ECO TRACK (BARNSLEY) LIMITED

PLANNING STATEMENT

CHANGE OF USE OF AN EXISTING INDUSTRIAL BUILDING TO THE RUBBER RECOVERY AND RECYCLING OF RUBBER TRACKS AND TYRES

UNIT 2 – SPRING HILL ROAD - PARK SPRINGS INDUSTRIAL ESTATE
GRIMETHORPE – BARNSLEY - S72 7BQ

APRIL 2011

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APPENDIX

Appendix A - Example of the rubber track

1. INTRODUCTION

1.1 *Eco Track (Barnsley) Limited "the company", wish to submit a full planning* application for the change of use of an existing industrial building to the recovery of rubber and metal from waste rubber tracks and tyres.

1.2 In essence, waste rubber covered tracks are brought to the site and the rubber is separated from the metal and processed to form rubber crumb. The metal is taken from the site straight to a foundry for smelting and re-use. A tyre shredder will also remove the wire from normal vehicle tyres.

1.3 There is no waste from the process.

2. THE SITE AND SURROUNDINGS

2.1 Park Springs Industrial Estate consists of a number of large industrial units, all of which were constructed within the last five to ten years.

2.2 Unit 2, the subject of this application, is set out on the drawn information submitted with this application.

2.3 The unit comprises of a large open area with offices, welfare facilities, etc. occupying one section of the southern part of the unit. A large roller shutter door is positioned in the eastern elevation of the unit.

2.4 There is a concrete apron to the front (east) of the building.

2.5 There is a staff car park provided to the south of the building which includes disabled parking. Access is gained to this parking area from Spring Hill Road which terminates adjacent to the staff parking area.

3. THE RECYLCING OPERATION

3.1 The company propose to separate the rubber from the metal in tracks from agricultural, construction and military vehicles. An example of such a track can be seen at Appendix A.

3.2 Tracks arrive on curtain-sided or tipper HGV's and are unloaded into the storage bays. The tracks are then fed into the track press, where the rubber is separated from the metal that holds the track together. The metal will then be bulked up in skips and periodically sent to a foundry where it will be melted down and re-used. (All delivery and dispatch vehicles will use the local authority public weigh bridge to enable the total throughput of rubber etc. to be ascertained.)

3.3 The track press will also remove the wire from tyres and metal inner rings from forklift truck tyres.

3.4 The resultant rubber from the track press is then fed into a four-shaft shredder which cuts it up into smaller pieces.

3.5 From the shredder, the shredded rubber is fed into a granulator, where, depending on the end users requirements, it will be shredded into various sizes.

3.6 The shredded material will then be bulked up into one tonne bags and stored ready for transporting for re-use by an end user. (50Kg bags of shredded material may also be produced if required by the end user.)

3.7 This is the recycling element of the process and it is carried out wholly inside unit 2. Two or three lockable metal containers (size approximately 12m x 2.4m x 2.4m) will be used to store some of the bagged crumb. These containers will be located on the concrete apron at the east side of the unit).

4. THE PRODUCT

4.1 There will be no waste produced from the recycling process of the 25,000 tonnes of track and rubber that the unit will handle. The metal will be melted down and recycled and the rubber will be transported to an end user to produce a variety of products i.e. garden decking to porous surfacing and many other durable surface materials, to hosepipes and shoes. The replacement of traditional garden timber decking and aggregate surfacing by this durable recycled rubber material will clearly reduce the need to use primary natural resources.

5. HIGHWAYS

5.1 It is envisaged that the facility will handle approximately 25,000 tonnes of track and rubber a year. This will result in approximately five HGV's per day visiting the site and five leaving via the new by-pass, which currently serves the existing users on the Park Springs site. There is ample parking and turning within the site.

6. STAFFING AND WORKING HOURS

6.1 There will be approximately 20 personnel working on site and these will include sales and administration staff in the offices and yard/production staff. There is ample staff parking on the south side of the building including disabled parking.

6.2 The main recycling and production operation will be run with two shifts from 6.00 a.m. to 2.00 p.m. and from 2.00 p.m. to 10.00 p.m. Mondays to Saturdays. The business will not operate on Sundays or Bank Holidays.

7. OTHER MATERIAL CONSIDERATIONS

7.1 There will be no material alterations to the exterior of the building.

7.2 There is no need for any type of mechanical extraction as no odour will be produced during the process.

7.3 Little noise is produced by the process, so there will be no detrimental impact on the surrounding facilities on the industrial estate.

8. DEVELOPMENT PLANS - REGIONAL PLANS - GOVERNMENT POLICY

8.1 Development plans consist of the Regional Plans, the Waste Strategy and Local Plans.

8.2 Regional Plans set out the need to deliver the Regional Waste Strategy and that new development should contribute to the minimisation of waste and assist in the meeting of recycling targets and reducing the reliance of fossil fuels.

8.3 Waste Local Plans set out the general principles for increasing the amount of re-use and recycling in the regions to help meet government targets and, in particularly, Policy WLP6 Small Scale (less than 25,000 tonnes per annum) states that planning permission will be granted for small scale materials recovery facilities subject provided amongst other things, that the site is located so as to minimise impact on the highway network and that the proposal meets the criteria set out in the policy.

8.4 Policy documentation makes provision for new waste management facilities provided that there is no impact on flooding, nature conservation, known archaeology; there is no dust or odour produced; there are no adverse impacts on the local road networks and that transportation is reduced.

9. CONCLUSIONS

9.1 The company has patented a process whereby hitherto unrecoverable rubber from track can be recycled to produce new products that will assist in moving away from the use of timber and primary aggregate.

9.2 The entire process takes place inside the application building and there will be little noise produced and no odour or dust.

9.3 Park Springs Industrial Estate has a large number of other industrial units operating in and around the application building.

9.4 There will be no impact on any residential amenity and there will be no impact on highway safety from the relatively low number of vehicle movements associated with the proposed use.

9.5 The proposal is in accordance with national and local policy and is acceptable in all other respects.