

Strategic Planning Board

Updates

Date: Wednesday 18th August 2021
Time: 10.00 am
Venue: The Ballroom, Sandbach Town Hall, High Street, Sandbach,
CW11 1AX

The information on the following pages was received following publication of the committee agenda.

5. **20/1080W MANSFIELD HOUSE, WITHYFOLD DRIVE, MACCLESFIELD, CHESHIRE, SK10 2BD:** Change of use of site from vehicle recovery depot to waste recycling centre, installation of weighbridge, removal of existing temporary building and erection of two new canopy buildings for the receipt and storage of non-hazardous wastes (temporary for 3 years) (Pages 3 - 6)
6. **21/1575C BRITISH SALT LTD, CLEDFORD LANE, MIDDLEWICH, CW10 0JP:** Construction of new salt manufacturing facility comprising: the removal of tanks and associated equipment; the construction of new tanks and associated equipment; external alterations to existing Evaporation Building; erection of pipe bridge; construction of new Drying / Packing Building; and associated ancillary development. (Pages 7 - 8)
8. **18/4921C Land Off, LONDON ROAD, HOLMES CHAPEL:** Residential development of 25 no. dwellings (and a change in tenure of plots 120, 121 and 304 of permission 19/3855C to affordable rent) - (revised application) (Pages 9 - 12)

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APPLICATION NO: 20/1080W

PROPOSAL: Change of use of site from vehicle recovery depot to waste recycling centre, installation of weighbridge, removal of existing temporary building and erection of two new canopy buildings for the receipt and storage of non-hazardous wastes (temporary for 3 years)

ADDRESS: MANSFIELD HOUSE, WITHYFOLD DRIVE,
MACCLESFIELD, CHESHIRE, SK10 2BD

APPLICANT: Mr Henshaw, 1st Choice Waste & Metals Ltd

Update and further information

As a result of the amendments proposed by the applicant at Strategic Planning Board relating to a reduction in vehicle numbers and proposed vehicle routing arrangements, a further round of public consultation was carried out.

In excess of 130 representations have been received in response to that consultation. Copies of all objections are available to view on the website. The matters raised by the representations largely reflect the range of considerations outlined in the original report. The following additional issues have been raised in representations that were not previously highlighted in the original report and where necessary are discussed further below.

- Potential to disturb or cause damage to the existing culvert under Nicholson Avenue;
- The proposed reduction in vehicle numbers by the applicant appears to relate to HGVs only, and does not take into account the OGV's, so when combined together this would increase the levels back to what was proposed previously;
- The proposed reduction in HGV numbers would result in an increase in light vehicles;
- Vehicles utilised the access over Barracks Mill to Black Lane therefore there was not as much traffic on Withyfold Drive and surrounding residential roads as is quoted by the applicant, and the operator relocated to another site a number of years ago so the higher volumes of traffic experienced at the site were when the Barracks Mill and Snape Road access were also in use;
- The Mansfield operations did not have as many HGVs as is being proposed by this application.
- The operator needs to leave their existing site because they sold the land, therefore they have created this problem.
- Concern over the consultation period given
- Macclesfield Civic Society - how convinced are local residents that the measures are (a) adequate, (b) enforceable and (c) effective given that the routing does not have a statutory basis. Will the applicant be

pursuing an alternative access during this 3 year period or just wait for a permanent permission and in the interim the residents on those roads will have to put up with traffic and environmental impacts. This would be unsatisfactory, especially when residents of Black Lane are experiencing construction traffic for the Barracks Mill development. The outcome is likely to be adverse and harmful to the amenities of the occupiers of dwellings in the locality and urge a renewed attempt to secure an access which avoids the use of Withyfold Drive/Nicholson Avenue and those parts of Hully Road where a TRO is currently in force.

With respect to the points raised it is noted that no concerns have been expressed by the Flood Risk Manager, Strategic Infrastructure Manager or any other consultees regarding any impacts of HGVs utilising Nicholson Avenue potentially damaging culverts underneath the road network and it is assumed that the culvert has been designed and constructed in line with relevant technical standards to ensure it is protected from damage.

With respect to concerns over the potential for an increase in light vehicles, the applicant has confirmed that the proposed reduction in HGV movements would not result in an increase in other light commercial vehicles. It is also noted that no concerns have been raised by the Strategic Infrastructure Manager regarding any potential for increase in light commercial vehicles.

Concern has also been raised that the proposed reduction in vehicle movements would only relate to HGVs not Ordinary Goods Vehicles (OGVs) The original transport statement identified that the total daily trip generated by HGVs/OGVs would be 70 movements (35 in, 35 out) and the applicant identified in their revised submission that 50 HGV movements are now proposed, and that this is a reduction of 20 HGV movements in the application. The applicant has clarified that the majority of the waste would be delivered in HGVs and Refuse Collection Vehicles (RCVs) and these were included in the 70 two way movements per day which is now proposed to be reduce to 50 two way movements.

With respect to the concern that the former operator did not have as many HGVs as is being proposed by this application, it is noted on page 33 of the committee report that the Strategic Infrastructure Manager carried out an independent assessment of the potential HGVs that could be generated the use of the site as a vehicle recovery depot and this has been taken into account in the overall assessment of the proposal.

Use of Barracks Mill access

There is an existing access gate onto the Barracks Mill site which, from a review of historical aerial images, appears to have previously been used as an access to the site from Black Lane. The applicant states that this was used until 2004 when a building fire at the site rendered that access unsafe.

An examination of historical aerial pictures identifies the access road was in use in 1999. It is not possible to ascertain whether the access was still in use

in the next available image in 2010, and the final image available in 2015 shows the access has been removed. It is therefore difficult to state with any degree of certainty how long the access was used for, although the evidence suggests it was in use in 1999, and the site appears to have been operated for a number of years after it was removed.

The committee report explains that it is very difficult to establish the level of historical vehicle movements on Withyfold Drive associated with the former vehicle recovery depot. Likewise the report explains that there is no evidence available to ascertain the levels of traffic that may have used Snape Road apart from the fact that the planning permission limited this to out of hours operation only.

The report explains that the site benefits from a planning permission for a vehicle recovery depot which has no restrictions on HGV movements using Withyfold Drive. The Strategic Infrastructure Manager has identified that, based on their own independent assessment using TRICs database, the use of that site as a vehicle recovery depot would likely generate a similar or slightly lower number of HGV movements than is being proposed in this application. As such, these considerations therefore do not change the overall conclusions of the committee report with respect to highway and amenity impacts.

Consultation period

Members of the public were advised of the amendment and given a further 10 days to make comments. Concerns were raised that some experienced delays in receiving their notification letter. As such, the period for making comments was extended to allow 16 days for receipt comments.

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APPLICATION NO: 21/1575C

PROPOSAL: Construction of new salt manufacturing facility comprising: the removal of tanks and associated equipment; the construction of new tanks and associated equipment; external alterations to existing Evaporation Building; erection of pipe bridge; construction of new Drying / Packing Building; and associated ancillary development.

ADDRESS: BRITISH SALT LTD, CLEDFORD LANE, MIDDLEWICH, CW10 0JP

APPLICANT: British Salt Ltd

Matter of Clarification

The comments from Middlewich Town Council request that an up to date Air Quality Assessment and Travel Plan be provided with the application.

For the purposes of clarification, members should note that an Air Quality statement and Travel Plan was submitted with the application and these document formed the basis of the assessment which is referred to in the committee report.

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APPLICATION NO: 18/4921C

LOCATION: Land Off, LONDON ROAD, HOLMES CHAPEL

PROPOSAL: Residential development of 25 no. dwellings (and a change in tenure of plots 120, 121 and 304 of permission 19/3855C to affordable rent) - (revised application)

CONSULTATIONS

The following consultation response has been received since the preparation of the report:

ANSA / Greenspaces – No objection subject to financial contributions of £75,000 towards existing Public Open Space facilities in the vicinity of the site and £25,000 towards existing Recreation Open Space and outdoor sport.

OFFICER COMMENT

Public Open Space and Recreation

The development of the wider site includes the provision of a Neighbourhood Equipped Area for Play (NEAP). The Council's ANSA / Greenspaces Officer has confirmed that with the additional 25 units, a commuted sum would now be required. This is because it would not be possible to increase the size of the play area any further as it is already constrained by the consented layout for the larger development. Based on 25 units, the following commuted sums would be required to accommodate the additional residents generated by the proposal;

- POS [play and amenity] in the absence of additional on site facilities, financial contributions of £75,000 would be required to make additions amendments and improvements to existing POS facilities in the vicinity of the development.
- With reference to ROS [outdoor sports], in the absence of on site facilities a financial contribution of £25,000 would be required in line with the Council's Playing Pitch Strategy.

Comments are yet to be received from the Council's Indoor Sports Officer. In the absence of such comments, it is recommended that authority be delegated to the Head of Planning, in consultation with the Chairman and Vice-Chairman of the Strategic Planning Board to secure any further financial contributions towards Indoor Sport should they be requested and required.

Subject to the s106 securing the above, financial contributions would mitigate the impacts of the proposed development in lieu of onsite provision and would make the scheme policy requirement in these areas in accordance with Policies SE 6, SC 1, SC 2 and SC 3 of the CELPS.

Ecology

As reported on page 132 of the Agenda Reports Pack, the proposed additional houses would result in the loss of an area of wildflower grassland habitat proposed under reserved matters consent 19/3855C. The loss of this proposed habitat would result in the development of this site making a reduced contribution to biodiversity. To offset this, the applicant, in discussion with the Council's Nature Conservation Officer (NCO), has calculated the impact and proposed a financial contribution of circa £15,729. The NCO has also suggested biodiversity net gain can be secured by amending the site wide landscaping proposals. This would be secured under condition no. 17. (Submission of a landscape and habitat management plan), which is already recommended on page 135 of the Agenda Reports Pack

Subject to the additional habitat creation measures, the proposals would achieve a net gain for biodiversity

CIL Regulations.

In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010 it is necessary for planning applications with legal agreements to consider the issue of whether the requirements within the S106 satisfy the following:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The provision of financial contributions in lieu of public open space, recreation open space, and indoor and outdoor sports provision (subject to further comments) and biodiversity net gain are necessary, fair and reasonable to provide a sustainable form of development, to contribute towards sustainable, inclusive and mixed communities having regard to environmental harm and to comply with local and national planning policy. These elements are necessary, directly relate to the development and are fair and reasonable in relation to the scale and kind of the development proposed.

RECOMMENDATION

Delegate to the Head of Planning, in consultation with the Chairman and Vice-Chairman of the Strategic Planning Board to secure any further financial contributions towards indoor sports provision (should they be requested by ANSA) and APPROVE the application subject to a s106 legal agreement and the conditions on pages 134-135 of the Agenda Reports Pack (as amended by this update) as follows:

APPROVE subject to conditions, a formal deed of variation to the existing S106 Agreement attached to the outline consent (to secure the balance of 3 affordable rented units) and a S106 Agreement making provision for:

- **Affordable Housing comprising 30% (65% of which will be for affordable rent and 35% for shared ownership)**
- **Education contributions of £43,385 (primary), £ 49,028 (secondary)
Total: £92,413**
- **NHS contribution of £54,432**
- **Public Open Space contributions of £75,000 towards additions amendments and improvements to existing POS facilities in the vicinity of the development.**
- **Outdoor Sports contributions of £25,000 in line with the Council's Playing Pitch Strategy**
- **Highway and pedestrian improvements contribution of £120,675 towards Chester Road / London Road junction**
- **Indoor Sports contributions tbc**
- **Biodiversity financial contribution of £15,729**

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