

<b>Planning Reference No:</b>	10/1517W
<b>Application Address:</b>	150 Moss Lane, Macclesfield
<b>Proposal:</b>	Change of use of existing building and yard area to an authorised treatment facility for end of life vehicles, with retention of existing vehicle washdown area.
<b>Applicant:</b>	Henshaw's Waste Management
<b>Application Type:</b>	Waste
<b>Grid Reference:</b>	390906 371914
<b>Ward:</b>	Macclesfield Forest
<b>Earliest Determination Date:</b>	
<b>Expiry Dated:</b>	01 July 2010
<b>Date of Officer's Site Visit:</b>	21 May
<b>Date Report Prepared:</b>	
<b>Constraints:</b>	Manchester and Woodford airport Safeguarding, Wind Turbine Development Consultation area.

**SUMMARY RECOMMENDATION:**

**Approve subject to conditions**

**MAIN ISSUES:**

**Impact on amenity**

## **1. REASON FOR REFERRAL**

The Henshaw Waste Recycling site is a major waste site, responsible for the recycling of substantial quantities of wastes arising within the Macclesfield area, but also the subject of a long history of local resident concern and complaint, and the subject of various enforcement actions in recent years.

## **2. DESCRIPTION OF SITE AND CONTEXT**

The Henshaw Waste Recycling Centre is located at 150 Moss Lane, Macclesfield. The site is bounded on two sides by residential property that lies to the north of Moss Lane and to the west on Buckingham Rise, Whiston Close and Sheldon Drive. A haulage yard and caravan storage facility lie to the east of the site, and there is open mossland to the south. The site and land to the east and south are allocated for Employment Areas and particularly special industries (open storage and bad neighbour uses), covered by policies E5 and E6 of the Macclesfield Borough Local Plan.

The waste recycling centre consists of a large area, approximately 2.5 ha in size, the majority of which is concreted and used for the handling and storage of wastes. The southern part of the site is stone hardstanding used for the storage of plant and skips. There are several large buildings around the periphery of the concrete yard used in connection with the reception, sorting and export of waste and operation of a skip hire business.

This current application seeks the use of a small part of the concreted yard and an existing lean-to building on the north east section of the site that adjoins the caravan storage area. The proposed change of use covers 520 square metres.

### **3. DETAILS OF PROPOSAL**

This application is for a change of use; it is proposed to use an existing lean-to building within the Henshaw site for the depollution of end of life vehicles. A maximum of 40 vehicles would be processed per week, of which a maximum of 10 vehicles awaiting the depollution process, would be stored within the existing building, and a maximum of 10 processed vehicles would be stored in a designated area externally awaiting removal from site. The depollution process involves the removal of fluids such as fuel, oils, coolants and hydraulic fluids, batteries, catalytic converters, air bags and tyres. Salvaged engines and other parts would be stored within the building for re-sale and re-use. The proposed operation does not entail the crushing of vehicles as de-polluted vehicles would be removed from site for further treatment elsewhere. Proposed hours of working are 0730 to 1800 Mondays to Fridays and 0800 to 1300 Saturdays.

### **4. RELEVANT HISTORY**

The Henshaw site has been working as a waste transfer station since 1989 under a number of planning permissions which have sought over time to extend and amend the site. The latest permission (5/06/2496p) granted in 2007 extended the site in a southerly direction, increasing the area available for plant and skip storage. Existing and previous permissions have limited the hours of working the site to 0730 – 1800hrs Monday to Friday and 0800 – 1300hrs Saturdays. A maximum of 4 HGV's are permitted to leave the site between 0630 and 0730 Mondays to Fridays. There have been a number of enforcement cases brought against the operator for breach of conditions, including out of hours movement of vehicles, particularly skips. An application for a Certificate of Lawfulness of Existing Use (5/08/0277p) was submitted in 2008, claiming skip movements into and out of the site on weekends had been established by use since the site commenced. This application was refused and a subsequent appeal withdrawn. Current conditions do not allow the site to accept vehicles due to be scrapped.

### **5. POLICIES**

#### **National Planning Policy**

PPS10 Planning for Sustainable Waste Management

#### **Regional Spatial Strategy**

Policy EM10 A Regional Approach to Waste Management

Policy EM11 Waste Management Principles  
Policy EM12 Locational Principles

### **Local Plan Policy**

Cheshire Replacement Waste Local Plan  
Policy 1 Sustainable Waste Management  
Policy 12 Impact of Development Proposals  
Policy 23 Noise  
Policy 24 Air Pollution: Air Emissions Including Dust  
Policy 29 Hours of Operation

Macclesfield Borough Local Plan.  
E5 – Special Industries  
E6 – New Employment Land Allocations – Macclesfield.

### **Other Material Considerations**

Letter from Mr Eric Pickles Secretary of State for Communities and Local Government dated 27<sup>th</sup> May 2010, setting out the intention to abolish Regional Strategies.

## **6. CONSULTATIONS (External to Planning)**

**Highways:** No objection is raised on the grounds that the Waste Transfer site is conditioned to limit the number of skip and bulk vehicles entering or leaving the site daily and weekly, and that cap on trips will apply to this application.

**Environmental Health:** Notes that additional noise and dust may arise as a result of additional traffic movements but considers these not to be significant. Does not consider noise from operations will be significant as these take place within the building. Subject to operations falling within existing noise and dust conditions for the site, and hours of operation being limited to that applied for no objection is raised.

**Environment Agency:** No objection subject to conditions protecting groundwater.

## **7. VIEWS OF THE PARISH / TOWN COUNCIL:**

None.

## **8. OTHER REPRESENTATIONS:**

The application has been advertised by site notice, press notice and neighbourhood letters and has attracted six letters of objection and representation from local residents. The objections indicate that the site is a bad neighbour and existing planning conditions are often not adhered too, and that current problems relating to hours of working, noise, dust, smells, traffic and pollution will increase and the standard of living deteriorate locally. One objector questions the capacity of the proposed site and specifically the building to accommodate the activity and storage applied for, whilst another

considers the current condition of local roads and junctions to be inadequate for any increase in traffic.

## **9. APPLICANT'S SUPPORTING INFORMATION:**

Planning and Design and Access Statement prepared by Oaktree Environmental Ltd dated 19 April 2010.

## **10. OFFICER APPRAISAL**

### **Principle of Development**

The Henshaw Waste Recycling Centre has operated on this site for over 20 years and has been the subject of several planning permissions. The site is allocated for E5 use, special industries, within the Macclesfield Borough Local Plan which includes bad neighbour uses such as waste transfer and the scrapping of vehicles. The principle for the proposed development has therefore been accepted for this site. The current planning permission for the site restricts the type of waste and activities allowed on site, and presently excludes the storage of scrap vehicles.

### **Design**

Activity is proposed within the existing building, with a maximum of 10 de-polluted vehicles being stored outside within a designated area. In order to limit the visual impact of the external vehicle storage it is considered storage should not exceed a stack of two vehicles.

### **Amenity**

The waste recycling site is regulated through planning conditions and also by the Environment Agency through a waste permit. This is a busy and active site which is in close proximity to housing and has on occasion been the subject of enforcement relating to breeches of environmental controls and hours of working. Objectors have cited past breeches to demonstrate the likely impact the proposed change of use could have.

Vehicle movements into and out of the site are limited to 630 HGV's a week (315 in and 315 out) and 150 a day (75 in and 75 out). The proposed development is anticipated to work within these limits and as such the Strategic Highway's Manager has not objected in terms of traffic.

The Environmental Protection Officer, given that de-pollution activities will take place within the existing building, has no objection to the proposed process, subject to existing noise and dust conditions applied to the site being adopted.

In view of the nature of activity proposed and the restriction of operations to within the existing building, it is not considered that odour

or litter should arise. Such issues are controlled by existing conditions and permit for the site.

Vehicles awaiting the de-pollution process are proposed to be stored within the building, with no external storage, only 10 completed vehicles would be stored externally awaiting collection. However the space within the building is limited and even by stacking the vehicles three high it is unlikely that more than seven vehicles could be accommodated at any one time. It is therefore considered that the maximum number of de-polluted vehicles present on site should be limited to a maximum of seven.

## **11. CONCLUSIONS**

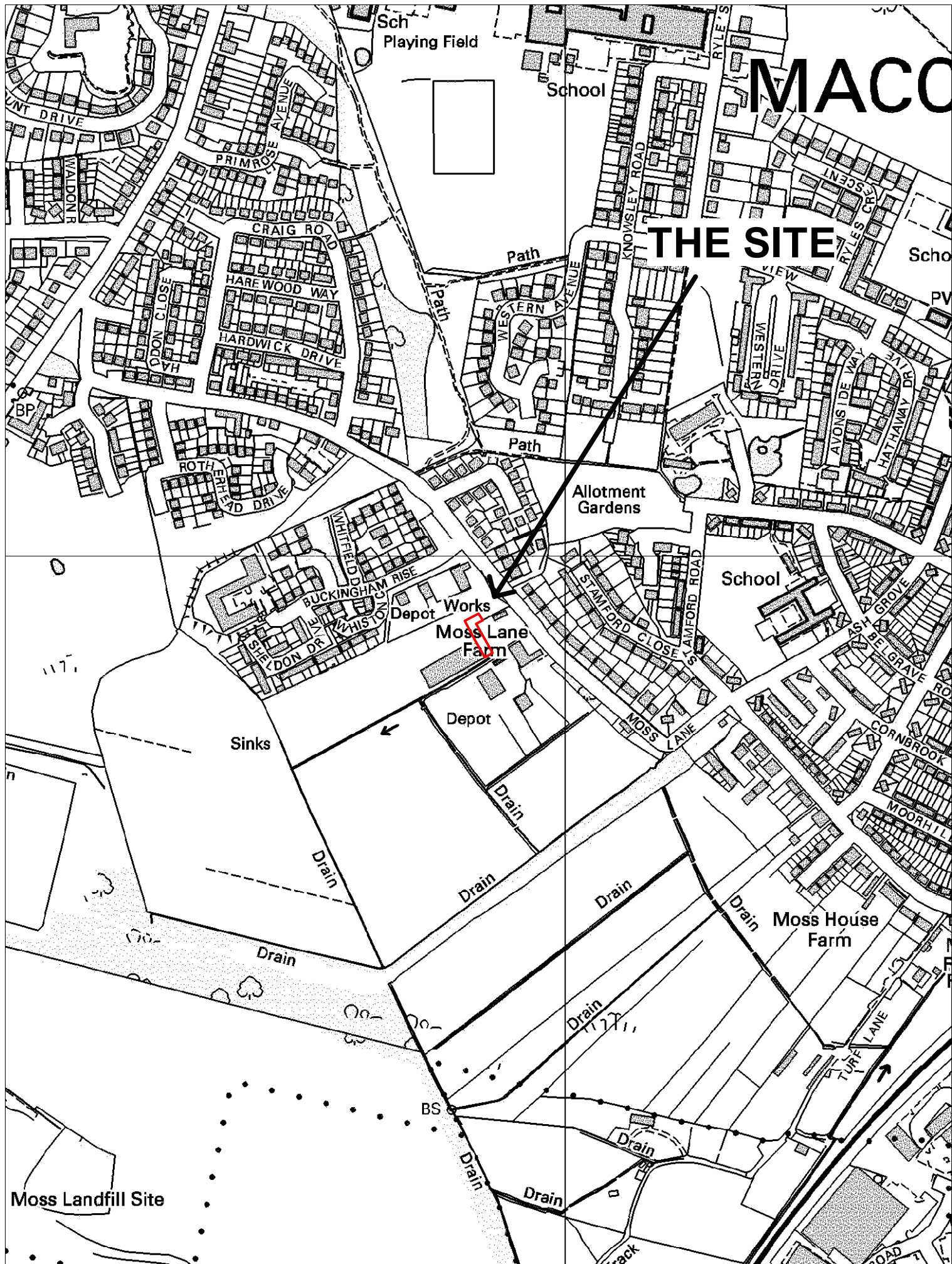
The Henshaw Waste Recycling Site is a busy facility handling and recycling waste materials, within close proximity to housing. The site lies within an area allocated within the Macclesfield borough Local Plan for special industries, which includes bad neighbour uses such as waste facilities. The site conditions currently exclude the storage of scrap vehicles on site. This proposal is not for the scrapping of vehicles but a de-pollution process which removes fluids, contaminating elements such as batteries and parts for re-sale. Activity would be undertaken within an existing building and local environmental impacts are not considered to be significant. The number of vehicles imported and awaiting processing applied for is 10 on site at any given time, however, it is considered the space available cannot accommodate this number and thus it is proposed to limit this to seven.

## **12. RECOMMENDATIONS**

**APPROVE subject to the following conditions :-**

- 1. Standard time**
- 2. In accordance with submitted detail**
- 3. Maximum of 7 vehicles on site awaiting treatment, held within building only**
- 4. Maximum of 10 de-polluted vehicles stored at any given time.**
- 5. Hours of working**
- 6. Subject to existing noise and dust conditions attached to main site**
- 7. Subject to traffic movement conditions attached to main site**

<b>LOCATION PLAN: 1082/ELV/02</b> <b>SITE LAYOUT PLAN: 1082/ELV/03</b>
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10/1517W - HENSHAW'S WASTE MANAGEMENT, 150, MOSS LANE, MACCLESFIELD, SK11 7XF  
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