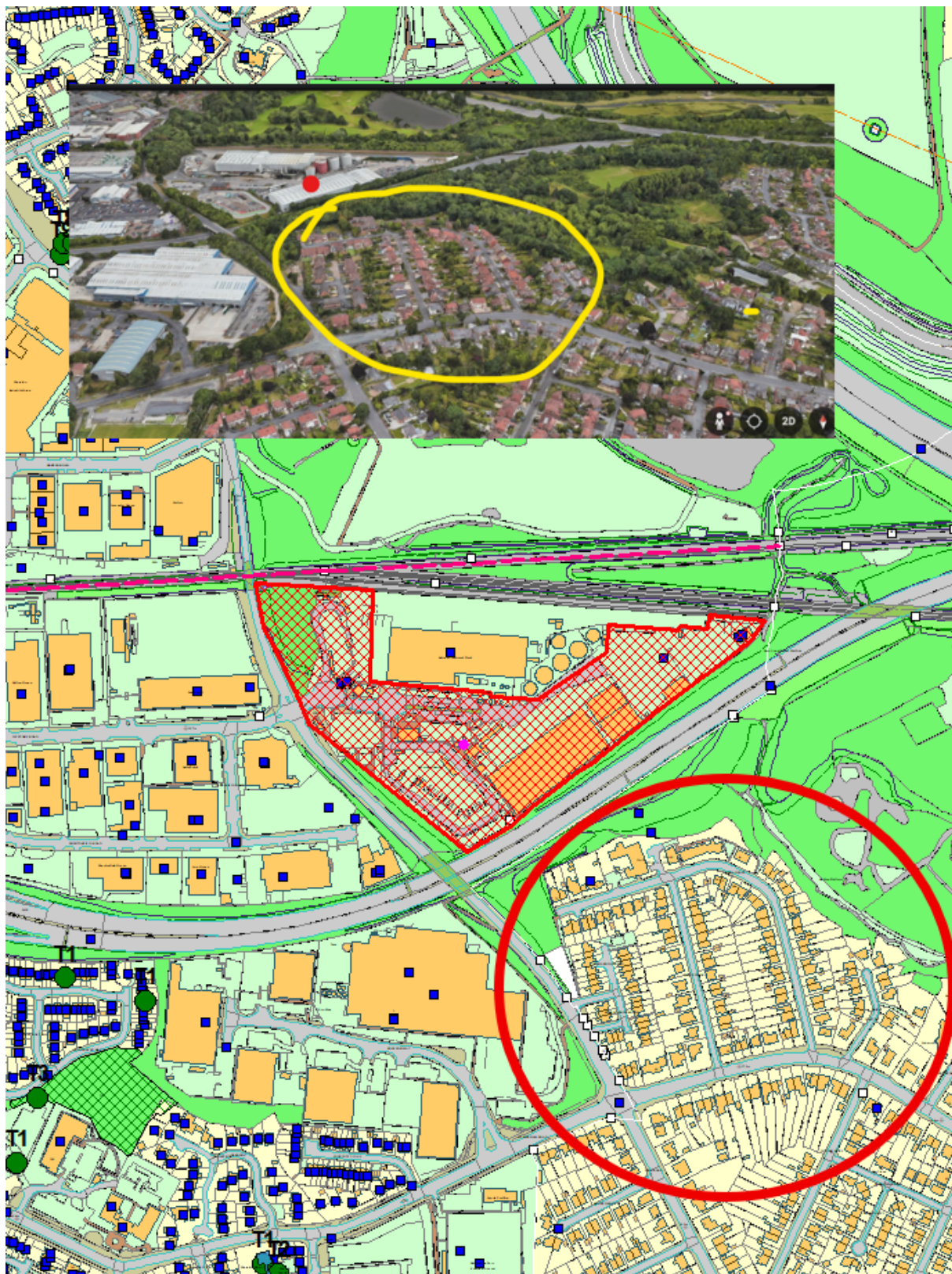
06:00 to 22:00 hours on Sundays/Bank Holidays

Current/proposed operation of the site - The Materials Recovery Centre deals with the collection of dry mixed recyclables, from households across Greater Manchester. These comprise different types of recyclables, such as paper, glass, metals and plastics, which are generally all put in a single household bin. This material is collected and transported to the Recovery Centre site, where machines and staff sort them for processing and re-use. In the immediate future, the site will continue to operate in this way, with 24 hour sorting/processing being allowed to place 7 days a week. The proposed change to operations would be a relaxation of the times that vehicles are allowed to enter and leave the premises, to give flexibility on the times that vehicles can enter/leave, and to put less pressure on the highway network at peak times.

The applicant states that this variation is ultimately needed to allow the onward transportation, of the dry mixed recyclables materials, to a new proposed Materials Recovery facility, in Bolton, which is being built for the Greater Manchester Combined Authority, and that, in the immediate future, the operation of the site would not change. It is intended that the new facility will process all of the dry mixed recyclables, collected from households across the whole of Greater Manchester, where separation into the separate resource streams will take place, to facilitate recycling.

As indicated above, for the Longley Lane site this means that less vehicles would return to site and those which did, would offload into the existing sorting area, where materials would be 'batched', rather than sorted, and then loaded onto articulated lorries for transfer to the Bolton site, to thereby move the management of waste up the waste management hierarchy, and which would have potential long-term benefits, in terms of reducing the use of machinery and processing works on site and resulting in less waste being stored on site. It would also be the case that the majority of current vehicle movements would be directed to the Bolton site, to offload thereby reducing vehicular movements and waste deposits at the site.

Residential amenity (odours) – The plan below shows the relationship of the site with the nearest residential properties.



The nearest properties are located approximately 80 metres from the materials recovery centre, although they are separated from it by the M56 Motorway and some banking/tree planting.

It is clear, from the objections received, that the impact of odours/smells/flies, attributed to the Longley Lane Waste Management site, is a significant concern for residents. However, the particular part of the site subject of this application, the Materials Recovery Centre, is one of four elements of the overall waste management site, which could all lead to the creation of odours to an equal, or greater level, to that of the recovery centre, which is responsible for recycling products such as paper, glass, metals and plastics. Whilst these are not generally a chief instigator of smells, it is accepted that these products can contain residues of food and liquid that could cause some odour generating processes, although it is not considered that the Materials Recycling facility is the chief source of odours, from the site, given the other uses that operate from the overall wider site.

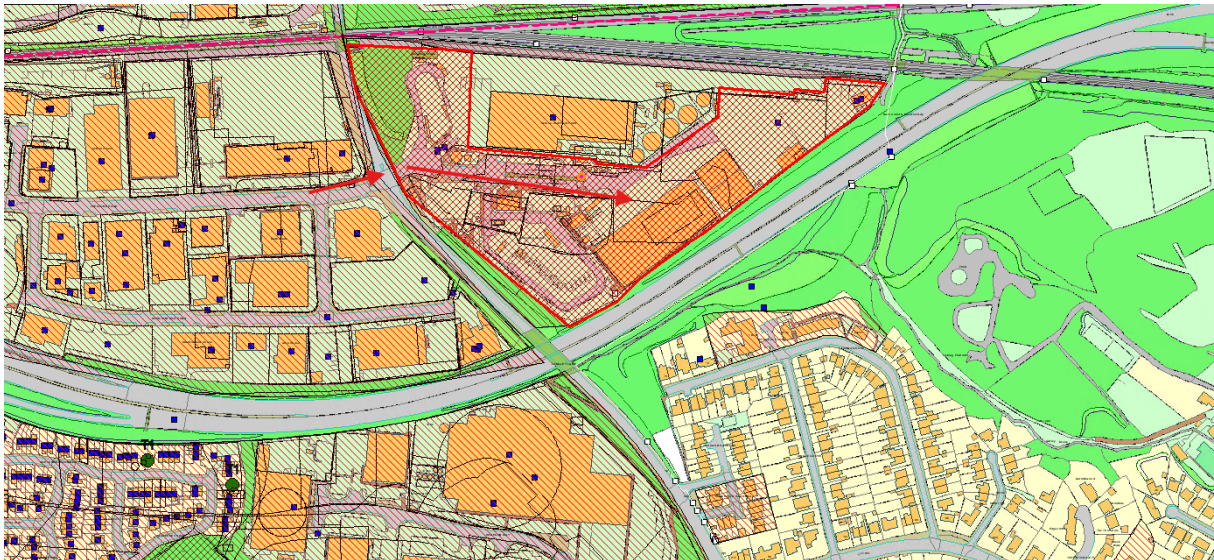
In any event, these materials are currently allowed to be received and processed on site, which would not change, and allowing an extension in the time that items can be transported from site would potentially reduce the time that such items need to be stored on site. For example, goods that are received on a Saturday morning cannot currently leave the site until Monday morning.

The original permission, for the Recovery Centre/Household Waste Recycling Centre/Green Waste Processing (083920/FO/2007/N2) does not include a condition relating to odours, nor is there any odour related condition for the refuse treatment plant, to the north of the waste management site.

Generally, it is considered that retaining the currently allowed hours, for materials reception, would not resolve any issues of odours, for residents, which is considered to be a more fundamental concern relating to how the site as a whole needs to operate, and the general waste items that are managed there. Any ongoing issues would need to be investigated under separate Environmental Protection/Pollution legislation. The site is covered by an Environment Agency Environmental permit and complaints about odours can be made to the Environment Agency.

It is not considered that the proposed variation in hours would result in any significant impact in relation to nearby residential occupiers, and it would not be reasonable to withhold permission for the variation due to other issues that may be associated with the operation of this site

Residential amenity (traffic) – The plan below shows the vehicular access point to the site, from Longley Lane, and the general route through to the recovery centre



Residents have identified traffic movements and traffic congestion as other issues associated with the site. The applicant has indicated that the proposed change would not lead to additional vehicle movements at the site and is to allow them to be staggered over a wider period and also to be reduced significantly in number, from the current level of approximately 25 per day, to 7 or under. It is considered that this would have a positive impact in terms of reducing vehicle movements, at peak hours, and throughout the day, which should ease vehicle congestion. Highways Services consider that the technical note confirms that the proposal will not generate any additional vehicle movements or place any extra demands on existing parking arrangements, and they have concluded that extending operational hours will help to distribute travel activity more evenly throughout the day. They are therefore supportive of the proposal.

This does however mean that vehicle movements would take place at the site, outside of the currently allowed hours, and on weekday evenings, Saturday afternoon and evenings and all day Sunday. It should, however, be noted that whilst the increase in hours is more substantial on a Saturday and Sunday the adjoining Household Waste Recycling Centre and Green waste Processing Facility currently receive vehicles on these days for between 10 and 12 hours on both those days, so it is not the case of vehicle movements being introduced to an otherwise inactive site, at those times. Also, it should be noted that the Bolton site, is to the north of the facility, so the most direct route for vehicles would be via the M60, and there should be no need for vehicles to travel south on Longley Lane, and past the residential area at the south of the site.

In the short term, the indication from the applicant is that changes would be unlikely to take place, to the existing working arrangements, with the varied hours unlikely to be utilised. Allowing this permission would, though, allow this possibility and the applicant has provided information on what would be a maximum number of vehicular movements, as follows:

Between 06:00 and 07:00 hours - 8 vehicle movements (4 in and 4 out)

Between 18:00 and 22:00 hours - 10 vehicle movements (5 in and 5 out - N.B. this is a total figure for the 4 hour period not 10 movements per hour).

The site sits between a Motorway, a railway line and the busy Longley Lane, and given the level of activity indicated, the existing transport network around the site, and the fact that the applicant has demonstrated that the predicted sound levels for vehicle movements, are well below background noise levels at the times applied for, it is not considered that additional vehicle movements, during the hours sought, would adversely impact upon the amenity of residents.

Residential amenity (noise) - As indicated above, the Materials Recovery Centre is one of 4 waste management related uses at the site, each of which are generators of some noise, and the 24 hour processing of materials is already allowed to take place on site. In any event, Environmental Health Officers are nevertheless satisfied that all site operations (i.e. sound levels, from both vehicle movements and the processing of vehicles), are well below background noise levels at the times applied for, and they do not consider that the additional hours of operation, in the manner outlined would have an adverse impact upon local residents.

It should again be stressed that the site has an existing 24-hour operation, in a mainly industrial location with many 24 hour uses, and there are no changes proposed, to the existing authorised site operations, between the hours of 10pm and 6am on any night. On this basis it is not therefore considered that there would be any adverse noise implications for surrounding residents.

Residential amenity (general) - Residents have raised a number of concerns, many of which relate to issues currently caused by the overall waste management site and, as there are 4 different operations, on the site, it is difficult to fully pinpoint which element is predominantly creating the issues for residents. In the case of the Materials Recovery Centre, there are currently vehicle movements at peak times, and the processing of materials operates 24/7, which are issues raised by residents, but the site is authorised to operate in this way. The assessment to be made is whether the additional hours sought, for vehicles to transport materials to/from the site, would significantly change how the site operates, to the extent that this would impact upon the amenity of residents.

Air quality – Whilst there are issues with air quality, in the vicinity of the overall waste management site, the result of this application is that there would be no increase in the number of vehicle movements, and processing of materials on site, in the short-term, with a significant reduction expected in the longer term. On this basis, it is not considered that the variation sought, in itself, would affect the level of air quality in the vicinity of the site.

Conclusion

Should the new site in Bolton come to fruition, it is considered that there will be benefits to residents, in terms of how the site operates, and a reduced number of vehicle movements but, given the uncertainty in relation to if/when this might be, this cannot be the determining factor in this application, when there are evident residents concerns, about operations on site, although it also needs to be noted that the applicant states that the variation is unlikely to be implemented until the Bolton site does become operational. The overall determination, though, is based on the above comments and assessment, and a worst case scenario of what could occur on site in

the short and long term, which is that the variation sought will not have a discernible negative impact upon the amenity of local residents and nor are there any identifiable benefits to residents, that would resolve their concerns, if the application were rejected.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

The application has been determined in a positive and proactive manner. In this instance clarification was sought, from the applicant, in relation to how the site would operate and further information has been provided.

Conditions to be attached to the decision

1) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings numbered: LEO3810/001, 002/01, 002/02, 003, 004, 005A, 013, 016.04, 016.05i, 016.05ii, 024 approved under application ref:083920/FO/2007/S2

Drawing numbered Lgy-LOC-0924-01

Suez Planning Statement dated June 2025
Clarke Saunders Sound Impact Assessment document (ref:AS13809.250303.R1)
All stamped as received by the City Council, as Local Planning Authority, on 12 June 2025.

Highways Technical Note, stamped as received by the City Council, as Local Planning Authority, on 3 September 2025.

Emails from Hannah Elliott, dated 7 and 10 November 2025, which provides further details on how the site would operate.

Reason -To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

2) The facilities shall not operate outside the following hours:

Household Waste Recycling Centre (HWRC) 8.00am - 8.00pm Monday to Sunday during British Summer Time and 8.00am - 6.00pm Monday to Sunday in winter.

Materials Recovery Facility 6.00am - 10.00pm Monday to Sunday for material reception and 24 hours Monday to Sunday for materials processing.

Green Waste Processing Facility 7.00am - 6.00pm Monday to Sunday for material reception and 7.00am - 6.00pm Monday to Friday and 7.00am - 1.00pm on Saturday for material processing.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with Policies SP1 , EN19 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

3) The car parking indicated on the approved plans shall be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy.

4) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and

shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with Policies EN9 and EN15 of the Manchester Core Strategy.

5) The South Manchester Resource Recovery Centre Route Management Strategy, approved under application ref:091004/JO/2009/S2, shall be adhered to at all times when the development is in use.

Reason - In the interests of residential amenity and to provide improved conditions for pedestrians pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 143194/JO/2025 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Environment Agency
Highway Services
Environmental Health
Greater Manchester Police
Northenden Civic Society
Stockport Metropolitan Borough Council**

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Environmental Health
Greater Manchester Police

Relevant Contact Officer : David Lawless
Telephone number : 0161 234 4543
Email : david.lawless@manchester.gov.uk

