

## **SOUTHERN PLANNING COMMITTEE – 30<sup>TH</sup> AUGUST 2023**

### **UPDATE TO AGENDA**

#### **APPLICATION NO.**

23/1366N

#### **LOCATION**

*Land at Station Yard, Wrenbury Road, Aston, CW5 8HA.*

#### **UPDATE PREPARED**

*25<sup>th</sup> August 2023*

#### **Further Comments from Wrenbury Parish Council and CARIE**

Further comments have been received raising the following points:

- Increase in the size of the site requiring full re-appraisal
- Lack of enforcement action on HGV movements
- HGV condition must include all vehicles carrying concrete
- Noise management Plan has not been revised
- Cumulative impact of dust on the site
- Increase in B2 use not been fully considered
- Interpretation of Policy LEC1 of the Wrenbury Neighbourhood Plan
- Does not meet the requirements of Policy RUR10 of the SADPD
- Public safety in terms of the requirements of Network Rail
- Design of the equipment and boundary treatments should be considered
- Working hours should be conditioned
- No details of external lighting
- Safe and suitable drainage

As stated in the main report, the site edged red has only increased in order that we can control HGV movements in line with the 2012 appeal and there are no increased vehicle movements proposed as part of the application.

Vehicle movements within the site edged red can be controlled and monitored, however there are other parts of the wider site that do not have controls, but we cannot change that as part of this application.

The additional operations and buildings within the larger site were assessed at the 2012 appeal and found to be acceptable by the Inspector. All relevant conditions, including the hours the batching plant can operate, imposed by the Inspector have been included in this recommendation to ensure that the Council retain those controls.

A condition is included to require the applicant to submit an application to any external lighting should they wish to install it.

Drainage was considered under previous applications and was found to be acceptable.

#### **RECOMMENDATION:**

**No change to the recommendation subject to the following conditions:**

- 1. Approved plans**
- 2. No more than 24 heavy goods vehicle movements shall be made to and from the site in any one day. A register of all heavy goods vehicle movements shall be maintained and made available for inspection by the local planning authority on request.**
- 3. Submission of details and provision of covered, secure cycle parking**
- 4. The external storage of materials shall not exceed a height of 2 metres**
- 5. The batching plant shall not operate outside the following times: 08:00 hours to 18:00 hours from Monday to Friday and 08:00 hours to 14:00 hours on Saturday, nor at any time on Sundays and bank and public holidays. No other machinery shall be operated, no other process shall be carried out and no deliveries shall be taken at or despatched from the site outside the following times: 08:00 hours to 18:00 hours from Monday to Saturday, nor at any time on Sundays and bank and public holidays**
- 6. The hours of demolition, groundworks, deliveries and construction shall be restricted to the following times: 08:00 hours to 18:00 hours Monday to Friday, 09:00 hours to 14:00 hours Saturday, nor at any time on Sundays and bank and public holidays**
- 7. Other than when in use for access to the building, the doors of the portal frame shed for casting concrete products shall remain closed during the manufacturing process**
- 8. The mitigation recommended in the Acoustic Report P21-080-R01 dated March 2021 shall be implemented in full prior to the batching plant becoming fully operational**
- 9. The mixing head enclosure shall be enhanced on the south-west and north-west elevations by the installation of an additional internal lining of 0.6mm steel with a minimum 150mm cavity partially filled with 100mm mineral wool (not rigid PIR-type insulation) in the cavity**
- 10. Measures shall be taken to block the line of sight of the underside of the mixer head enclosure and the concrete delivery sock from the rear garden of Station House by cladding the upper sections of the supporting framework of the mixer head with an appropriately solid dense material with a minimum surface mass of 10 kg/m<sup>2</sup> (20mm thick timber or substantial 100mm composite cladding panels).**
- 11. A 3m high acoustic barrier shall be installed along the north-western elevation of the mixer head supporting framework and extending sufficiently far out such that concrete trucks being filled will be**

located behind the barrier. This shall be constructed of an appropriately solid dense material with a minimum surface mass of 10kg/m<sup>2</sup> (20mm thick timber, substantial 100mm composite cladding panels and/or concrete panels. Details of this shall be submitted to the Local Planning Authority for approval in writing in consultation with Network Rail.

12. All vehicles permanently located at the site of the batching plant, used for loading, moving concrete cleaning or any other associated activity shall be fitted with 'white noise' reversing alarms to prevent noise disturbance
13. All vehicles visiting the site for deliveries or collection shall turn off engines to prevent noise nuisance from idling engines
14. Cleaning of cement mixing vehicles, particularly when inside the mixing explosives are used to remove concrete build up, shall be undertaken within a 3-sided bay or using an existing building to shield residential properties from noise.
15. When the plant is completed/commissioned. A further acoustic assessment shall be undertaken to assess whether the mitigation measures put in place are effective. Should the acoustic assessment identify adverse noise impact on residential properties, further mitigation measures shall be put in place prior to the plant becoming fully operational. These measures shall be submitted to and approved in writing by the LPA. The agreed mitigation scheme shall be retained and maintained throughout the use of the development unless any variation is agreed in writing by the LPA
16. The weighbridge sited on Station Yard shall not be used in its current position and shall be moved to a different part of the site, details of which shall be submitted to and approved in writing by the LPA
17. In order to minimise dust emissions arising during the development, including site preparations/demolition/construction activities, a 'site specific DMP' shall be retained at the development site; and made available for inspection upon request by Cheshire East Borough Council Officers.
18. The site specific DMP shall identify the fugitive dust sources at the development site and describe in detail the dust mitigation measures to be employed.

The DMP shall include details:

- of all dust suppression measures
- the methods to monitor emissions of dust arising for the duration of the project
- measures for prevention of dust and other debris blowing on to Network Rail property

The demolition / construction phase of the development shall be completed in full compliance with the site specific DMP.

The dust suppression measures shall be maintained and fully operational for the duration of the demolition / construction phase of the development.

19. The existing batching plant within the red edge shall be dismantled and permanently removed from the site within 6 months of the approved batching plant being brought into use.

- 20. Details of barriers to protect the railway from HGV vehicle movements on the boundary with the railway, shall be submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail. Development shall be carried out in accordance with the approved details.**
- 21. Development shall be in accordance with the submitted Drainage Note from Waterco (13725-Drainage Note-04).**
- 22. Prior to installation, details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.**

**In order to give proper effect to the Southern Planning Committee's intent and without changing the substance of its decision, authority is delegated to the Planning and Enforcement Manager in consultation with the Chair (or in their absence the Vice Chair) to correct any technical slip or omission in the resolution, before issue of the decision notice.**