

**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, 1<sup>st</sup> 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.