Our Ref: AC0021/03/JBSPA/MW
Planning Application Ref: 2011/0380

Date: 21 December 2011

Mr M Woodward
Planning Officer
Development Management
Barnsley MBC

Dear Mr Woodward

Re: Change of Use of Class B2 & B8 Industrial Units to Non-Ferrous Metal Recycling Facility (Sui Generis) Including the Addition of a Surface Mounted Weighbridge (Part Retrospective). Units 27 & 28 Wharncliffe Business Park, Longfields Road, Carlton

Further to your email correspondence dated 14 December 2011 regarding highways issues for the above application we would advise as follows:

It is reiterated that the application is part retrospective and the applicant is already in occupation of Unit 27 only. It was highlighted as a result of the Highways Officer's visit that 'hardstanding areas at the site are intensively utilised by the existing recycling activities', namely, the presence of large bulk bags filled with stripped insulation sheathing awaiting collection for further recycling. The presence of these items within the yard area is due to the applicants' need for additional working space. This is the reason for expansion into the adjoining unit which has not yet occurred, with the previous occupiers having only vacated Unit 28 during November 2011. Should planning permission be granted there will be no further need to store any such materials externally.

The use of a weighbridge will be important to the applicant in keeping records of the materials sent off site for financial reasons and also to comply with Duty of Care Regulations. There will be a need to weigh the company's own vehicles, (including a flat bed truck which transports bulk bags and bailed metals), and any third party vehicles delivering wastes or collecting recyclables for onward treatment and reuse (estimated at a total of three to five larger wagons per week). The weighbridge will therefore need to have the capacity for a range of vehicles. It is not the case that the provision of a weighbridge would necessarily change the profile of the vehicles using the site and it should be noted that paragraph 10.8 of the Design & Access / Planning Statement indicated that a small number of larger wagons visit the site.

The weighbridge that has been chosen by the applicant is a surface mounted Isodeck (8.5 metres long by 3 metres wide with a 4.5 metre ramp) which will have a gross capacity of 40 tonnes. It has been proposed that an alternative location for the weighbridge should be as given on the enclosed plan with vehicles able to drive on and reverse off into the yard aided by a banksman. This would reduce the number of parking spaces rendered inactive to just 2 so that 16 spaces, including 2 disabled spaces would remain active. It should be noted that a control kiosk will not be required for ancillary equipment (to comprise a D410 indicator and a TM295 ticket printer) since this is to be located inside the pedestrian entrance of Unit 28.

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Given that the materials currently within the yard are to be relocated within Unit 28 the only uses of the yard would be parking, loading and unloading into and from the units, use of the weighbridge and vehicle maneuvering. The yard offers room for uninhibited turning once it can be cleared of stored items following occupation of Unit 28. Vehicle movements within the site could then easily be managed by a banksman.

Notwithstanding the fact that the applicant's operations are mainly visited by cars and small vans to deliver wastes, with one or two deliveries and two to three collections by larger wagons per week, it should be recognised that the site is located within an industrial estate with some of the surrounding uses being visited by large wagons on a regular basis. Longfields Road is a non-through road and the top end is generally fairly quiet, being used only by traffic visiting the proposal site or one of only seven other units. No significant issues with regard to parking or traffic have previously been encountered by the applicant even when the former tenant of Unit 28 was in occupation and use of the entire yard by a single occupant can only improve the situation.

The applicant does not believe that the proposals would lead to the displacement of parking onto the highway from within the site. Visitors bringing waste materials to the facility will generally pull up directly outside the building for unloading and leave the premises immediately afterwards. The applicant has only had 9 parking spaces since occupation of Unit 27 and parking has not to date been displaced onto the public road from the site. It should be noted that staff members already share vehicles to travel to and from work and only 4 car parking spaces are currently used for staff parking. If the location of the weighbridge were to be altered as per the enclosed plan the 16 marked spaces available would provide ample parking spaces even with 2 additional full time staff.

The applicant is currently treating approximately 800-900 Tonnes per annum of material and has around 200 visits per week to deliver materials. This would give an average of somewhere around 80 kilos per load although it should be noted that the one or two deliveries in large wagons by merchants/commercial dismantlers skew the figures and the average payload for each of the smaller vehicles is actually much lower. It is anticipated that the amount of material throughput may, over time, rise to a maximum of 1500 tonnes per annum which would indeed increase the anticipated number of vehicle visits. With no increase to the average payload (i.e. assuming a proportional increase in the number of larger vehicles compared to the number of cars and small vans) a maximum of 350 visits per week would be a reasonable assumption (averaging 63 per day / 8 per hour). This would increase the number of deliveries by large wagon to approximately two to four a week and may increase the number of collections by large wagons to between four and six per week.

The applicant hopes that the Highways Department will reconsider its opinion and offer support to an enterprise that is of benefit to the Barnsley economy, pushes waste up the hierarchy by recovering, recycling and reusing valuable commodities and seeks to further contribute to the provision of employment within an area designated for the development of employment sites.

Yours sincerely

Alison Chitoriski BEng (Hons) CEnv MCIWM
Director