



APPLICATION FOR PLANNING PERMISSION 22/00345/DPP FOR THE CHANGE OF USE OF LAND TO WASTE TRANSFER SITE; AND ERECTION OF ASSOCIATED PLANT AND MACHINERY AT EL DIN INDUSTRIAL ESTATE, EDGEFIELD ROAD, LOANHEAD

Report by Chief Officer Place

1 SUMMARY OF APPLICATION AND RECOMMENDED DECISION

- 1.1** The application is for a change of use of land to a waste transfer site (comprising washer plant to clean and separate soils from waste, and a crusher to break down stone, brick and rubble into aggregate) and the erection of associated plant and machinery. The site is a concrete surfaced yard at Eldin Industrial Estate, Edgefield Road, Loanhead.
- 1.2** There have been 215 representations and consultation responses from the Coal Authority, Scottish Water, Scottish Environment Protection Agency (SEPA), Scottish Gas Network (SGN), Scottish Power Energy Networks, the Loanhead and District Community Council, the Council's Ecological Advisor (TWIC), the Council's Land Resource Manager, the Council's Senior Manager Neighbourhood Services (Roads) and the Council's Senior Manager Protective Services.
- 1.3** The relevant development plan policies are policies 1, 2, 3, 8, 9, 12, 13, 22, 23, 26 and 33 of the National Planning Framework 4 (NPF4) and policies STRAT1, DEV2, DEV8, ECON1, ECON5, TRAN2, ENV1, ENV4, ENV9, ENV10, ENV11, ENV14, ENV15, ENV16, ENV17, ENV18 and WAST1 of the Midlothian Local Development Plan 2017 (MLDP).
- 1.4** The recommendation is to grant planning permission subject to conditions.

2 LOCATION AND SITE DESCRIPTION

- 2.1** The site is situated at the northern edge of Eldin Industrial Estate, approximately 100 metres south of the A720 Edinburgh City Bypass. The industrial estate is situated at the northern edge of Loanhead and has grown incrementally over time. It was originally used as a slaughterhouse and for animal products processing until these uses

ceased in the late 1970's and early 1980's. The buildings and land have been re-used for a variety of industrial and business purposes and subsequently planning permissions have been granted for new buildings on the site. The neighbouring site to the south contains a waste transfer facility.

- 2.2 The application site measures 1.4 hectares in area and consists of an open yard surfaced with concrete and type 1 hardcore. The yard is basically level with slight falls (0.5m or less) from south to north and from west to east. There is modern open-sided picking shed at the southern boundary of the site, a modern industrial unit at the eastern boundary of the site and two modular buildings in the south west corner of the site. There are a number of shipping containers located at various points along the eastern boundary. The applicant has been storing dis-assembled plant and machinery on the site since late March/early April 2022. A scaffolding firm is operating out of an informal yard at the southern edge of the site. A vehicle repair business operates out of a building at the eastern edge of the site.
- 2.3 The majority of the site was used as a waste transfer station, operated by Caleco Waste, from 2000 to 2016. Prior to 2000 two smaller waste transfer stations operated on the site, the first consent having been granted in 1998. When operated by Caleco the site processed, stored and sorted waste from skips. Part of the site was used for crushing of stone, brick and rubble and storage of aggregates. The Caleco waste business was acquired by NWH Waste Services in 2016 at which point the majority of the waste transfer operations on site were wound down. From 2016 to 2018 Tartan Waste operated from the picking shed at the southern edge of the site. The site was used as contractor's yard, by a telecoms contractor, from late 2019 until some point in 2021.
- 2.4 The western boundary is delineated by timber fencing which separates the yard from the Danderhall to Roslin cycleway. Beyond the cycleway is the northern corner of the, undeveloped, Ashgrove (e33) an allocated economic land supply site and an area of woodland that forms part of the Straiton Pond Local Nature Reserve. To the north of the site is an area of woodland and an informal path at the base of the embankment that supports the A720 Edinburgh City Bypass. To the east of the site is an area of the industrial estate comprising open yard space, various buildings, shipping containers and modular office buildings. Approximately half of the eastern boundary is delineated by a 3m tall railway sleeper wall. To the south is a waste transfer station, operated by Midlothian Skip Hire, with a 4m tall interlocking concrete block wall. The south west of the site is delineated by a galvanised steel palisade fence and gates which separate the site from an access road and industrial units.
- 2.5 Vehicular access to the site is from Edgefield Road via two access routes. The western route passes across the main spine road through Eldin Industrial Estate and accesses the site at the south western

corner, close to an existing weighbridge. The western route is surfaced with tarmac, which is in poor condition and breaking up in many areas, hardcore and small areas of concrete. The western route is approximately 310m in length, the first 250m has space for vehicles to pass and the final northernmost 60m is essentially single track due to the width being restricted by circulation and parking spaces associated with the industrial units. The eastern route is approximately 500m in length and also serves St Margaret's Farm (which comprises a dwellinghouse and various smallholding buildings which are used for industrial purposes) and Edgefield Toll Farm (which comprises a dwellinghouse and various smallholding buildings) and the industrial area to the east of the application site. The first 400m is surfaced with road planings and has a number of passing places. The final 100m passes through the industrial yard to the east of the site.

3 PROPOSAL

- 3.1 It is proposed to use the site as a wash plant and screening/crushing plant. The wash plant will wash site debris soil to separate and clean the soils and sands. The soil and sand will then be sold for re-use within the construction industry. The screening/crushing plant will crush stone, brick and rubble from demolition and separate the material into various specifications of aggregate for re-use in the construction industry. The supporting information states that the annual tonnage of waste processed will be less than 25,000 tonnes per annum.
- 3.2 Once assembled the machinery for the wash plant will create a plant that is 30m wide and 60m long. The majority of the plant will be between 2m and 6m tall with the tallest point being 10m tall. The wash plant will be situated in the centre of the site with the length of the plant running across the site in a west to east direction. Materials bays will be erected to the south and east of the wash plant. The bays will be formed from interlocking concrete blocks measuring 1.6m long, 0.8m wide and 0.8m tall. The southern bay will be 10m by 16m. To the east of the plant, along the eastern boundary of the site, will be a range of four bays with a total width of 60m and a length of 20m. The concrete blocks will be stacked to create 5m tall walls.
- 3.3 The screening/crushing plant will comprise of a series of machines feeding into each other. The individual machines are approximately 15m long, 3m wide and 3.4m tall. Once assembled the screening/crushing plant will occupy an area approximately 30m by 30m. The screening crushing plant will be situated at the northern end of the site.
- 3.4 As originally submitted the application included a proposal to use the picking area as a waste bulking area. Skips were to be brought to the site for unloading and waste would be temporarily stored on the site before being bulk packed for transfer to the applicant's site at Smeaton where the waste would be processed. In response to the number of

objections the applicant has deleted this element from the proposal which now relates only to the washing plant and the screening/crushing plant.

- 3.5 As is noted above, in paragraph 2.3, parts of the site were used as a waste transfer station for approximately 20 years from 1998. The site was then used as a contractor's yard, whilst that use did not have planning permission it does represent an intervening use. Planning case law has determined that intervening uses, even if unauthorised (where no enforcement action has been taken), constitute abandonment of a consented use. The approximate two year period when the yard was used as a contractor's yard means that the waste transfer use (i.e. Class 5 – General Industry) must be considered to be abandoned. The proposed use therefore requires an application for planning permission.
- 3.6 If the Class 5 use was still extant the screening/crushing plant would have been permitted development under class 24 (1) 9a) (development carried out on industrial land for the purposes of an industrial process consisting of the installation of additional or replacement plant or machinery). The wash plant would not have been permitted development as its height means that it would materially affect the external appearance of the premises. Due to their height the concrete block walls would not have been permitted development.
- 3.7 The application is accompanied by:
- Coal Mining Risk Assessment;
 - Flood Risk Assessment and Surface Water Management Plan;
 - Noise Impact Assessment;
 - Planning Statement;
 - Preliminary Ecological Appraisal;
 - Response to Objections; and
 - Transport Statement.

4 BACKGROUND

- 4.1 Eldin Industrial Estate has grown incrementally over time. It was originally used as a slaughterhouse and for animal products processing until these uses ceased in the late 1970's and early 1980's. The buildings and land have been re-used for a variety of industrial and business purposes and subsequently planning permissions have been granted for new buildings on the industrial estate. The following applications relate to the application site and adjoining land; unless otherwise noted all permissions were implemented.

Application site

- 4.2 Planning permission 0173/98 for a change of use to a waste transfer station at Unit 23 Eldin Industrial Estate was granted on appeal in June

1999. The consent relates to an area of ground at the southern edge of the application site.

- 4.3 Planning permission 99/00508/FUL for a change of use of part of haulage yard to waste transfer station was granted in March 2000. The consent relates to an area of ground at the northern edge of the application site.
- 4.4 Planning permission 00/00262/FUL for the erection of a waste transfer building and amendment of condition of existing planning permission (ref 0173/98) to remove personal permission was granted in November 2000. The consent relates to the same area of ground as planning permission 0173/98.
- 4.5 Planning permission 08/00680/FUL for permanent use of land for waste transfer station, change of use of agricultural land to industrial use and erection of ancillary buildings (part retrospective) was granted permission by the Committee at its meeting of June 2009. Following registration of a legal agreement to secure developer contributions towards the Edgefield Relief Road the consent was issued in January 2012. This consent includes all of the land within the application site plus land immediately to the north east.
- 4.6 Planning permission 12/00390/DPP to amended condition 10 of planning permission 08/00680/FUL to allow working from 6am seven days a week. The application was originally refused under delegated powers, but was subsequently granted permission by the Local Review Body at its meeting in June 2013.
- 4.7 Planning permission 12/00742/DPP for the erection of an industrial shed was granted in March 2013. This permission was not implemented.
- 4.8 Planning application 12/00794/DPP sought consent for the removal of conditions 4 and 5 of planning permission 08/00680/FUL to allow operations to continue without the erection of the angled profiled metal canopy referred to in said conditions. The application was refused in May 2013.
- 4.9 Planning permission 13/00534/DPP for the erection of an extension to the existing picking shed was granted consent in November 2013. The consent relates to an extension to the eastern side of the existing picking shed at the southern boundary of the application site. The permission was not implemented.
- 4.10 Planning permission 13/00535/DPP for the erection of a waste receiving unit was granted consent in November 2013. The consent relates to an area of ground, situated approximately 100m north of the picking shed, at the western edge of the application site. This permission was not implemented.

Land to North of Edgefield Toll Farm

- 4.11 Planning permission 12/00796/DPP was granted for a temporary change of use from agricultural land to open storage. The application was originally refused under delegated powers, but was subsequently granted permission by the Local Review Body at its meeting in June 2013. The consent relates to a 1.35 hectare area of ground to the north of Edgefield Toll Farm and to the north east of the industrial land that adjoins the eastern boundary of the application site. The consent was temporary for a period of 18 months and was for the land to be used for the storage of crushed stone, brick and rubble.
- 4.12 Application 14/00655/DPP was submitted in September 2014 and sought permission to vary condition 2 of planning permission 12/00796/DPP to allow storage of material on site until 3 January 2016. The application was withdrawn in December 2014.
- 4.13 Planning permission 14/00741/DPP for the temporary change of use of land to waste transfer station with associated open storage was granted in November 2014. This application was submitted following the serving of a Notice by SEPA which required the removal of all of the waste on the site as the waste did not comply with the approved waste categories. To facilitate the removal of the waste it was necessary to sort and process the waste, and hence planning permission was required for a temporary use as a waste transfer station.
- 4.14 Planning permission 16/00206/S42 to amend condition 1 of planning permission 08/00680/FUL was granted in May 2016. The permission amended condition 1 to allow a temporary expansion of the area within which waste transfer operations could take place. The temporary permission was required to enable compliance with a Planning Enforcement Notice. The area north of Edgefield Toll Farm was cleared of waste in the middle of 2016 and has not been used for storage or waste processing since then.
- 4.15 As part of the assessment of the current application the planning authority issued a screening opinion for the current proposals on 23 June 2022. The screening opinion confirmed that an Environmental Impact Assessment (EIA) was not required.

Land to the South (Midlothian Skip Hire)

- 4.16 Planning permission 11/00591/DPP (retrospective) was granted for a change of use of an industrial yard to a waste transfer station. The decision was issued in January 2012 and two of the conditions attached to the decision notice were amended by the Local Review Body at its meeting of July 2012.

- 4.17 Planning permission 16/00689/DPP (part retrospective) was granted for the erection of a picking station, sectional concrete wall and fence and alterations to an existing bund. The decision was issued in December 2016.
- 4.18 Planning permission 17/00929/DPP (retrospective) was granted for the erection of office, staff and store buildings; erection of associated walls and access steps; and the erection of a gate. The decision was issued in January 2018.
- 4.19 Application 19/00305/S42 to amend condition 5 of planning permission 11/00591/DPP in order to amend the hours of operation was submitted in April 2019 and withdrawn in March 2021.

Edgefield Relief Road and new housing

- 4.20 The Midlothian Local Plan 2008 (MLP) allocated a 10 hectare economic land supply site (encompassing the currently undeveloped land to the east of the Relief Road plus the land now occupied by Mayflower Gardens) and an 11 hectare housing site (encompassing land now occupied by Cala's Mayburn Park development and Dandara's Ashgrove development). The allocations required the prior construction of the Edgefield Relief Road which was intended to provide access to the existing industrial estates and the new developments, and also divert larger industrial vehicles away from the existing narrow local road network.
- 4.21 Outline planning application 09/00354/OUT for residential development and classes 4 (Business), 5 (General Industry) and 6 (Storage or Distribution) economic development was approved by Committee at its meeting of 9 March 2010.
- 4.22 Planning permission 09/00353/FUL was granted for the construction of the relief road and associated landscaping, drainage and infrastructure. The consent was issued in February 2010. The duration of the permission was extended in January 2013 via the issuing of permission 12/00731/DPP. The Relief Road opened late 2014/early 2015.
- 4.23 Taylor Wimpey's Ashgrove Fields development (now known as Mayflower Gardens) received permission (13/00804/MSC) in March 2014.
- 4.24 Cala's Mayburn Park development (now known as Ashgrove Gardens and Ashgrove Crescent) received permission (15/00754/MSC) in February 2016.
- 4.25 Dandara's Ashgrove development (now known as St Margaret's Avenue and St Gellert Gardens) received permission (18/00243/MSC, 18/00469/MSC and 18/00556/MSC) in November 2018, December

2018 and April 2019. A further consent (20/00694/MSC) was issued in July 2021. Development commenced in mid-2019.

Procedural matters

- 4.26 The application is a Local Development as defined by Class 4 (Waste Management Facilities) of The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009. This is due to the fact that the supporting statements state that the annual tonnage of waste processed will be less than 25,000 tonnes per annum.
- 4.27 The application has been called to Committee for determination by Councillor Parry. The planning reason for call-in is as follows:
- Ruin the local environment and have an impact on the character of the area.

5 CONSULTATIONS

- 5.1 The **Coal Authority** does not object to the application. The response states that the built development falls outwith of the Coal Authority's defined High Risk area and consequently it would not be reasonable to condition a scheme of intrusive site investigations. The response recommends that an informative note be attached to a decision notice.
- 5.2 **Scottish Water** does not object to the application. Scottish Water records indicate that there is live infrastructure (a 450mm diameter concrete combined sewer) in the proximity of the development area. Therefore the applicant must identify any potential conflicts with Scottish Water assets and contact Scottish Water. Written permission must be obtained before any works are started within the area of Scottish Water's apparatus (this is a separate regulatory process between the applicant and Scottish Water). The infrastructure location is shown in the plans contained in the Flood Risk Assessment and Surface Water Management Plan and the location of the wash plant has been sited to avoid the route of the infrastructure.
- 5.3 The **Scottish Environment Protection Agency (SEPA)** does not object to the application. SEPA is satisfied that there will be a low risk of flooding to or from the development and that no development will be built over the culvert that contains the Park Burn. If the applicant wishes to abstract water from the Park Burn they should discuss that with SEPA's local team. With regard to a Waste Management Licence for the site the response included the following paragraphs:

The site was previously subject to waste management operations, and indeed Tartan Waste still hold a Waste Management Licence for this site.

Any proposed new operations would therefore have to make an application, in conjunction with the current Licence holder, to transfer the Licence. Depending on the proposed operations, the conditions of the Licence may have to be modified to reflect that and to ensure that adequate protection is given to sensitive receptors. It should be noted that there are sensitive receptors, in the form of residential dwellings and commercial units, in very close proximity to this site, and indeed a nearby waste transfer station is subject to frequent complaint about noise, dust, litter and out of hours operations. This being the case, it may be necessary to impose fairly tight WML conditions to ensure, as far as is practicable, adequate protection is afforded.

We will address all matters relating to regulation by SEPA at such time as the appropriate regulatory application is made and cannot guarantee that regulatory consent will be granted until the submission and determination of the relevant application. It is an applicant's responsibility to ensure their proposals will meet all relevant regulatory requirements and they are working within regulatory guidelines. We consider it to be at the applicant's commercial risk if planning permission is granted for a development/process which cannot gain authorisation from SEPA or if any significant changes required during the regulatory stage necessitate a further planning application or similar application and/or neighbour notification or advertising. As such, we would direct the applicant to the waste section of our website and advise them to make early contact with our waste permitting team at waste.permitting@sepa.org.uk

- 5.4 **Scottish Gas Network (SGN)** (the owner and operator of high pressure gas pipelines) initially provided a holding objection due to the site's proximity to a pipeline that runs to the north of the site. Having considered the detailed plans SGN confirmed that it does not object to the application.
- 5.5 **Scottish Power Energy Networks** does not object to the application.
- 5.6 The **Loanhead and District Community Council** has submitted a neutral representation. The Community Council states that it has been advised that some businesses at Eldin Industrial Estate did not receive neighbour notification. The Community Council asks that the following points are considered:
- The application site has not been used as a waste transfer site for some time;
 - There is already a separate waste transfer site operating on Eldin Industrial Estate;
 - The proposed change of land use is a concern for current small businesses operating from this industrial estate and nearby properties;
 - The planning statement notes, vehicles from the proposed waste transfer site will use Edgefield Road and the B702 as a given route

- these are residential roads. The creation of Edgefield Relief Road was to ensure all commercial/industrial vehicles bypass residential roads and Loanhead town centre. Commercial vehicles must use Edgefield Relief Road.

- The planning statement states the proposed new plant machinery will draw water from the local burn. We object to this particular issue. We feel this is totally unacceptable and would have an adverse effect on the local wildlife and plant life in the immediate area and will affect the natural ecology and water quality for miles around. A commercial enterprise this size, with the amount of projected tonnage throughput, should have its own independent mains water supply.

5.7 The **Council's Ecological Advisor - The Wildlife Information Centre (TWIC)** does not object to the application, but has confirmed that the Preliminary Ecological Appraisal submitted in support of the application is thorough and has been undertaken to a professional standard. The appraisal contains details of invasive non-native species (Giant Hogweed and Japanese Knotweed) and remediation measures are recommended. The appraisal contains mitigation measures to reduce/eliminate potential impacts on Straiton Pond, bats, badgers and nesting birds and it also contains suggested biodiversity enhancements.

5.8 The **Council's Land Resource Manager** does not object to the application. The cycleway adjacent to the site is contained in the Midlothian Core Paths Plan and should not be blocked or otherwise obstructed during development or site operations.

5.9 The **Council's Senior Manager Neighbourhood Services (Roads)** does not object to the application. The response includes the following paragraph relating to transportation matters:

The operation of a waste transfer station within this established industrial estate does not raise any major road safety or traffic management issues. A waste recycling unit has operated from this site in the past and the proposed HGV route to and from the site, as shown in fig.3-2 of the Transport Statement, uses the Edgefield Relief Road which was constructed to provide a suitable vehicle access to the industrial estate. The opening of the Edgefield Relief Road allowed the removed of most of the industrial estate traffic from the residential section of Edgefield Road and the 20mph zone at Loanhead primary school. Edgefield Relief Road has a separate cycleway / footpath along its residential edge separated from the road by a 2m wide grass verge. The relief road does not have a record of road accidents and the additional traffic generated by this proposed use does not raise any specific road safety issues.

5.10 The **Council's Senior Manager Protective Services** does not object to the application. The predicted noise levels within the assessment

are likely to have a low impact on noise sensitive receptors, however prior to the use commencing the applicant should demonstrate that the measured noise impact of the combined plant noise is low when assessed using British Standards methodology. It is also recommended that hours of operation are restricted to 8am to 6pm.

6 REPRESENTATIONS

6.1 There have been 215 representations received, all objecting to the application, which can be viewed in full on the online planning application case file. A summary of the main points raised are as follows:

- The number of daily HGV movements is unacceptable due to congestion, noise, pollution and risk to road safety;
- The Noise Impact Assessment doesn't take account of HGV movements;
- The Transport Statement pays insufficient attention to Personal Injury Collision data;
- Straiton Pond Nature Reserve will be seriously affected by noise, air pollution and vermin;
- The cycleway will be unusable during the day due to noise, dust and air pollution;
- Air quality in Loanhead will be affected;
- Water supply, usage and drainage are inadequately described;
- The private access road from Edgefield Road is unsafe and in poor condition;
- The site is too close to local housing.
- The characteristics of the surrounding area have changed since the site was last used as a waste transfer station;
- The Edgefield Relief Road is the main access to some residential areas;
- Existing HGV traffic in the surrounding area is a road safety threat, due to speeding, and the proposal will worsen the situation;
- The use of local roads by HGVs will reduce the effectiveness of initiatives to increase active travel;
- There is a food warehouse opposite the potential site;
- The proposed use will encourage vermin;
- The proposal will have a detrimental impact on local wildlife;
- The proposal will have a detrimental impact on property values in the surrounding area;
- There are primary schools in the surrounding area and children walking to school will be put at risk from increased traffic and air pollution;
- The use will result in congestion within the industrial estate which will make it harder for existing businesses to receive customers and deliveries;

- The traffic generated on the access road will create excessive dust and pollution that will harm existing businesses;
- The proposal is contrary to the Council's vision as stated in the Single Midlothian Plan 2022-23;
- Insufficient information has been provided on surface water flooding;
- The proposal threatens the stability of the culvert that contains the Park Burn;
- The traffic generated will damage the internal road within Eldin Industrial Estate;
- Vehicle speeds on Edgefield Link Road need to be controlled;
- The proposal does not include any details of dust suppression;
- Facilities like this should not be built so close to residential areas;
- The section of Edgefield Road linking the Relief Road to Foundry Lane is in poor condition and has no pedestrian footways;
- The noise from HGVs on Edgefield Relief Road has not been assessed;
- The applicant has breached regulations at other sites;
- Midlothian Skip Hire trucks regularly exceed the speed limit on Edgefield Relief Road;
- The character of the surrounding area has changed from industrial to residential over the last 10 years;
- The annual capacity should not be allowed to exceed 25,000 tonnes;
- The proposed use should be sited on a truly industrial site;
- The proposed use should be sited at a more remote location away from residential properties;
- Building more waste facilities leads to less incentive to create less waste; and
- There are better sites in Midlothian for this proposal.

7 PLANNING POLICY

7.1 The development plan is comprised of National Planning Framework 4 (2023) and the Midlothian Local Development Plan 2017.

7.2 The following policies are relevant to the proposal:

National Planning Framework 4 (NPF4)

7.3 **Policy 1 Tackling the climate and nature crisis;** sets out to encourage, promote and facilitate development that addresses the global climate emergency and nature crisis.

7.4 **Policy 2 Climate mitigation and adaptation;** sets out to encourage, promote and facilitate development that minimises emissions and adapts to the current and future impacts of climate change.

- 7.5 Policy **3 Biodiversity**; sets out to protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks.
- 7.6 Policy **8 Green belts**; sets out to encourage, promote and facilitate compact urban growth and use the land around our towns and cities sustainably.
- 7.7 Policy **9 Brownfield, vacant and derelict land and empty buildings**; sets out to encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and to help reduce the need for greenfield development.
- 7.8 Policy **12 Zero waste**; sets out to encourage, promote and facilitate development that is consistent with the waste hierarchy.
- 7.9 Policy **13 Sustainable transport**; sets out to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.
- 7.10 Policy **22 Flood risk and water management**; sets out to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding.
- 7.11 Policy **23 Health and safety**; sets out to protect people and places from environmental harm, mitigate risks arising from safety hazards and encourage, promote and facilitate development that improves health and wellbeing.
- 7.12 Policy **26 Business and industry**; sets out to encourage, promote and facilitate business and industry uses and to enable alternative ways of working such as home working, live-work units and micro-businesses.
- 7.13 Policy **33 Minerals**; sets out to support the sustainable management of resources and minimise the impacts of extraction of minerals on communities and the environment.

Other National Policy

- 7.14 The Scottish Governments **Planning Advice Note 51: planning, environmental protection and regulation** (PAN51) sets out how the planning system should interact with other environmental protection regimes. To minimise overlap or duplication of controls it is essential that planning authorities and other protection agencies work together so that controls are applied in a complementary way. Whilst many environmental protection decisions are based on quantitative standards planning decisions have to take into account a much wider range of material considerations and the weight accorded to them.

- 7.15 The Scottish Government's **Planning Advice Note 1/2011: planning and noise** (PAN 1/2011) provides advice on the role of the planning system in helping to prevent and limit the adverse effects of noise.
- 7.16 The Scottish Government's **Assessment of noise: technical advice note** (TAN) provides guidance on the technical evaluation of noise assessment and mitigation.
- 7.17 The Scottish Government's **Planning and Waste Management Advice** provides advice on how development planning and development management can assist in the delivery of Scotland's Zero Waste Plan.
- 7.18 Scottish Government advice Circular 4/1998 (The use of conditions **in planning permissions**) sets out six tests which planning conditions must comply with:
- Necessary;
 - Relevant to planning;
 - Relevant to the development to be permitted;
 - Enforceable;
 - Precise; and
 - Reasonable in all other respects.

Midlothian Local Development Plan 2017 (MLDP)

- 7.19 Policy **STRAT1: Committed Development** seeks the early implementation of all committed development sites and related infrastructure, including sites in the established economic land supply. Committed development includes those sites allocated in previous development plans which are continued in the MLDP.
- 7.20 Policy **DEV2: Protecting Amenity within the Built-Up Area** states that development will not be permitted within existing and future built-up areas where it is likely to detract materially from the existing character or amenity of the area.
- 7.21 Policy **DEV8: Open Spaces** states that the Council will seek to protect and enhance the open spaces identified on the Proposals Map. Development will not be permitted in these areas that would:
- A. Result in a permanent loss of the open space; and/or
 - B. Adversely affect the accessibility of the open space; and/or
 - C. Diminish the quality, amenity or biodiversity of the open space; and/or
 - D. Otherwise undermine the value of the open space as part of the Midlothian Green Network or the potential for the enhancement of the open space for this purpose.
- 7.22 Policy **ECON1: Existing Employment Locations** seeks to safeguard those sites allocated for economic land uses against loss to non-business or industrial uses. Alternative uses for such sites will only be

permitted if there is no net detriment to the overall supply of economic land.

- 7.23 Policy **ECON5: Industries with Potentially Damaging Impacts** states proposals for industrial developments of a kind which may give rise to environmental problems will be assessed with regards to the relevant policies and proposals; to expected economic benefits; and to any benefits to the wider environment of locally harmful industrial operations. The Council will require to be satisfied that any such site is either uniquely suitable for technical reasons or has been selected with a view to minimising environmental impact, and not primarily because of the availability of the land to the intended developer or operator.
- 7.24 Policy **TRAN2: Transport Network Interventions** highlights the various transport interventions required across the Council area, including the safeguarding of the route of the Millerhill-Loanhead rail line.
- 7.25 Policy **ENV1: Protection of the Green Belt** advises that development will not be permitted in the Green Belt except for proposals that:
- A. are necessary to agriculture, horticulture or forestry; or
 - B. provide opportunities for access to the open countryside, outdoor sport or outdoor recreation which reduce the need to travel further afield; or
 - C. are related to other uses appropriate to the rural character of the area; or
 - D. provide for essential infrastructure; or
 - E. form development that meets a national requirement or established need of no other site is available.

Any development proposal will be required to show that it does not conflict with the overall objectives of the Green Belt which is to maintain the identity and landscape setting of Edinburgh and Midlothian towns by clearly identifying their physical boundaries and preventing coalescence.

- 7.26 Policy **ENV4: Prime Agricultural Land** does not permit development that would lead to the permanent loss of prime agricultural land unless there is appropriate justification to do so.
- 7.27 Policy **ENV9: Flooding** presumes against development which would be at unacceptable risk of flooding or would increase the risk of flooding elsewhere. It states that Flood Risk Assessments will be required for most forms of development in areas of medium to high risk, but may also be required at other locations depending on the circumstances of the proposed development. Furthermore it states that sustainable urban drainage systems will be required for most forms of development, so that surface water run-off rates are not greater than in the site's pre-developed condition, and to avoid any deterioration of water quality.

- 7.28 Policy **ENV10: Water Environment** requires that new development pass surface water through a sustainable urban drainage system (SUDS) to mitigate against local flooding and to enhance biodiversity and the environment.
- 7.29 Policy **ENV11: Woodland, Trees and Hedges** states that development will not be permitted where it could lead directly or indirectly to the loss of, or damage to, woodland, groups of trees (including trees covered by a Tree Preservation Order, areas defined as ancient or semi-natural woodland, veteran trees or areas forming part of any designated landscape) and hedges which have a particular amenity, nature conservation, biodiversity, recreation, landscape, shelter, cultural, or historical value or are of other importance.
- 7.30 Policy **ENV14: Regionally and Locally Important Nature Conservation Sites** states that development will not be permitted where it could adversely affect the nature conservation interest of such sites, unless it can be demonstrated that appropriate mitigation measures are in place.
- 7.31 Policy **ENV15: Species and Habitat Protection and Enhancement** presumes against development that would affect a species protected by European or UK law.
- 7.32 Policy **ENV16: Vacant, Derelict and Contaminated Land** supports the redevelopment of vacant and derelict land for uses compatible with their location. Developments will be required to demonstrate that the site is suitable for the proposed new use in terms of the risk posed by contamination and instability from historic uses.
- 7.33 Policy **ENV17: Air Quality** states that the Council may require further assessments to identify air quality impacts where considered requisite. It will refuse planning permission, or seek effective mitigation, where development proposals cause unacceptable air quality or dust impacts.
- 7.34 Policy **ENV18: Noise** requires that where new noise sensitive uses are proposed in the locality of existing noisy uses, the Council will seek to ensure that the function of established operations is not adversely affected.
- 7.35 Policy **WAST1: New Waste Facilities** states that the Council will support the formation of new facilities for waste in principle, where they contribute to the sustainable treatment of waste set out in the waste hierarchy and the Zero Waste Plan. The location of waste facilities is supported on sites in the established economic land supply that are allocated for business, general industrial or storage and distribution uses, subject to the Council being satisfied that there is no adverse impact on sensitive uses, including from the transport movements associated with the development.

8 PLANNING ISSUES

- 8.1 The main planning issue to be considered in determining this application is whether the proposal complies with development plan policies unless material planning considerations indicate otherwise. The representations and consultation responses received are material considerations.

Principle of development

- 8.2 The site is part of an identified economic land supply site (site e31) in the MLDP and is located within the built up area of Loanhead where there is a presumption in favour of appropriate economic development. The overall Eldin Industrial Estate site has a long history of industrial use dating back more than 50 years and the application site was used as a waste transfer site for approximately 20 years from 1998. Whilst there has been significant residential development at the northern edge of Loanhead over the last 10 years, those sites were allocated and/or consented whilst large scale waste transfer operations were taking place at the application site. The planning authority has always expected that the housing allocations in the vicinity of the Relief Road and the industrial sites at Eldin and Edgefield industrial estates would coexist. The planning authority has never envisaged the residential developments requiring the cessation of activities at the industrial sites.
- 8.3 As is noted above the MLDP identifies the site as being within the built-up area of Loanhead, however the site adjoins the Green Belt to the north west and north and the Straiton Ponds Nature Reserve is a safeguarded open space as identified by policy DEV8 of the MLDP. The development will be contained within the existing site boundaries and will not result in the loss of any land within the Green Belt or protected by policy DEV8.
- 8.4 The principle of development on the site is supported by the MLDP. No material considerations have been presented to outweigh the presumption in favour of development.
- 8.5 With regard to NPF4, although the site forms part of the established economic land supply identified consideration still needs to be given to the site's location and the proposed use in terms of sustainability. The site is close to areas of development activity within Midlothian, Edinburgh and the Lothians and is close to key transport corridors such as the A720 and A701, whilst the use will generate vehicle movements the scale of those movements will be reduced when compared to more remote sites. The use of the site will enable materials to be recycled which will reduce the need for landfill and for new mineral extraction. The location and use is compliant with the sustainability intentions of NPF4.

Transportation and access

- 8.6 The Transport Statement submitted in support of the application estimates that the proposed use will create a maximum daily HGV trip generation of 50 trips, i.e. 25 loads in and 25 out. The statement has been assessed by the Council's Senior Manager Neighbourhood Services (Roads) who has not raised any issues with the Statement's methodology or conclusions. Information submitted in support of an earlier application (reference 08/00680/FUL) for a waste transfer use at the site indicated that the area that now forms the application site was to be used to house 11 skip lorries and 60 trucks belonging to a road haulage firm. That consent was granted and the businesses did operate from the site, the estimated trip generation for the current application is significantly less than the figures generated by the movements of 71 HGVs operating from the site. As a 1.4 hectare site that primarily comprises open yard area, any alternative use to the current proposal is likely to, at the very least, generate similar vehicle movements to the current proposal.
- 8.7 The Council's Senior Manager Neighbourhood Services (Roads) is satisfied that the proposed use does not raise any major road safety or traffic management issues. The Relief Road does not have a record of road accidents and its specification, with a separate cycleway/footpath along the residential edge separated from the road by a 2m wide grass verge, complies with modern pedestrian safety standards. The Relief Road has significantly reduced the levels of industrial estate traffic from the residential section of Edgefield Road. The Transport Statement shows the Relief Road as the designated access route to the site, this can be secured via condition.
- 8.8 The use will not result in the loss of any land associated with the cycleway that currently follows the line of the safeguarded Millerhill to Loanhead rail route and therefore the proposal complies with policy TRAN2 of the MLDP. Whilst users of the cycleway may experience increased noise, when compared to the current situation, when passing the site it must be acknowledged that the cycleway is immediately adjacent to an actively used industrial estate so some noise is to be expected.

Noise

- 8.9 The application is supported by a Noise Impact Assessment which includes baseline sound surveys at the nearest noise sensitive receptors (St Margaret's Farm Cottage and Edgefield Toll Farm), operational wash plant noise survey results carried out at a similar facility at another Hamilton Waste site and details of additional noise sources calculated using manufacturer data sources. The noise impact assessment has been carried out in line with the methodology set out in the relevant British Standard, BS 4142:2014+A1:2019 *Methods for Rating and Assessing Industrial and Commercial Sound*. The Assessment concludes that the predicted rating level does not exceed

the existing background sound at any of the receptors and consequently the proposed development will have a low impact on the receptors, with regard to noise.

- 8.10 The assessment has been assessed by the Council's Senior Manager Protective Services who has not raised any issues with the assessment's methodology or conclusions. A condition requiring the applicant to carry out a validation survey once the plant has been assembled and is operational is required to demonstrate that the operations would have a low impact. The planning authority has concerned that the proposed condition did not meet the six tests of conditions specified by Circular 4/1998, with particular concerns about precision, enforceability and reasonableness – however as an alternative a condition can be used to specify that noise levels must not exceed background levels by more than 5 decibels.
- 8.11 Furthermore, the Council's Senior Manager Protective Services recommended that the hours of operation be restricted to 8am to 6pm Monday to Saturday. The Planning Statement submitted in support of the application states that the applicant wishes to operate the wash plant and crushing/screening plant from 7am to 6pm Monday to Friday and 7am to 6pm for the wash plant only on a Saturday. The previously consented waste transfer operations at the site had approved hours of operation, granted by the Local Review Body, of 6am to 10pm Monday to Friday, 6am to 6pm Saturday and 6am to 12 noon Sunday. The neighbouring Midlothian Skip Hire site has approved hours of operation of 7am to 10pm Monday to Friday, 7am to 6pm Saturday and 8am to 12 noon Sunday. Having considered the planning history of both the application site and the neighbouring site it is not reasonable to restrict the start time to 8am in the context of the surrounding industrial estate and therefore the applicant's proposed hours are acceptable.

Impact on existing businesses

- 8.12 The existing main access road to Eldin Industrial Estate is a private road and the maintenance and upkeep of the road is a private legal matter between the various parties that have rights of ownership and/or access to the road. Vehicle movements of trucks entering and exiting the application site may cause disruption to other businesses at Eldin Industrial Estate, however the narrow access road and its unsurfaced condition mean that potential disruption to neighbouring businesses must be considered to be a natural consequence of the piecemeal fashion in which development has occurred at Eldin throughout its history. The access to the application site via the western route was in use during the previous waste transfer use and no information has been presented to the planning authority to suggest that the applicant does not have a right to use the access.

Visual impact

- 8.13 The existing buildings at Eldin Industrial Estate are generally 5 to 6 metres in height and in this context the plant, machinery and concrete block wall will not appear out of scale. The tallest point of the wash plant will be approximately 10 metres in height and whilst this is taller than the majority of buildings at Eldin it will be lower than the leading edge of the existing picking shed at the application site which is 11.55 metres tall. The plant and machinery will have an obviously industrial appearance but this will not be out of character when seen in the context of the existing appearance of Eldin Industrial Estate. Some aspects of the completed development will be visible from the cycleway once completed however the cycleway sits between 1.4 and 2.2 metres above the level of the yard and this will reduce the impact of the taller structures. It should also be noted that the rear elevations of the 6 metre tall buildings immediately to the south of the application site currently abut the verge of the cycleway and will consequently be more obvious visual features, when viewed from the cycleway, than the proposed development at the application site.

Neighbour Notification

- 8.14 Neighbour notification was sent to all notifiable addresses within 20 metres of the boundary of the application. Like many industrial estates various units have been sub-divided and/or consolidated over time and the data held on the planning authority's address system, which utilises the National Street Gazetteer, does not match the on the ground situation. The planning authority sent notification to all notifiable addresses for which it held address data.
- 8.15 Neighbour notification was not sent by the planning authority to residential properties in the wider surrounding area as those properties are outwith the 20 metres notification buffer specified by Scottish Government regulations. A neighbouring business at Eldin Industrial Estate leafleted the surrounding community to advise of the submission of the application and how to object.

Dust

- 8.16 No details of dust suppression were supplied with the application. Dust suppression systems using water are common features on modern waste transfer sites and details can be secured via condition.

Biodiversity

- 8.17 The Council's Ecological Advisor, The Wildlife Information Centre (TWIC) has assessed the Preliminary Ecological Appraisal submitted in support of the application and has confirmed that it is thorough and has been undertaken to a professional standard. The appraisal concludes that subject to mitigation measures to control dust, light pollution and water pollution the proposal will not have a detrimental impact on the

Straiton Pond Nature Reserve. The suggested mitigation measures can be secured via condition.

Flood Risk

- 8.18 SEPA is satisfied that the Flood Risk Assessment submitted in support of the application demonstrates that the risk of flooding from the Park Burn is low and that flood risk will not be increased by the new development. The Council's Senior Manager Neighbourhood Services (Roads) is satisfied that the proposals will not result in any significant change in surface water run-off when compared to the existing situation. Finalised details of surface water management including source control measures.

Other Matters

- 8.19 The following matters have been raised in representations which are not material considerations in the determination of the application:
- Existing HGV traffic in the surrounding area is a road safety threat, due to speeding, and the proposal will worsen the situation (speeding is a matter for the Police);
 - The proposed use will encourage vermin (vermin is controlled under non-planning regulations);
 - The proposal will have a detrimental impact on property values in the surrounding area (property values are not a planning matter);
 - The traffic generated will damage the internal road within Eldin Industrial Estate (the maintenance of the private internal road is the responsibility of the landowner);
 - Vehicle speeds on Edgefield Link Road need to be controlled (speeding is a matter for the Police);
 - The applicant has breached regulations at other sites (the planning application must be considered on its own merits and the 'behaviour' of the operator is not a material planning consideration);
 - Midlothian Skip Hire trucks regularly exceed the speed limit on Edgefield Relief Road (speeding is a matter for the Police – this relates to a neighbouring site and different operator); and
 - There are better sites in Midlothian for this proposal (the planning authority has to assess the current application on its own merits).

9 RECOMMENDATION

- 9.1 That planning permission be granted for the following reason:

The site forms part of the established economic land supply and the proposed use is in keeping with the scale and character of the surrounding industrial estate where there is a presumption in favour of

an appropriate form of development. Appropriate conditions will ensure that the amenity of residential properties in the surrounding area will be safeguarded. The proposal complies with the relevant policies of the Development Plan and the presumption for development is not outweighed by any other material considerations.

Subject to the following conditions:

1. The development to which this permission relates shall commence no later than the expiration of three years beginning with the date of this permission.

Reason: *To accord with the provisions of Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended by the Planning (Scotland) Act 2019).*

2. The annual capacity of waste brought onto the site shall be less than 25,000 tonnes.
3. Quarterly returns, detailing the waste brought onto the site in the relevant quarter, shall be submitted to the planning authority.

Reason for Conditions 2 and 3: *The application has been assessed as a Local Development with a capacity of less than 25,000 tonnes.*

4. The site shall be used as a soil wash plant; for the screening/crushing of stone, brick and rubble; and for the storage of unprocessed and processed materials associated with these operations.

Reason: *For the sake of clarity.*

5. No materials (either unprocessed or processed) shall be stored at a height greater than 5 metres above the level of the ground adjoining any materials pile.

Reason: *In the interests of visual amenity.*

6. No operation of plant or machinery shall be carried out on any part of the site and no HGV's shall enter or leave the site outwith the following hours unless otherwise approved in writing by the planning authority on a temporary basis:

Monday-Saturday 07:00-18:00

Reason: *In the interests of safeguarding the amenity of local residents.*

7. The rating level (LAeq,T) from the wash plant, crusher, screener and associated dust suppression systems (when operating simultaneously, individually or in any combination thereof) shall not exceed the background noise level (LA90,T) by more than +5 dB at any time when measured at the nearest noise sensitive premises (as identified in the approved Noise Impact Assessment). Noise measurements and assessments should be compliant with BS 4142:2014+A1:2019.

Reason: *To ensure that noise levels are controlled in a manner that is precise and enforceable.*

8. Prior to development commencing the following details shall be submitted to and approved in writing by the planning authority:
 - i. Details of a dust suppression strategy;
 - ii. Details of a surface water management strategy; and
 - iii. Details of the location, height and specification of any lighting to be erected.

Development thereafter shall comply with the approved details.

Reason: *To safeguard the amenity of local residents and to safeguard the natural environment.*

9. Unless otherwise approved in writing by the planning authority on a temporary basis HGV access to the site shall be via the Site Access Route shown in Figure 3.2 of the approved Transport Statement.

Reason: *In the interests of road safety.*

10. No plant, machinery or concrete block walls shall be erected within 5 metres of the line of the culverted watercourse (Park Burn).

Reason: *To safeguard the culvert in the interests of flood safety*

11. Development shall comply with the mitigation measures contained in Chapter 4 of the approved Preliminary Ecological Appraisal or such alternatives as may be agreed in writing by the planning authority.

Reason: *To safeguard local biodiversity.*

12. Development shall be carried out in accordance with the approved drawings and supporting information hereby listed:

No.	Drawing Description	Drawing number & Scale	Date
1	Aerial Site Plan	ED13642-003-A 1:2000	15/07/2022
2	Anaconda Floor Plan		19/05/2022
3	Concrete Block Wall		28/06/2022

	Specification		
4	Crusher Detail		19/05/2022
5	Ecohog Windshifter Specification		19/05/2022
6	Existing Site Plan	ED13642-002-A 1:2000	15/07/2022
7	Location Plan	ED13642-001-A 1:25,000	15/07/2022
8	Screener Detail		19/05/2022
9	Site Plan – Concrete Block Walls	ED13642-002D	28/11/2022
10	Static Picking Station Detail	2578D nts	19/05/2022
11	Tracked Picking Station Detail	TPS GA nts	19/05/2022
12	Trommel Fines Wash Plant with Barrel Separator	19866-1-J 1:150	19/05/2022
13	Wash Plant with Barrel Separaror	19866-1-F 1:150	19/05/2022
14	Coal Mining Risk Assessment		19/05/2022
15	Noise Impact Assessment	V5	01/11/2022
16	Planning Statement	July 2022 version	19/07/2022
17	Preliminary Ecological Appraisal	V0.1	05/10/2022
18	Response to Objections		19/07/2022
19	Transport Statement	Revision R2	02/08/2022
20	Flood Risk Assessment and Surface Water Management Plan	V1.2	18/11/2022

Reason: To ensure that the development is carried out in terms of the drawings and supporting information which were assessed in terms of this application.

Peter Arnsdorf
Planning, Sustainable Growth and Investment Manager

Date: 20 February 2022

Application No: 22/00345/DPP

Applicant: Hamilton Waste and recycling

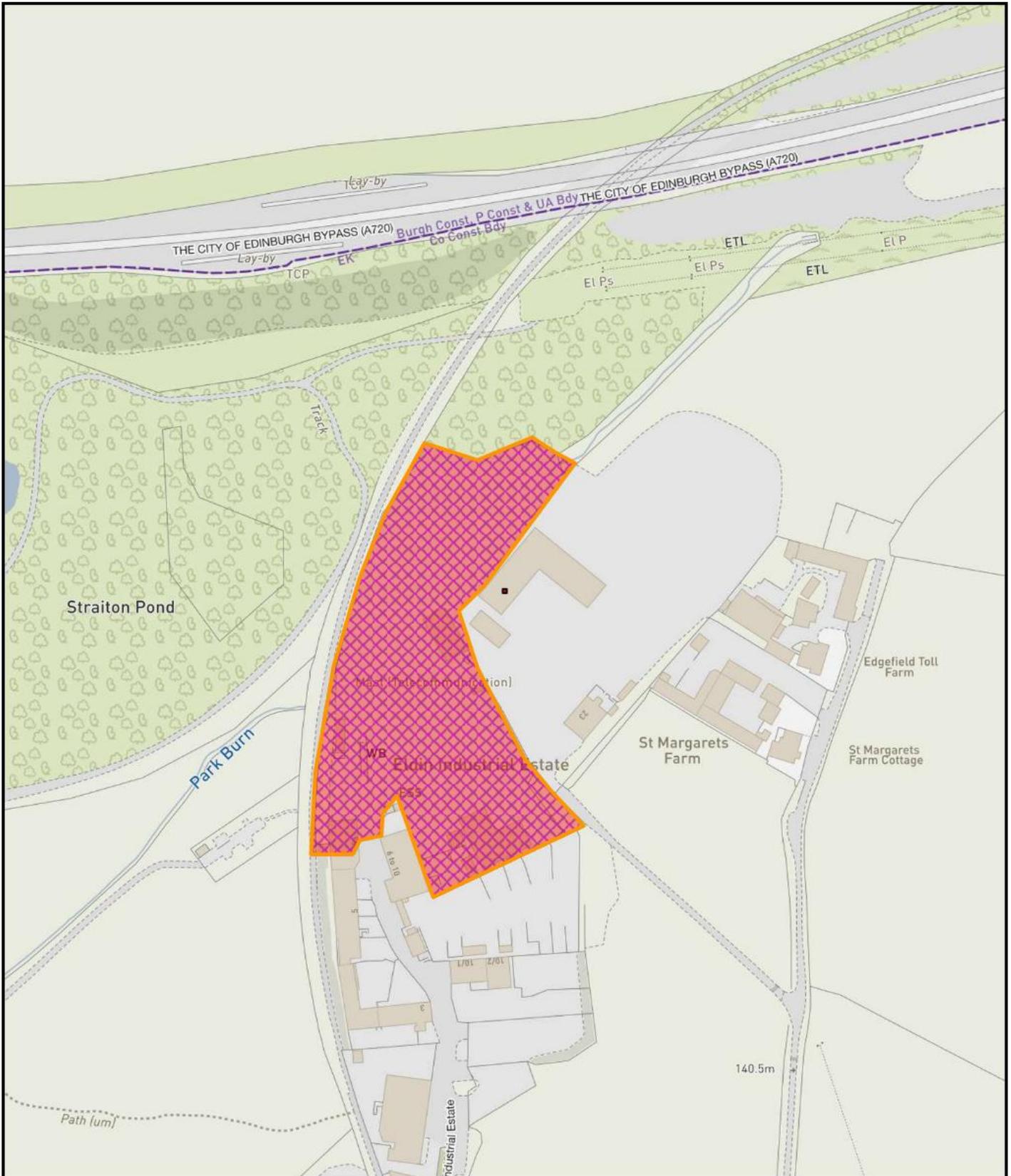
Agent: Wardell Armstrong LLP

Validation Date: 7 June 2022

Contact Person: Graeme King

Email: graeme.king@midlothian.gov.uk

Background Papers: Multiple applications see Section 4 of report




Education, Economy & Communities
 Midlothian Council
 Fairfield House
 8 Lothian Road
 Dalkeith
 EH22 3AA

Change of use to waste transfer station
Eldin Industrial Estate, Edgefield Road, Loanhead

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File No.22/00345/DPP

Scale: 1:2,500





DO NOT SCALE FROM THIS DRAWING

 Site boundary



Edgefield Toll Farm

St Margaret's Farm Cottage

Midlothian Skip Hire

A	Revision to site boundary	13.07.22	AB	AB	NS
REVISION	DETAILS	DATE	DRN	CHKD	APPD

CLIENT
HAMILTON WASTE & RECYCLING LTD

PROJECT
LOANHEAD WASTE MANAGEMENT SITE

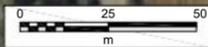
DRAWING TITLE
AERIAL SITE PLAN

DRG No. ED13642-003 REV A

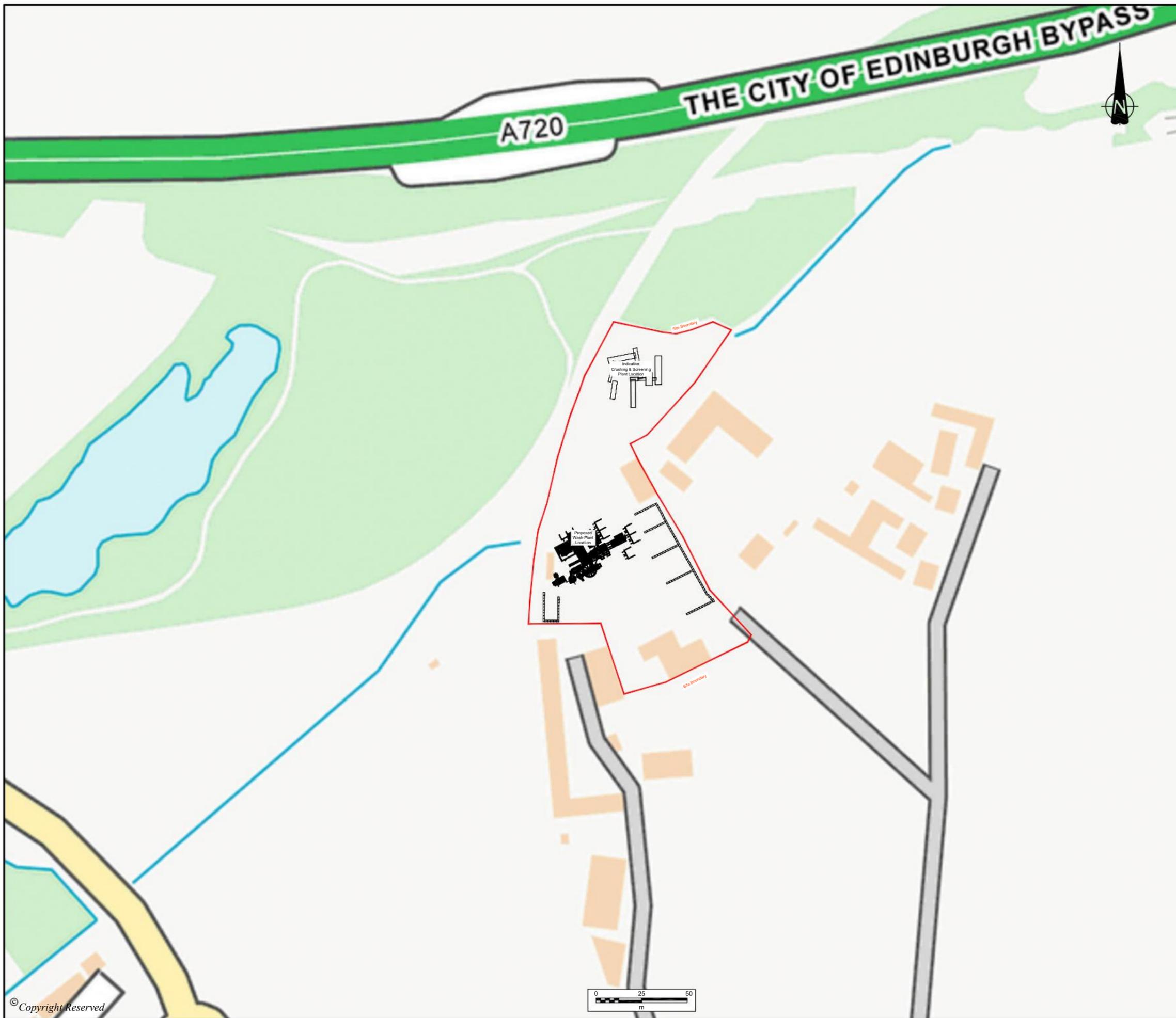
DRG SIZE A3 SCALE 1:2,000 DATE 25/04/2022

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DO NOT SCALE FROM THIS DRAWING

 Site boundary

Note: Block storage area walls built to max height of 5m

D	Storage Area Amended	14.11.22	BO	AB	SH
C	Updated Plant Layout	14.11.22	BO	SH	SH
B	Modular storage areas added	02/11/22	ED	SH	SH
A	Revision to site boundary	13.07.22	AB	AB	NS
REVISION	DETAILS	DATE	DRN	CHKD	APPD

CLIENT
HAMILTON WASTE & RECYCLING LTD

PROJECT
LOANHEAD WASTE MANAGEMENT SITE

DRAWING TITLE
SITE PLAN

DRG No.	ED13642-002	REV	D
DRG SIZE	A3	SCALE	1:2,000
		DATE	25/04/2022
DRAWN BY	AB	CHECKED BY	AB
		APPROVED BY	NS

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<input type="checkbox"/> CARDIFF	<input type="checkbox"/> N-U-T
<input type="checkbox"/> CARLISLE	<input type="checkbox"/> STOKE ON TRENT

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MACHINE OPTION WEIGHTS		
OPTION NO	DESCRIPTION	WEIGHT
CC0051	HOPPER LINERS	+552 Kgs
CC0052	EXTENDED HOPPER DOORS	+697 Kgs
CA0245	JACKING LEGS	+760 Kgs
CB0230	LIGHT MAST & CABINET LIGHTS	+13 Kgs
CA0175	WATER PUMP	+22 Kgs
CA0170	REMOTE DIESEL PUMP	+16 Kgs
CA0171	CENTRAL AUTOLUBE	+10 Kgs
CA0191	HYDRAULIC BREAKER C/W HAMMER	+920 Kgs
CJ0133	JAW LEVEL SENSOR	+7 Kgs
CJ0025	BELT PROTECTION PLATE	+67 Kgs
J4870000	HEAVY DUTY TOGGLE PLATE	+18 Kgs
CJ0110	TALL TOOTH JAW PLATES	+58 Kgs
CJ0111	18% JAW PLATES	+5 Kgs
CJ0112	20% JAW PLATES	+630 Kgs
CD0097	MAIN CONVEYOR DUST COVER	+52 Kgs
CD0094	MAIN CONVEYOR HEAD DRUM GUARD	+94 Kgs
CA0173	STOCKPILE SENSOR	+5 Kgs
CA0151	STANDARD MAGNET	+1015 Kgs
CA0216	HEAVY DUTY TWIN POLE MAGNET	+1444 Kgs
CD0089	MAGNET CHUTE UNI-DIRECTIONAL	-4 Kgs
CD0091	MAGNET CHUTE BI-DIRECTIONAL	-6 Kgs
CE0005	NATURAL FINES CONVEYOR	+609 Kgs
CE0039	NATURAL FINES CONVEYOR HEAD DRUM GUARD	+58 Kgs
QJ3413BPP	CAT 3B POWERPACK	+325 Kgs
QJ3414PP	CAT T4 POWERPACK (INC. DEF TANK)	+532 Kgs
QJ3414V4PP	VOLVO T4 POWERPACK (INC. DEF TANK)	+380 Kgs

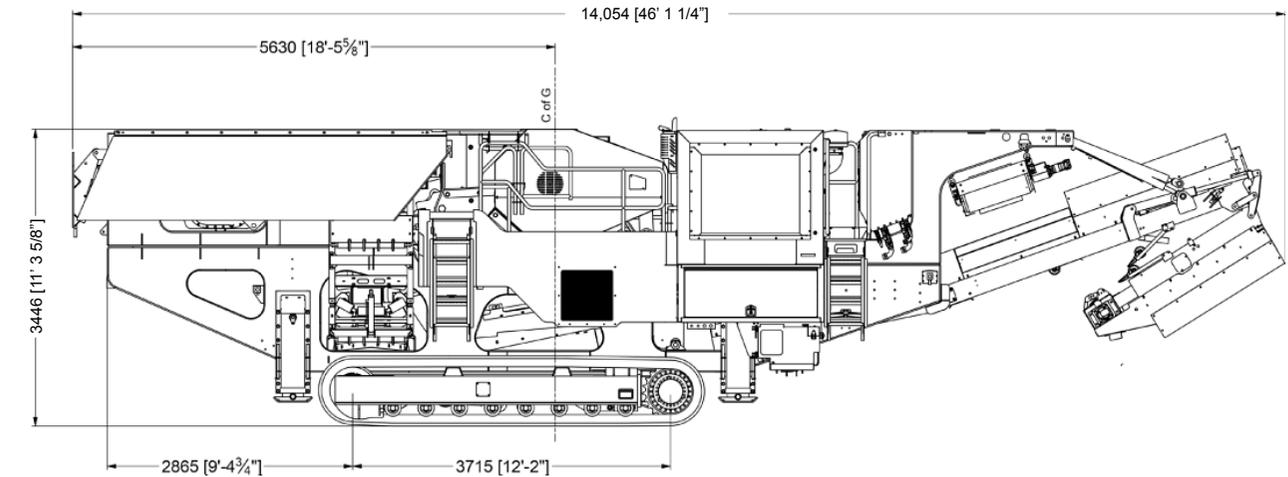
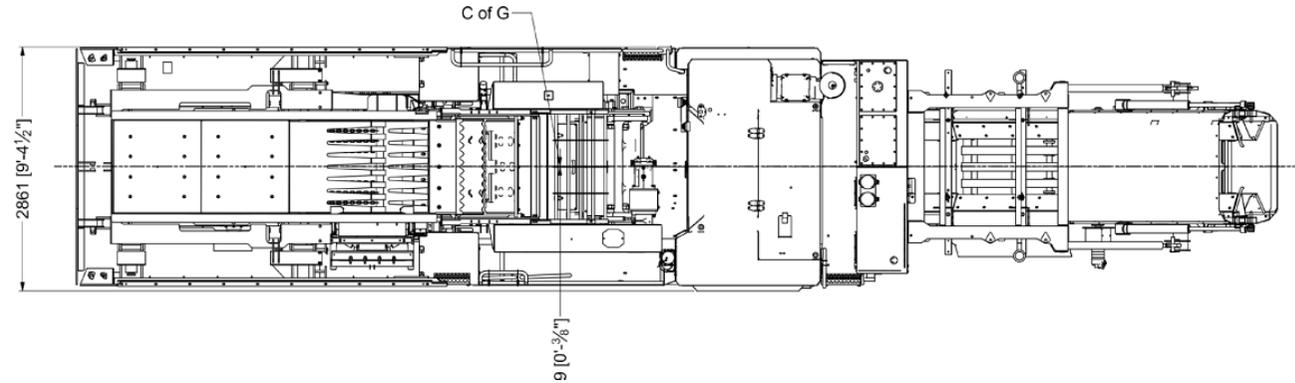
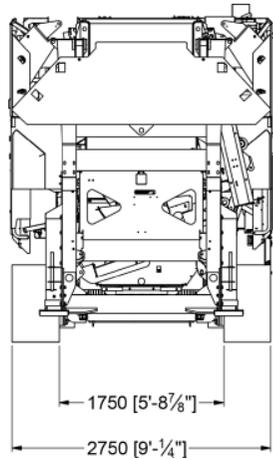
TRANSPORT POSITION

LENGTH STD HOPPER - 14,054 mm / 46' 1 1/4"

WIDTH STD HOPPER - 2861 mm / 9' 4 1/2"

HEIGHT - 3446 mm / 11' 3 5/8"

MACHINE WEIGHT (3A ENGINE, NO OPTIONS) - 45, 233 Kgs / 99,722 lbs

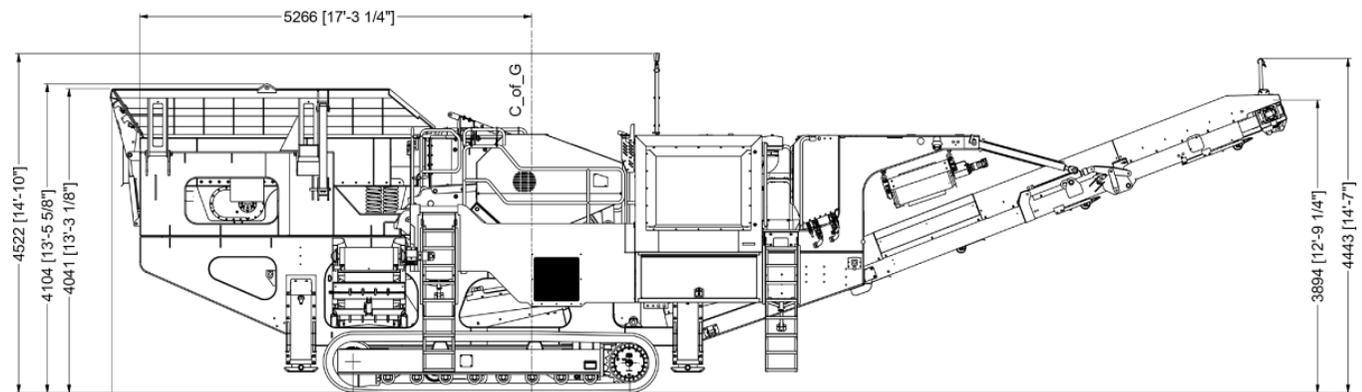
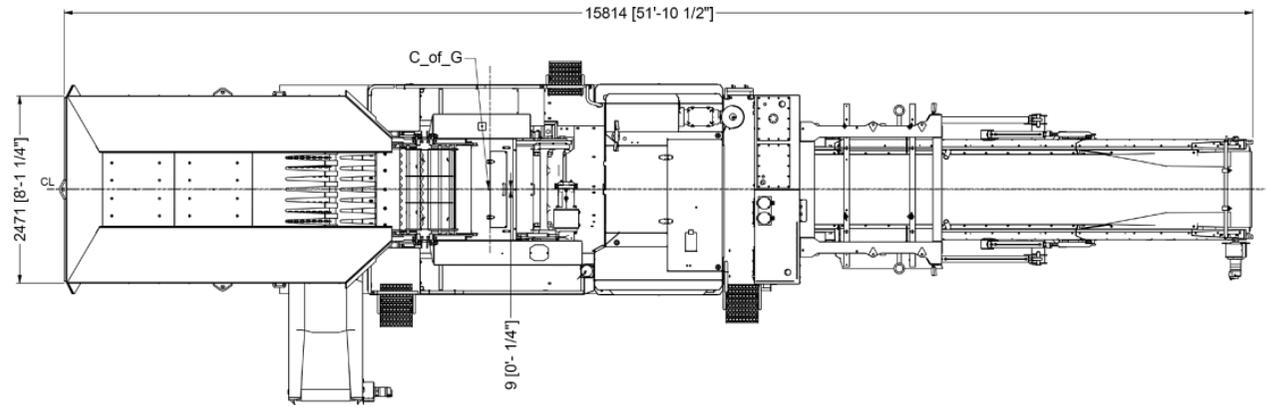


All specifications subject to change without prior notice

WORKING POSITION

LENGTH STD HOPPER - 15,814 mm / 51' 10 1/2"
 WIDTH STD HOPPER - 3504 mm / 11' 6"
 WIDTH STD - 3504 mm / 11' 6"
 WIDTH NF CONVEYOR - 4527 mm / 14' 10"
 HEIGHT STD HOPPER - 4443 mm / 14' 7"

MACHINE WEIGHT (3A ENGINE, NO OPTIONS) - 45,233 Kgs / 99,722 lbs



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CC0051	HOPPER LINERS	+552 Kgs
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CA0245	JACKING LEGS	+760 Kgs
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CA0191	HYDRAULIC BREAKER C/W HAMMER	+920 Kgs
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CD0097	MAIN CONVEYOR DUST COVER	+52 Kgs
CD0094	MAIN CONVEYOR HEAD DRUM GUARD	+94 Kgs
CD0123	MAIN CONVEYOR UNDER GUARDS	+300 Kgs
CA0173	STOCKPILE SENSOR	+5 Kgs
CA0151	STANDARD MAGNET	+1015 Kgs
CA0216	HEAVY DUTY TWIN POLE MAGNET	+1444 Kgs
CD0089	MAGNET CHUTE UNI-DIRECTIONAL	-4 Kgs
CD0091	MAGNET CHUTE BI-DIRECTIONAL	-6 Kgs
CE0005	NATURAL FINES CONVEYOR	+609 Kgs
CE0039	NATURAL FINES CONVEYOR HEAD DRUM GUARD	+58 Kgs
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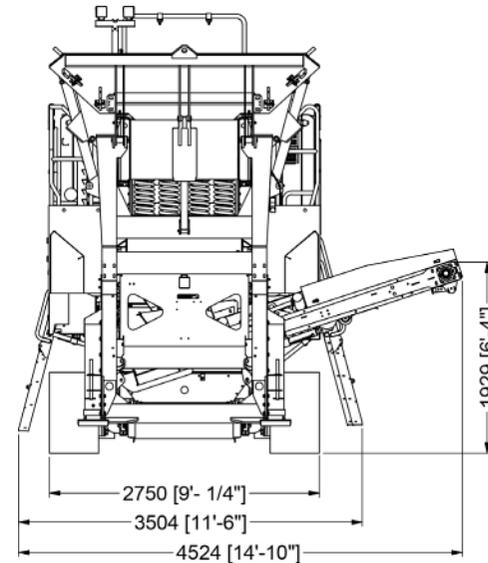
All specifications subject to change without prior notice

WORKING POSITION

LENGTH STD HOPPER - 15,814 mm / 51' 10 1/2"
 WIDTH STD HOPPER - 3504 mm / 11' 6"
 WIDTH STD - 3500 mm / 11' 6"
 WIDTH NF CONVEYOR - 4524 mm / 14' 10"
 HEIGHT STD HOPPER - 4443 mm / 14' 7"

MACHINE WEIGHT (3A ENGINE, NO OPTIONS) - 45,233 Kgs / 99,722 lbs

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QJ3413BPP	CAT 3B POWERPACK	+325 Kgs
QJ3414PP	CAT T4 POWERPACK (INC. DEF TANK)	+532 Kgs
QJ3414V4PP	VOLVO T4 POWERPACK (INC. DEF TANK)	+380 Kgs



All specifications subject to change without prior notice

