For attention: Katie Rayner, Stephen Jenkins, Aline Hyde, Christine Kelso,

Dear Ms Rayner

Re: SCC Ref: 2018/0144 and EL 3802– Application by Weybridge Skip Hire to change of the use Units 11 and 12 Wintersells Road, Byfleet, West Byfleet, Surrey KT14 7LF

Further to my letter of 18 May 2020, and on a re-read of the Officer Report, please find below some further comments on key areas, which I believe the council must take into consideration when making their decision regarding the Wintersells Road site. I have attached a number of graphics and photographs to support my statements

Summary

Section 1 Major points, completely unacceptable if Application receives approval

- ***Site size and throughput tonnage - Key Points***
  - Tonnage proposed is in excess for the capacity of a small waste site (see *SWLP-2 Part-2-Sites-Final_NEW Submission 2019-01-25)*
- ***Traffic congestion and vehicle movements - Key Points***
  - Wintersells Park could not cope with the proposed volume of traffic, neither can the A318 which has frequently tail-backs of a mile in each direction and which is heavily used by the ambulances
- ***Site Design, Elevations, Pollution and Equipment - Key Points***
  - The elevations are out of keeping with the rest of the estate -equivalent to a 4-5 storey building with all others a maximum of two
  - The design has the external part of the conveyor dropping hardcore waste from the height of a two-storey building onto the ground, close to the entrance and public footpath, creating noise and dust/air pollution
  - WSH have still not provided a good indication of the actual equipment they will be using, its dimensions or decibels generated
- **Hours of operation - not in line with hours of other waste sites or the location**
  - Even the reduction in operational hours proposed by SCC, are still in excess of those of other Surrey waste sites, as discussed in the SWLP report *SCC Types of Waste Management Facility Jan 2019 v2*,

Section 2 Major issues with the application

- **Discrepancies between this application in relation to SCC Waste Plan**
  - Addresses further issues related to the size and type of operation as it appears that WSH are planning to operate three of the nine types of waste facility identified in the SWLP
  - Implications that the site will manufacture recyclable materials
  - No weighbridge on site - weigh will be assessed by a visual assessment
- **Monitoring of WSH responsibilities**
  - Concerns about how the operation of the site will be monitored by SCC, particularly as they appear to have allowed Cappagh to ignore many of the conditions imposed on the operation of their site in Byfleet Road

Kind regards

[redacted]

Jean Parry

18 June 2020

134 Byfleet Road
New Haw, Addlestone
Surrey KT15 3LE

Section 1 Major points, completely unacceptable if Application receives approval

1.1 Site size and throughput tonnage

The size of the application site and the proposed throughput tonnage, are far in excess of SCC guidance for waste sites and their types.

> *The proposal is for a Waste Transfer Station on a site size of **0.3018 hectares**, with a throughput of **99,500 tons per annu**m and **200, vehicle movements a** day*

The table below copied from *SWLP-2 Part-2-Sites-Final_NEW Submission 2019-01-25,* indicates the hectares needed to support various tonnage throughput of waste sites. Units 11 and 12 with a combined size of only **0.3018 ha** is significantly less than the lowest of the indicative waste site size. The tonnage however is almost twice that of the highest tonnage for a small site, indicating that a between 5-10 ha would be required to support WSH proposals.

Indicative Scale	Size of facility Hectares (ha)	Throughput in tonnes per annum
Small	Up to 5	up to 50,000
Medium	5 to 10	50,000 to 120,000
Large	10 or more	120,000 or more

Added to the above, *SCC Types of Waste Management Facility Jan 2019 v2*, on Page 27 uses Unit 10, Wintersells road as an example of a WTS, and quotes its tonnage capacity as **17,400 tons per annum** with an area of **0.1281 ha**. It is also worth noting that the combined total area of units 10,11 and 12 still only 0.4362, less than half a hectare

Units 11 and 12 are less than 2.5 times the size of Unit 10, this would indicate a maximum of around 41,000 tons per annum as the capacity at the proposed site. The aerial view of the sites gives a good indication of the relative areas of the sites. Note also, the proposed covered area Units 11 & 12 is only **50%** larger than that of Unit 10, but the application for **5.7 times** more throughput than Unit 10.
See marked up aerial view of the site below.

Note: I believe that the SWLP-2 is misleading when on page 13 it states that the ILAS of Wintersells Park is 5 ha. 5 ha is the total size of the park which is fully occupied by many different businesses,

1.2 Traffic congestion and vehicle movements

The A318 already suffers from congestion related to single file traffic movements at Byfleet and New Haw rail bridge with queues of up to a mile in both directions from it. The proposed additional 200 HGV vehicles a day accessing / egressing Wintersells Park will create even more problems for general traffic movements as well as problems within the estate. The A318 in this area is used many times a day by the emergency services which are often delayed due to large HGV's turning into / out of the roads or businesses in Oyster Lane.

Data used by WSH to model the effect of an additional 200 vehicles a day in/out of Wintersells Park was based on data for other sites from a number of years ago and not ones with characteristics similar to Wintersells Park. HGV traffic movement along Byfleet Road and Oyster lane is more than one a minute, for many hours of the day and sometime in convoy.

The calculations for the vehicle movements for the application site are in anycase in excess of what would be required to deliver the 99,500 tpa throughput. The recommended 200 movements a day currently requested and accepted by SCC needs challenging, as the trips needed support the movement of 99,500 tpa should be halved and importantly reduced appropriately for any reduction in limitation of the site throughput, to comply with indicative SWLP site sizes. See table at end of letter.

The photographic evidence attached to the Officer Report gives an a-typical perspective of the traffic situation both within Wintersells Park and the main road, the A318. The photos were obviously taken early in the morning as can seen from the shadows. Even so there is a considerable volume of vehicles parked on double yellow lines. I am attaching to this letter the photos I have submitted with earlier objections I have made regarding the application, which show the typical traffic and pedestrian problems within Wintersells Park and the main road, Oyster Lane / Byfleet Road (A318).

1.3 Site Design, Elevations, Pollution and Equipment

There are many issues with the design of the site, not the least being the height of the proposed new building, more than double of others within the Park and its proximity to the boundaries with neighbouring businesses at less than a meter wide will prevent access for dust and vermin prevention / clearance.

Elevations: The building is 13m (42.6 ft) high, more than twice the height of the retained 2 storey office building and with no justification having been provided for the height. This is also more than twice the height of Unit 10's WTS building and is also higher that WSH's current operation. as can be seen in the attached photos, including the ones of the interior of WSH's current operation. Furthermore as shown on the attached graphics the external conveyor and blower are higher than an average house. What is the justification for the building height/ Is it just to meet a cubic capacity measurement as requested in Section 20 of the application form?

Also with reference to Unit 10, Unit 10 has both an extractor 'filter'(?) on the side of the building and a chimney type unit which I have noticed when in operation loud noise filters out through it and presumably dust aswell. However, there is no indication anywhere on the plans for Units 11 & 12 to show how dust will be extracted from the building. WSH should provide a statement of how they propose to remove the dust that is generally within the building and not that which is just on the floor.

Pollution: Some of the picking areas have, in the latest iteration of the design are now shown as being covered, others however remain external. The external ones are at the end of the conveyor which will deposit waste from a height of approximately 4.5m (14 ft) into collection bays on the ground. It is also shown that there will be a 'Blower' positioned above the external part of the convey to operate at a height of 6.3m (20 ft) above the ground and higher than the adjacent businesses building's and blowing, ostensibly, the dust; presumably back into the building. There is however no indication of how this will work in practice.

As can be clearly seen on the applicant's elevation plans, all this external working is greater in height than a two-storey building. It is also over 4 times the height of the boundary concrete / fencing at 2.5m and 2.4m respectively in height. The final hardcore bay only around a lorry length from the site entrance, thus there is no protection whatsoever, for dust and pollution as well as noise escaping from the site.

The marked-up site layout plan and the elevation diagrams are provided at the end of this letter together with photographic evidence.

Equipment: Throughout the consultations, WSH have consistently avoided clarity regarding the equipment they propose to install and use on the site apart from providing the following table of equipment in the PDAS and adding

4.1.2 Additional plant will be hired in during busy periods or to replace temporarily broken equipment.

4.1.3 Waste will be moved, loaded and unloaded using the loading shovel and 360$_0$ excavator, which will also be used to crudely sort the waste.

Table 1: List of Plant & Equipment

Item	Number	Function
Loading shovel (waste handler)	1	Loading/unloading/movement of waste
360^0 excavator	1	Loading/unloading/movement of waste
Mechanical treatment plant	1	Mechanical separation of waste
Picking line	1	Hand sorting of wastes

There is a considerable amount of equipment involved in this type of operation and I belief that both the Council and the general public should be made aware of what is proposed as the noise emanating from the building, and externally is likely to be totally unacceptable in built-up commercial, residential and recreational areas such as the location of Wintersells Park.

It also appears from the Officer Report that either WSH have made more changes to their application, or they have misled the Council regarding the equipment since in reference to the additional working hours requested the Officer Report states on Page 239 para 252

> …… *"The additional hours of processing as requested by the applicant (18.00 to 22.00 Monday to Friday and 07.00-17.00 on Saturdays), are to be confined to the building with no extra deliveries or collections within these hours.* ***It is anticipated that only one tracked excavator and the waste recycling plant will be in use during this time"***

NOTE: The only reference to the number of excavators is as referenced above in Table 1 of the PDAS I am separately attaching, a BlueMac brochure showing examples of the types of equipment likely to be considered for the site. An extract of the **PDAS section 6.4** describes how the mechanical treatment plant will work, (from which I was able to deduce the type of equipment required). This is attached at the with the graphics and photos in Section 3

1.4 Hours of operation - not in line with working hours of other waste sites or the location

WSH originally proposed the following operational times in their PDAS

2.3.3 It is proposed the site will be open for the acceptance and removal of waste during the following hours:

Monday to Friday ***06:30 – 18:00*** *Saturday* ***07:00 – 17:00*** *Sunday/Bank holidays* ***CLOSED***

2.3.4 It is proposed to operate the plant i.e. for the processing waste during the following hours:

Monday to Friday ***18:00 – 22:00*** *Saturday* ***07:00 – 17:00*** *Sunday/Bank holidays* ***CLOSED***

The only activities on site which will be permitted to continue outside of these hours are maintenance works.

Note: None of the other local waste operators work evenings and none work weekends after 12.30

SCC has recommended as a condition of permitting the development, these hours are to be reduced. However, the recommended hours still exceed those normally worked by other waste sites and are also in excess of those stated as normal operating hours in the *SWLP Types of Waste Management Facility - January 2019 v2.*

Operational timings – Please see comparison of times with nearby operations, below. Not only are hours of their collection / despatch times longer than others, Weybridge Skips are proposing evening processing work, something not carried out by the other companies in this area. If this application is approved the operational hours must be brought in line with other operators. Noise is more noticeable in the evenings when main traffic is reduced See table below of timings

Officer Report Page 261 Condition 3

No authorised operations or activities, including the access and egress by HGVs, shall be carried out, and no light illuminated, except between the following times:

For the acceptance and removal of waste including the use of plant:
0700 – 1800 Monday to Friday
0700- 1300 Saturday

For the operation of plant only inside the building and no HGV access or egress:
1800-2030 Monday to Friday
1300-1700 Saturday

NOTE: WSH have stated that they expect the **recycling processing to be operational 9 hours a day** – Why cannot all processing be accommodated within the normal operational hours of the site. And as mentioned previously re; equipment Regarding evening operations, WSH have obviously told SCC that during the evening *'It is anticipated that only one tracked excavator and the waste recycling plant will be in use during this time*

Company	Mon-Fri Operating	Saturday Operating	Processing Times	Comments
Weybridge Skip Wintersells **Proposed times**	07:00 - 18:00	0700 -13:00	*1800-2030 Mon to Fri 1300-1700 Sat*	Processing Times: For the operation of plant only inside the building and no HGV access or egress
Weybridge Skip Weylands	07:00 - 17:30	07:00 -12:30	None	NOTE: 30 mins a day less than proposed site
PM Skips Wintersells Park	07:00 - 17:00	08:00 -12:00	None	
Cappagh CD&E waste Byfleet Rd	07:00 - 17:30	08:00 -13:00	None	None beyond stated open times and no lorries shall leave the site before 07:30 on weekdays and Saturdays.
Fox and Vixens Skips -Byfleet	07:00 - 17:00	Closed	None	Monday start is at 07:30
Acorn Skips	09:00 - 17:00	09:00 - 17:00	None	
Chambers Guilford recycling	07:00 - 17:30	07:00 -12:30	None stated	Unknown if processing takes place after opening times

Section 2 Major issues with the application

- **Discrepancies between this application in relation to SCC Waste Plan**
- **Monitoring of WSH responsibilities**

2.1 Discrepancies between this application in relation to SCC Waste Plan

There are 9 different types of waste sites in Surrey. Each of which has a different site sizes and constraints and have different scales, visual impacts, noise levels, treatment processes and location requirements.

1. ***Construction, Demolition and Excavation (C, D & E) Waste Recycling***
2. *Community Recycling Centres (CRC)*
3. ***Waste Transfer Station (WTS)***
4. ***Materials Recovery Facility (MRFs)***
5. *Metal Recycling and End of Life Vehicles (ELVs)*
6. *Composting*
7. *Energy from Waste (EfW)*
8. *Anaerobic Digestion*
9. *Disposal (Landfill)*

In various places in their documentation, Weybridge Ship Hire (WSH) is applying for THREE of the types. Not all can fit onto the site and not all of them would be acceptable even to the council.

Construction, Demolition and Excavation (C, D & E) Waste Recycling
Waste Transfer Station (WTS)
Materials Recovery Facility (MRFs)

The major differences between the three types of waste sites and their requirements/constraints identified in the **SCC Waste Plan Types of Waste Management Facilities – Jan 2019 v2** are given in the table below

	Units 11 & 12	C,D & E	WTS	MRF
Size of site	**0.3 ha**	**1.0 -1.5 ha**	**0.5-1.0 ha**	**1.0-2.0 ha**
Site Activities	Claims to do a mix of all C,D&E, WTS and MRF	Screening, crushing & washing	Receives waste in and bulks up for onward despatch	Recovers waste by separating waste types manually of by m/c for recycling or landfill
Throughput per year	99,500	50,000-150,000 tpa	300-150,000 tpa	20,000-150,000 tons pa
Vehicles per day	**200 per day**	**HGV movements are relatively high**	**Generally large amount of HGV and other vehicle movements**	Around **50-80 HGV** movements per day at larger facilities.
Normal permitted hours of work	Asking for 06:30 – 22:00 SCC propose; 0700 - 1800 Mon -Fri, plus 1800 - 2030 Mon-Fri for processing	08:00 – 17:30 Mon -Fri	Not Stated	08:00– 7:30 Mon -Fri
Traffic Impact	See comments from SCC Document re: MRF facilities where 50-80 HGV vehicles a day is considered **High!!**	Impacts can be mitigated by placing limits on vehicle movements and locating facilities close main roads. One alternative is rail aggregate depots that recycle C, D & E waste.	Larger facilities have significant impacts from HGVs and other vehicle movements. To mitigate these impacts **limits on vehicles can be imposed,** facilities can be located close to main roads and routing options can be used.	Due to amount of waste handled **HGV movements are high.** To mitigate impacts facilities should be located less than 5km away from main roads and be provided with specific routing for vehicle movements
Proximity to sensitive receptors *(Note this is from the 2017 report)*		***Facilities should be located at least 250m away from sensitive receptors***. Facilities are not generally located this close due to noise issues.	***Should be at least 250m away from sensitive receptors,*** however there are examples of sites being located closer than this.	***Facilities can be located up to 100 meters away from sensitive receptors***

Further confusion arises with statements in WSH's application, Site notices, the PDAS and the Site plan, which begs the question 'What is it that WSH are planning to use the site for? As it stands the application is a mish-mash of ideas without any substantial information about it real operation. WSH application states that in Section 20 of their application (Industrial or Commercial Processes and Machinery)

	The total capacity of the void in cubic metres, including engineering surcharge and making no allowance for cover or restoration material (or tonnes if solid waste or litres if liquid waste)	Maximum annual operational through put in tonnes (or litres if liquid waste)
Transfer stations	10000 Tonnes	99950 Tonnes

No other type of waste is mentioned in their application. However, in the Site plan and PDAS, reference is made to the **MRF**. The site notice also refers to Household, industrial and commercial waste, which has been specifically excluded by SCC as a condition of WSH permit

> *"…. Change of use to a waste transfer station and recycling facility (sui generis) for the receipt and treatment of mixed, dry, non-hazardous household, industrial and commercial and construction, demolition and excavation waste,"*

There are other unclear statements in the PDAS regarding the processing of the waste

Section 6.4.3 of the PDAS states

> "*The extraction of recyclate and manufacture of recycled products will be carried out to meet the specification of the destination site's exemption, permit or product requirements."*

The statement regarding the manufacture of recvcled products, together with statement implying they will be importing household, industrial and general commercial waste is very concerning.

There also appears to be no proper provision for a weighbridge, as in section **6.3.1of the PDAS** states

> *"All loads of material which enter the site will be accompanied by the appropriate paperwork from the site of production with details of the material contained. The weight of the skip will be calculated using the conversion factors found in the table below:"*

WSH in their Air Quality and Vehicle Emission reports give strong indications that all the vehicles will enter /exit Wintersells road towards from /towards Byfleet and the retail parks at Brooklands, because their customer base is in Elmbridge and to the south

This is blatently untrue as the photos, attached, show a WSH lorry entering the Cappagh site in Byfleet Road after passing under the railway bridge, and show a skip next to the Co-op in New Haw

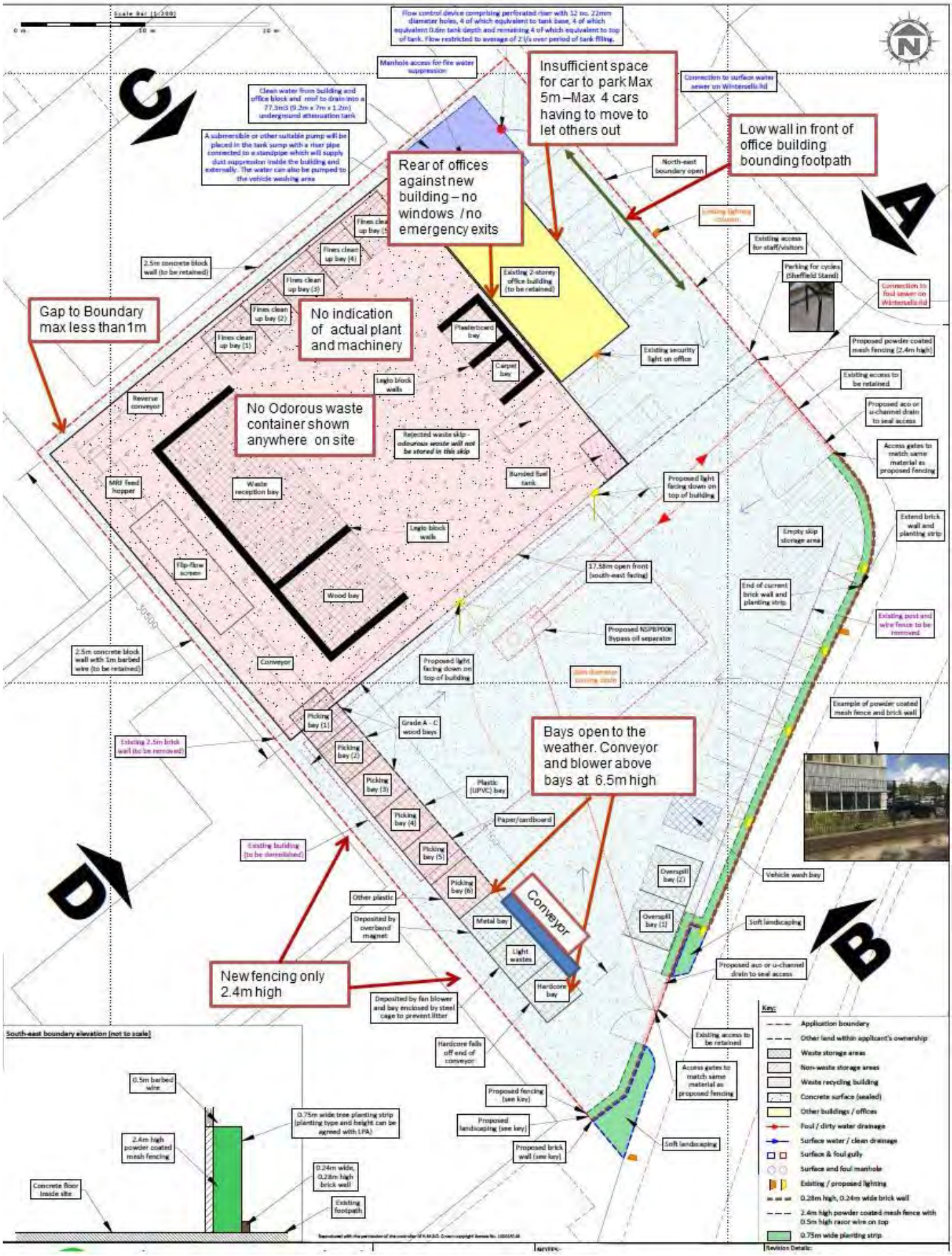
2.2 Monitoring of WSH responsibilities

I am concerned about the level and frequency of SCC's monitoring of the WSH operation, as the monitoring of the Cappagh site leaves a lot to be desired. A common condition applied to both the Cappagh and WSH operations, is that all vehicles must be covered. Both WSH and Cappagh are not complying with that condition as the photo shows an uncovered WSH truck with a full load of CDE waste entering the Cappagh site.

Additionally, the operating time and vehicle movement limitations are not being adhered to. If SCC cannot ensure that Cappagh comply with condition, why should there be any hope that conditions applied to WSH will be adhered to.

Section 3 Supporting Documentation

- Site Layout Plan
- Vehicle Movements Calculations
- Montage of Traffic Issues in Wintersells Park
- Montage of Traffic Issues in Oyster Lane (A318)
- Issues for Pedestrians on Oyster Lane / Byfleet Road
- Elevations of proposed Waste building
- Equipment likely to be required
- PM Skips Operatoion in Wintersells Park
- Clips of video from Weybridge Ship Hire's website
- Weybridge Skip Hire Lorry entering Cappagh CDE site in Byfleet Road
- Weybridge Skip Hire Skip in New Haw


Insufficient space for car to park Max 5m – Max 4 cars having to move to let others out
Low wall in front of office building bounding footpath
Rear of offices against new building – no windows / no emergency exits
Gap to Boundary max less than 1m
No indication of actual plant and machinery
No Odorous waste container shown anywhere on site
Bays open to the weather. Conveyor and blower above bays at 6.5m high
New fencing only 2.4m high
Conveyor
Manhole access for fire water suppression
Connection to surface water sewer on Winterseils Rd
Clean water from building and office block and roof to drain into a 77.3m3 (9.2m x 7m x 1.2m) underground attenuation tank
A submersible or other suitable pump will be placed in the tank sump with a riser pipe connected to a standpipe which will supply dust suppressor inside the building and externally. The water can also be pumped to the vehicle washing area
North-east boundary open
Existing access for staff/visitors
Parking for cycles (Sheffield Stand)
Connection to foul sewer on Winterseils Rd
Existing 2-storey office building (to be retained)
2.5m concrete block wall (to be retained)
Existing security light on office
Proposed powder coated mesh fencing (2.4m high)
Existing access to be retained
Proposed aco or u-channel drain to seal access
Access gates to match same material as proposed fencing
Extend brick wall and planting strip
Reverse conveyor
Legio block walls
Rejected waste skip - odourous waste will not be stored in this skip
Bunded fuel tank
Proposed light facing down on top of building
MRF feed hopper
Waste reception bay
Empty skip storage area
Flip-flow screen
17.58m open front (south-east facing)
End of current brick wall and planting strip
Wood bay
Existing post and wire fence to be removed
Proposed NSPB/POD Bypass oil separator
2.5m concrete block wall with 1m barbed wire (to be retained)
Conveyor
Example of powder coated mesh fence and brick wall
Picking bay (1)
Grade A - C wood bays
Existing 2.5m brick wall (to be removed)
Picking bay (2)
Picking bay (3)
Plastic (UPVC) bay
Picking bay (4)
Paper/cardboard
Existing building (to be demolished)
Picking bay (5)
Picking bay (6)
Overspill bay (2)
Vehicle wash bay
Other plastic
Deposited by overband magnet
Metal bay
Overspill bay (1)
Soft landscaping
Light wastes
Proposed aco or u-channel drain to seal access
Hardcore bay
Deposited by fan blower and bay enclosed by steel cage to prevent litter
Hardcore falls off end of conveyor
Existing access to be retained
Access gates to match same material as proposed fencing
Proposed fencing (see key)
Proposed landscaping (see key)
Proposed brick wall (see key)
Soft landscaping
South-east boundary elevation [not to scale]
0.5m barbed wire
0.75m wide tree planting strip (planting type and height can be agreed with LPA)
2.4m high powder coated mesh fencing
0.24m wide, 0.28m high brick wall
Concrete floor inside site
Existing footpath
Key:
Application boundary
Other land within applicant's ownership
Waste storage areas
Non-waste storage areas
Waste recycling building
Concrete surface (sealed)
Other buildings / offices
Foul / dirty water drainage
Surface water / clean drainage
Surface & foul gully
Surface and foul manhole
Existing / proposed lighting
0.28m high, 0.24m wide brick wall
2.4m high powder coated mesh fence with 0.5m high razor wire on top
0.75m wide planting strip
Revision Details:

Vehicle Movements

Given the over estimation of capacity in tonnage of Units 11 and 12, the number of vehicle movements should also be re-evaluated for following reasons

- Using the applicant's stated throughput volume and the types of vehicles delivering / removing the waste, the potential throughput could be as much as 220,000 tpa
- To achieve a throughput of 99,500 tpa. only 45 inbound loaded vehicles per day would be needed
- However, given the actual capacity of Units 11 and 12 based on the capacity of Unit 10, only 19 loaded inbound vehicles would be required per day to achieve the throughput of up to 41,000 tpa

NOTE: applicant states that a majority of input will be from their own skips of between 4 and 40 yard capacity. Based on an average skip weight content of 8 ton, the following calculations have been produced.

The vehicle movements given below are for inbound loads only. Thus, the maximum outbound vehicles double the daily vehicle figure - plus there would be probably a further 4 in and 4 out movements of bulk waste removal per day.

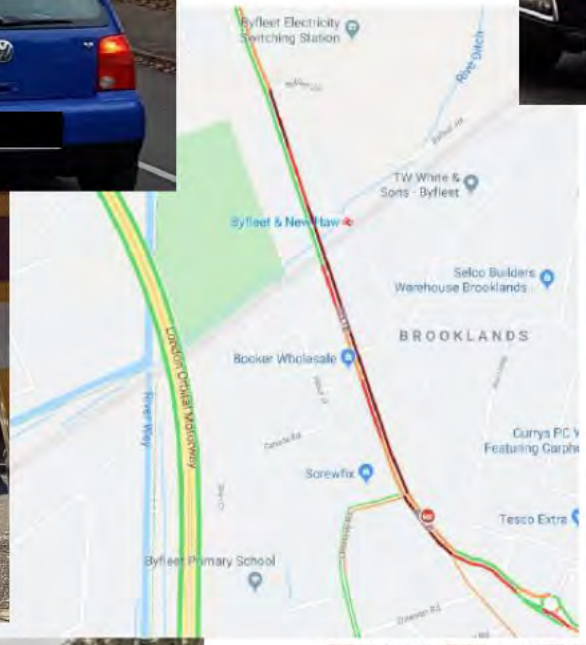
vehicle movements a day (into site full)	**100**
Average content 8 tons (can also use up to 16 tons)	8
Total potential in per day	800
Total over 5,5 day week	4,400
Total over 50 wk year (allows for bank holidays)	**220,000**

WSH Proposed throughput 'Throughput' per year	**99,500**
Divide by 8 being 8 ton skips	12,438
Divide by 50 (weeks per year)	249
No of skip loads of 8 tons required per 5.5 day week	**45**

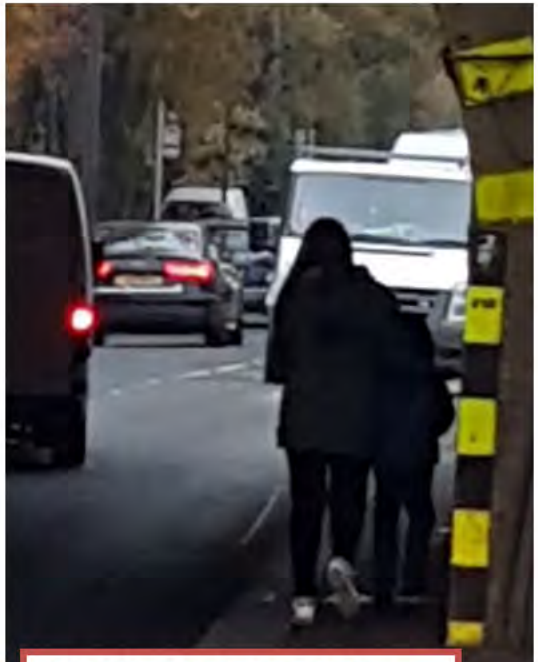
Site Capacity 'Throughput' per year (based on site area)	**42,000**
Divide by 8 being 8 ton skips	5,250
Divide by 50 (weeks per year)	105
No of skip loads of 8 tons required per 5.5 day week	**19**

Montage of Traffic Issues – Wintersells Road Parking Issues

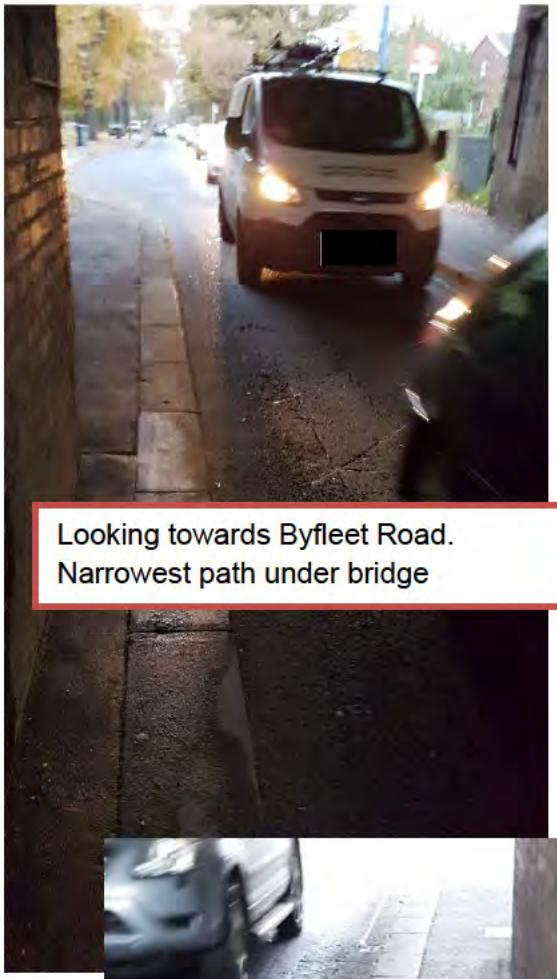
Montage of Typical Traffic Issues in Oyster Lane (A318) by Wintersells Road



Issues for Pedestrians on Oyster Lane / Byfleet Road



Parents and children take a risk under the bridge



Looking towards Byfleet Road. Narrowest path under bridge

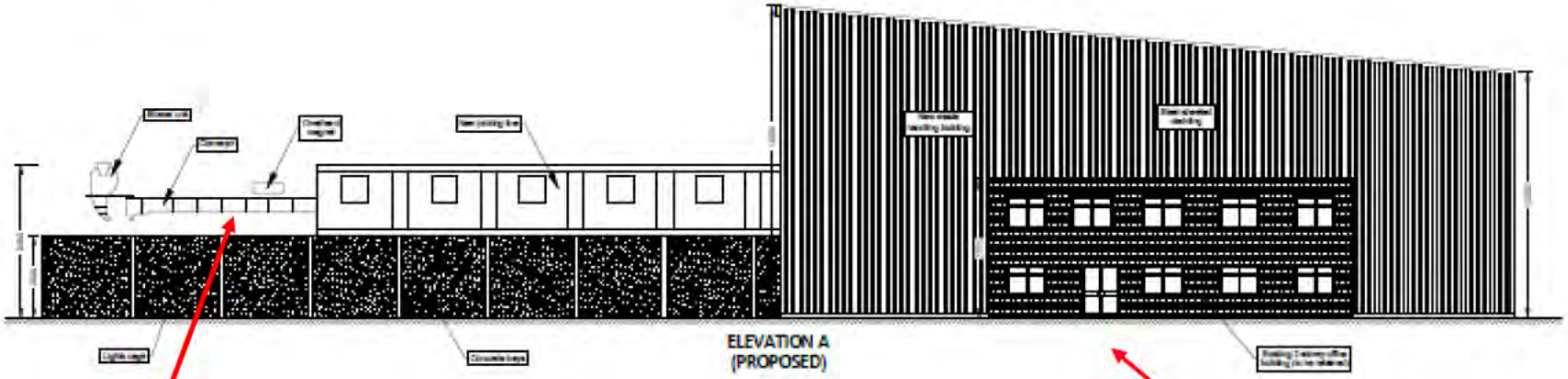
Looking towards Wintersells Road. Narrowest path under bridge

Traffic just as bad in Byfleet Road

Pathway slightly wider on side heading towards Byfleet and New Haw Station

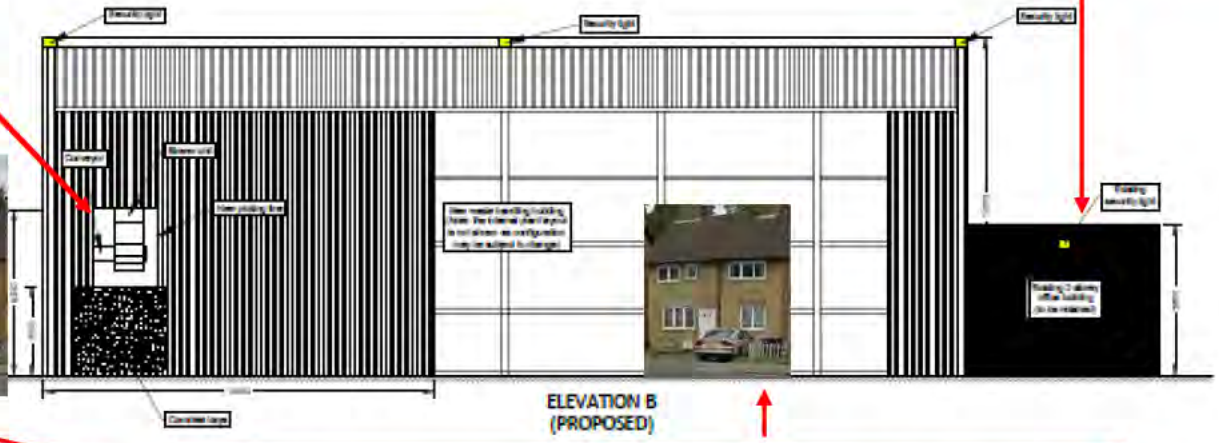
Width of paving under bridge – c/f standard width kerbstone

Elevations

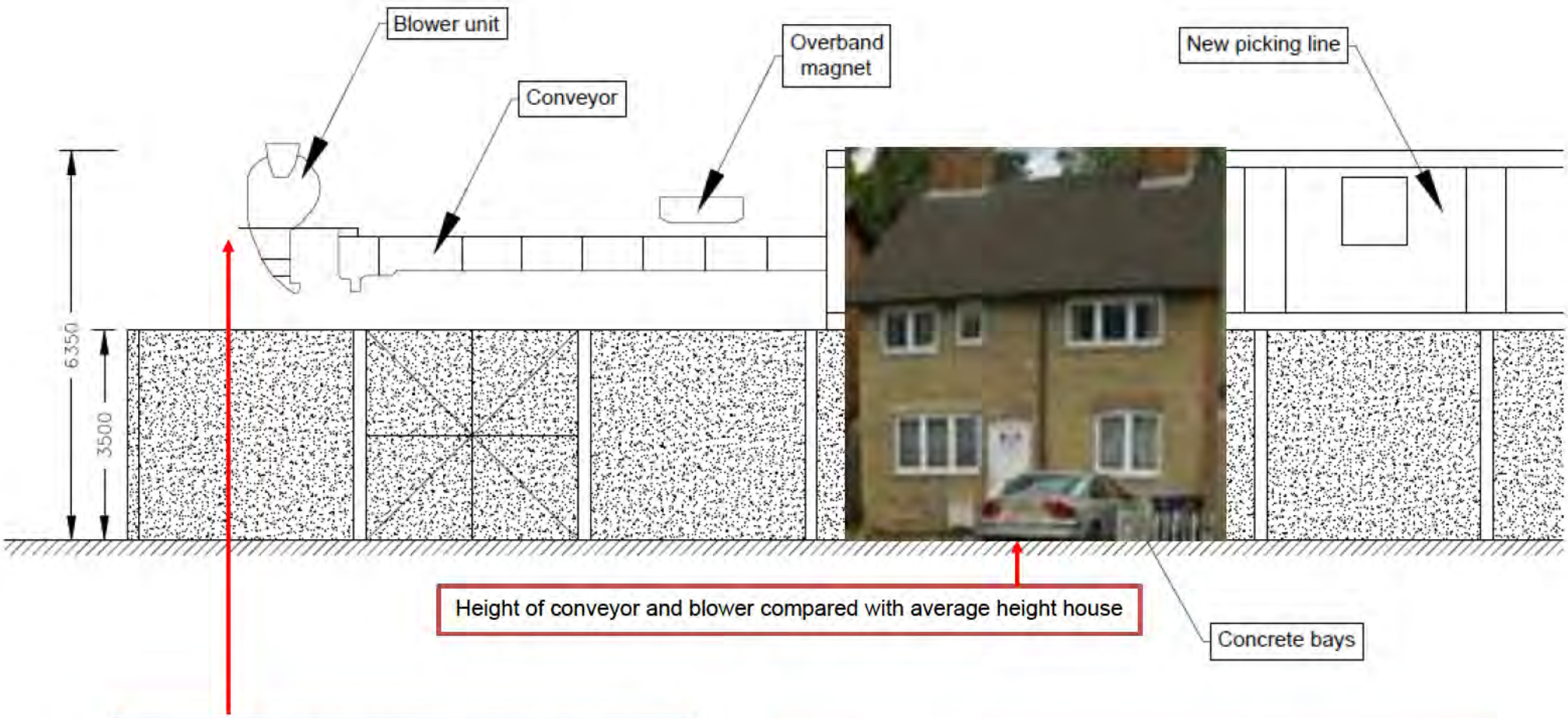


Conveyor – open to the air, sorting and dropping the largest C,D & E waste from height greater than the two storey building

Existing 2 storey building

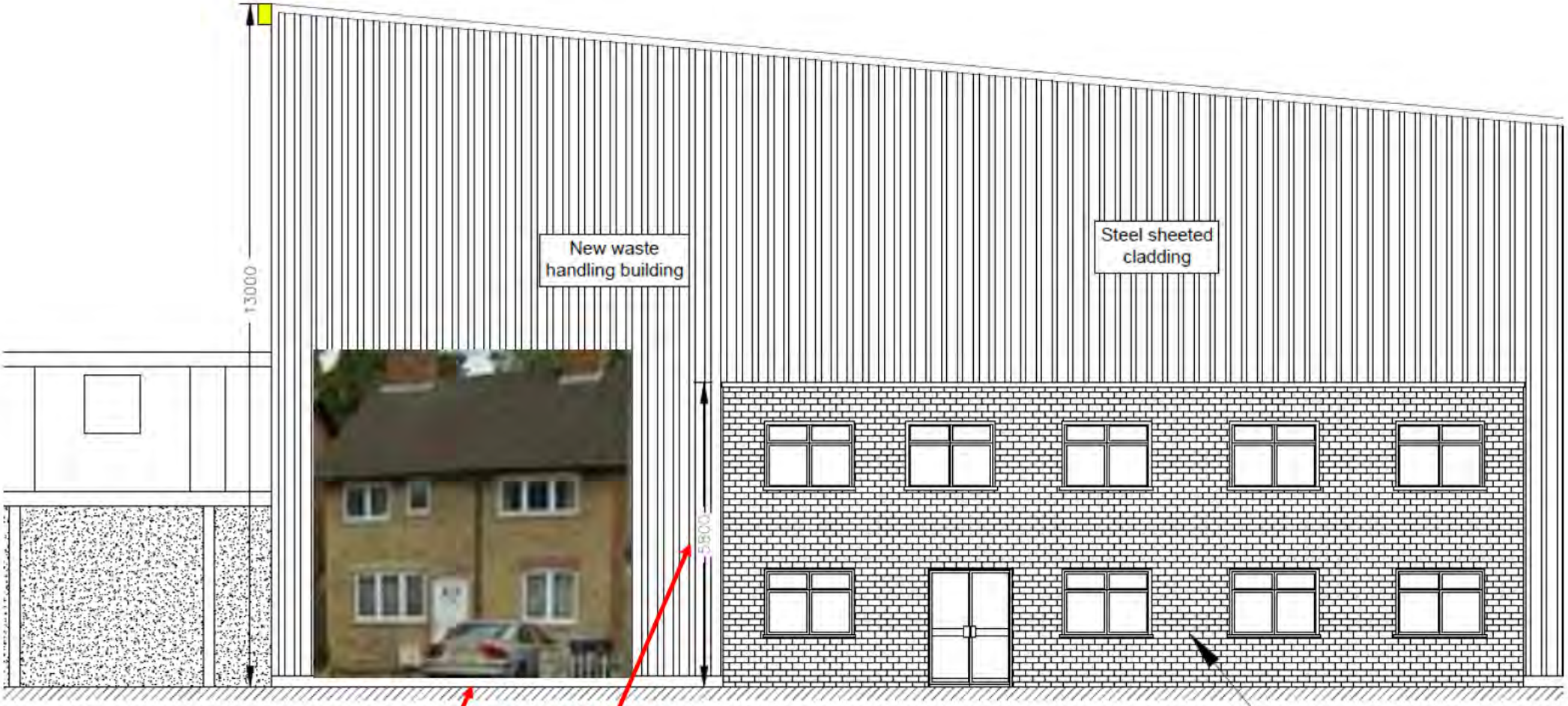


Height of building and conveyor compared with average height house



Height of conveyor and blower 6350mm (20.83 ft)
This is higher than the 2 storey building – see next slide

Important note: The existing concrete wall round the boundary of the site is to be retained – part of which will have existing old barbed wire on top. However this wall which will run parallel to the external conveyor (see above) will only be **2500mm high** is not only lower that the conveyor / blower it is also lower that the bins that the waste is dropped into (see site layout plan)



ELEVATION A (PROPOSED)

Height of new building compared with average height house

Height of 2 storey building **5800mm (19.02 ft)**
And the height of the new building at **13000mm (42.65 ft)** is more than twice the height of the existing building and much higher than any of the other building on this estate.


PM Skips – Conveyor depositing waste


PM Skip – Unit 10 Wintersells Park
Public footpath


Dust extractors?


Unit 10, 11 (to be demolished and 12 (retained office)
TO LET

Clips from WSH video on their website

Note Roof Height – this is obviously not the same height as WSH design for Wintersells Park. If their current operation and that of PM skips (see Inset) is adequate, why has Unit 12 been designed so high

Equipment described in the WeyBridge Skip Hire's PDAS

The BlueMac brochure and web site http://www.bluemacmanufacturing.com/products/recycling-systems identifies the different types of waste operation – eg: **C&E waste** operation requires different equipment from **C&I**. Which would imply that WSH would require much of the equipment listed in the BlueMac brochure Though the PDAS states in the Equipment section of the report that they propose **1 Mechanical treatment plant**, they omit to say what that comprises. **Section 6.4.1** (see left), lists the equipment used in the mechanical treatment. Please also note that in the PDAS, WSH also refer to the types of waste they anticipate processing, which fall into the following categories and also include (in their statements Household, Industrial and Commercial waste (HIC). ***Construction, Demolition and Excavation (C, D & E)*** ***Waste Transfer Station (WTS)*** ***Materials Recovery Facility (MRFs)***	**6.4 Mechanical treatment process** 6.4.1 Once a mixed load has been accepted by the operator the contents of the delivery vehicles are discharged inside the recycling building in the waste reception bay; the following procedures will then take place: a) All mixed loads will be tipped in the waste reception area in the recycling building and **crudely sorted using the 360o (grab)** which will separate bulky materials and CDE waste from the stockpile prior to loading into the **hopper**. *Bulky wastes i.e. mattresses/carpets will be consigned to an adjacent bay* and exported landfill or suitably permitted site depending upon its composition. Wood will also be collected by hand or grab and deposited in the adjacent wood bay. b) The mixed waste is fed into a **feed hopper using a 360o grab.** The **hopper** then feeds the **flip-flow screen and soil/fines will fall through the rotating drum mesh** into a bay beneath the **flip-flow** and **onto a reverse conveyor which will deposit the fines/soils into a number of bays.** c) The remaining larger fraction **exits the flip-flow onto a separate conveyor which enters 6-bay picking line.** The picking belt moves slowly, enabling picking staff to remove recyclables and waste for landfill by hand and place them in the chutes next to the picking line. The chutes discharge into bays beneath the picking station. d) **The conveyor** exiting the **picking line** has an **overband magnet which removes ferrous metals to the bay below.** e) Waste which is not suitable for recycling is not picked and passes under the **magnet** to be **blown by a fan** unit into a cage at the end of the picking line for removal off site. The remaining **heavy fraction drops off the end of the conveyor into a stockpile for recycling and likely to be inert/hardcore waste.** *Note: the drop at the end will be at least 4m* *Note mattresses should not be found in CD&E waste*

Waste Processing Equipment

To require a height of 13m (40ft), are WSH planning an operation of this size?

Weybridge Skips Lorry uncovered and delivering <u>uncovered</u> CDE waste to Cappagh site in Byfleet road New Haw

This indicates that Weybridge Skips do conduct business in Runnymede

Weybridge Skips vehicle entering the Cappagh site. Both WSH and Cappagh are flouting conditions of operation granted by SCC to Cappagh

Skips in **New Haw, Runnymede** within half a mile of Wintersells Park
Photos taken December 2019
This indicates that a) Weybridge Skip do have business in Runnymede and b) such types of skips are likely to contain odorous and possibly hazardous waste