Sandwell
Metropolitan Borough Council

Planning Committee

Tuesday 17 December 2019 at 5.00pm
in the Council Chamber,
at the Sandwell Council House, Freeth Street, Oldbury.

Agenda

(Open to Public and Press)

1. Apologies for absence.

2. Members to declare any interest in matters to be discussed at the meeting.

Matters Delegated to the Committee

Items for Decision

3. Planning Application DC/19/63378 - Proposed erection of sleeper manufacturing facility, offices, external storage areas, provision of gantry crane, construction of parking and service areas, provision of a new link road between the site and Walsall Road and associated hard and soft landscaping. Land an Bescot Railway Sidings, Sandy Lane, Wednesbury. Network Rail (NR) Infrastructure Ltd.

Date of Next Meeting: **15 January, 2020**

David Stevens
Interim Chief Executive
Sandwell Council House
Freeth Street
Oldbury
West Midlands

Distribution:

Councillor Downing (Chair);
Councillor Hevican (Vice-Chair)
Councillors Ahmed, Allen, Chidley, S Davies, Dhallu, G Gill, P M Hughes, M Hussain, Mabena, Millar, Rouf, Simms and Trow and vacancy.

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Sandwell Metropolitan Borough Council

Agenda Item 3

PLANNING COMMITTEE

17 December 2019

Application Reference	DC/19/63378
Application Received	5 August 2019
Application Description	Proposed erection of sleeper manufacturing facility, offices, external storage areas, provision of gantry crane, construction of parking and service areas, provision of a new link road between the site and Walsall Road and associated hard and soft landscaping.
Application Address	Land an Bescot Railway Sidings, Sandy Lane, Wednesbury.
Applicant	Network Rail (NR) Infrastructure Ltd
Ward	Friar Park
Contribution towards Vision 2030:	
Contact Officer(s)	Name Mrs Christine Phillips Tel 0121 569 4040 Email christine_phillips@sandwell.gov.uk

RECOMMENDATION

Refusal is recommended on the following grounds: -

1. Based on the documentation submitted relating to the environmental effects of the proposed development, including impacts of air quality and pollution from dust/traffic emissions, water contamination, climate change, and management /disposal of waste residues with the application, the proposal does not demonstrate compliance with the Black Country Core Strategy, Adopted Development Plan Policies ENV8 (Air Quality), ENV5 (Flood Risk, Sustainable Drainage Systems and urban Heat Island) and Sandwell's Site Allocations and Delivery Development Plan Document policies EMP4 (Relationship between Industry and Sensitive Use), and EOS10 (Design Quality and Environmental Standards).

2. The proposed construction phase of the development would result in an unacceptable level of Heavy Goods Vehicle movements and other associated traffic movements over a prolonged period of up to 2 years along Sandy Lane, a narrow access way, in proximity to residential property, and would therefore have a significant detrimental impact on the amenities of neighbouring residential property by reason of noise and general disturbance from increased comings and goings. There is no proposal to construct this enabling development prior to the construction of the sleeper factory.

1. BACKGROUND

1.1 This application is being reported to your Planning Committee because the application represents a departure from allocations in Sandwell's Adopted Site Allocations and Delivery Document, the Council owns a small part of the site to which the application relates, and the proposal has generated a significant number of material objections.

2. SUMMARY OF KEY CONSIDERATIONS

2.1 There are four key considerations in determining this planning application set out as follows: -

2.2 Firstly, National Government Policy (NPPF) - In summary the NPPF promotes sustainable development but states that local circumstances should be taken into account to reflect the character, needs and opportunities for each area. The consideration of the NPPF will be addressed later in this report at paragraph 9.

2.3 Secondly, Local Development Plan Allocations: -

1. The site (and wider sidings) is designated as a Heavy Rail Sidings within the adopted Site Allocations and Delivery Development Plan (SAD document).

2. The proposed access road linking the site to Walsall Road (south-eastern corner of the site) crosses land allocated as Green Belt within the SAD document.

3. A small section of the site adjacent to Sandy Lane falls within a wider allocated housing development site off Friar Park Road (HOC 8 SAD document). The housing scheme is being promoted through a partnership between the Council and West Midlands Combined Authority to deliver about 600 homes, although no formal planning

application has been submitted. This piece of land is also designated as a Site of Local Importance for Nature Conservation (SLINC 32 SAD document). It forms part of a larger allocation along the south-western boundary, also covered by the allocated housing site.

4. Most of the site is identified in the SAD as a "Gateway", providing prominent visual connections from the M6 motorway.

5. A small element of the site adjacent to the Green Belt boundary lies within an area of potential archaeological importance.

2.4 Thirdly, there are several adopted Development Plan Polices which are listed and considered at point 10 in this report and are addressed.

2.5 Finally, other material planning issues are: -

1. Planning history and permitted use of the site.
2. Access arrangements and Green Belt Implications.
3. Traffic generation (construction and operational phases).
4. Environmental Considerations.
   - (i) Ground Conditions.
   - (ii) Water and flood risk.
   - (iii) Air Quality (dust/transport impacts).
   - (iv) Noise and vibration.
   - (v) Ecology.
   - (vi) Climate.
   - (vii) Lighting.
   - (viii) Landscaping.
5. Design, appearance and materials.
6. Relationship between the development and existing residential property along with the adjoining allocated housing site.
7. Economic benefits.

The above considerations will be addressed further in this report, set out in the proposals section, consultation and neighbour representations sections and considerations section.

3. THE APPLICATION SITE

3.1 The application site (5.85ha) is located within the Bescot Sidings Freight Yard accessed off Sandy Lane, Wednesbury. The rail yard is the major freight yard of the region, handling freight movements and most of the rail freight traffic around the West Midlands. The sidings are capable of operation 24 hours a day, all year, on an unrestricted basis.

3.2 The application site is irregularly shaped and specifically located on the south-west side of the yard. The site is flat and is covered with railway track. To the north and east lies the River Tame and the elevated M6 motorway with Tame Bridge Parkway railway station to the south-east. To the south-east is the A4031 (Walsall Road), close to the borough

boundary with Walsall. The closest residential properties are located at Friar Park Farm, located off Kent Road adjacent to the western boundary with housing off Sussex Avenue and Westmore Way directly behind, some of which adjoin the boundary with the wider Bescot Sidings yard. There is an area of open space immediately adjacent to the south-western boundary, beyond which is housing off Friar Park Road and Sandy Lane

4. BACKGROUND TO THE APPLICATION

4.1 Informal discussions between Network Rail (NR) and the Council began in 2014 for the potential development of a sleeper factory on part of the site behind houses in Westmore Way with access off Sandy Lane. The proposals were presented to the local community in 2016 by NR, generating significant environmental concerns, and resulting in NR repositioning the factory 600m further away from houses in Westmore Way and creating a new access road off Walsall Road as an alternative to Sandy Lane.

5. PLANNING HISTORY

5.1 There are no planning applications relevant to the application site. The site has been used as railway sidings for many years with extensive permitted development rights for rail operations. To the north-west of the application site lies DB Shenker, a rail maintenance depot located behind housing in Westmore Way.

5.2 A scoping opinion, which is an application seeking the advice of the local planning authority on the issues to be covered in an Environmental Impact Assessment (EIA) to be submitted with any planning application, was determined on 4th December 2018 (DC/18/62377). The Scoping Opinion concluded that an EIA in connection with a proposed sleeper factory at this location should examine several environmental issues set out in point 2.5 above.

6. APPLICATION DETAILS

6.1 This is a full planning application with Environmental Impact Assessment, for the construction of a concrete railway sleeper manufacturing facility to produce 600,000 sleepers per annum. Associated facilities include an external sleeper storage area (max 150,000 sleepers) with moving gantry crane, a new access road linking the site to Walsall Road and Sandy Lane, landscaping and associated car parking, service areas and office facilities. Full details are set out at point 6.4 below but the aerial view below displays the site in its context and location of the main factory (overleaf), external storage areas and link road.

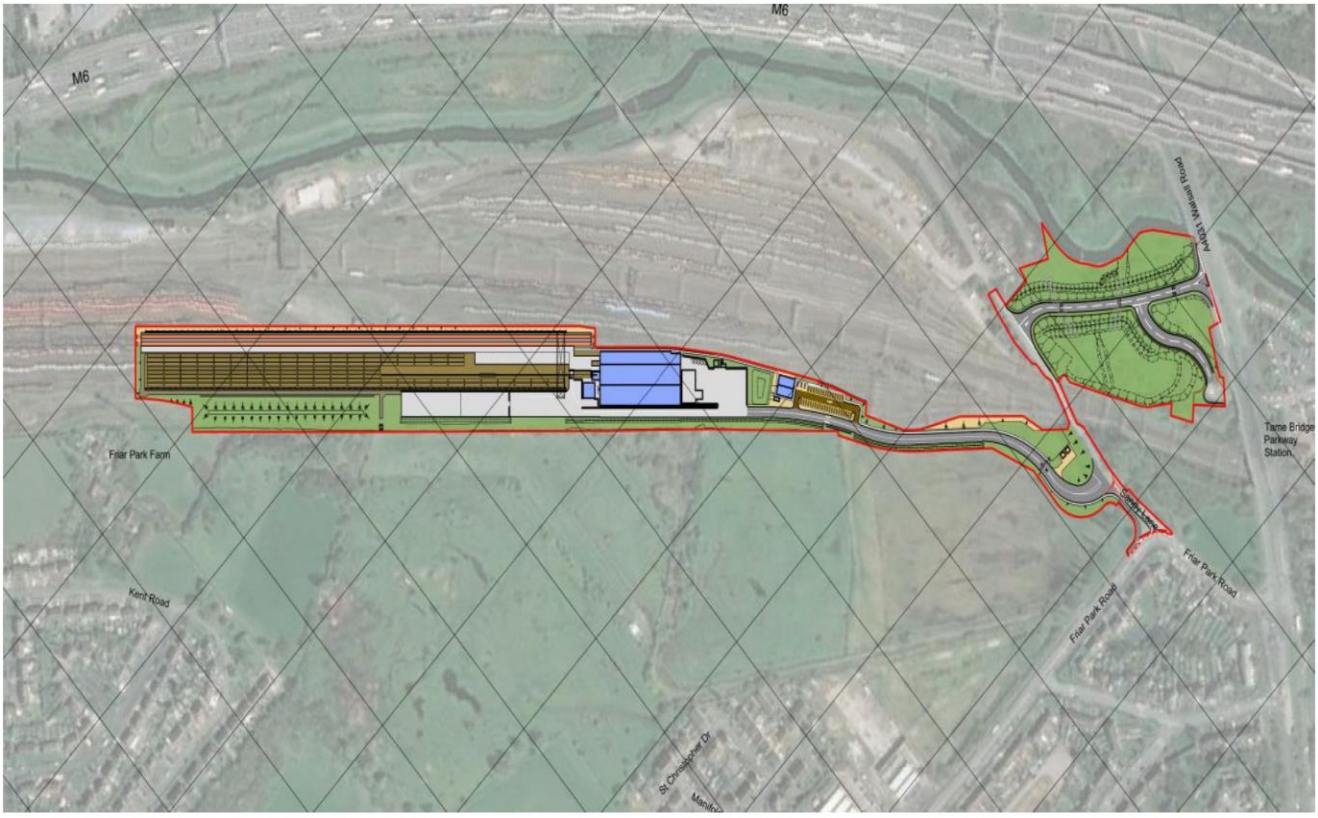


Figure 2: Proposed Development Masterplan (Source: RPS, 2019)

Aerial view submitted as part of the planning application (Non-Technical Environmental Statement)

6.2 The purpose of the facility is to assist NR in the maintenance, renewal and enhancement of the national rail network. Nationally NR requires 1 million sleepers per annum. There are currently two sleeper manufacturing factories in the UK, one in Doncaster, producing 400,000 sleepers for the east coast main line. The second at Washwood Heath, Birmingham, producing 600,000 sleepers which are transported by rail to Bescot for onward distribution to other parts of the country. NR advise that Washwood Heath has closed because the site is required for HS2 and therefore delivery of this facility at Bescot is of strategic national importance to continue to run, maintain, renew and enhance Britain's rail network.

6.3 NR have explored 28 potential sites for the facility concluding that Bescot is the optimum location for serving the West Coast Mainline. The criteria for site selection was comprehensive and assessed against criteria including site area, proximity to the West Coast Mainline, the site being rail-fed, capability of freehold acquisition, unrestrictive technical designations and the capability of being able to commence production in 2020. Six sites were shortlisted including Bescot. The other five were: -
1. Daw Mill colliery – Discounted due to appeal dismissal in March 2018. The appeal related to an outline application for the development of the former colliery as an industrial estate. It was not specifically for a sleeper

factory although if the appeal had been successful the site was a viable option.
2. Eastleigh Depot – Discounted due to land assembly issues and poor connectivity.
3. Washwood Heath Up-Yard – Discounted due to NR inability to acquire the land.
4. Northampton Castle Yard – Discounted as it would be prejudicial to the ongoing use as a rail freight yard.
5. Kingmoor Dept – Discounted because its geographical location would compromise onward distribution together with excessive site remediation costs.

6.4 Detailed proposals are: -

1. A factory (3,790sq.m) of modern insulated clad construction to a height of 13.2m and 20m from the boundary with the adjoining housing allocated land, to make the sleepers with adjoining concrete batching plant (400sq.m) on its south-east side. The batching plant is for loading/storage of aggregates and sand, comprising of 2m silos (20m and 18m high respectively) and associated additive tanks (18.3m and 13.5m high respectively) and a water treatment and recycling facility which will have a 6m high screen around its perimeter. There would be no doors or windows on the elevation of the factory facing the allocated housing site.
2. A 410m long external sleeper storage area including 2 tracks sidings with capacity for 150,000 sleepers. The sleepers would be stored to a height of 5.4m above which would be a 12m high moving crane gantry with personnel cab control box positioned on the underside of the gantry ceiling to load sleepers onto the storage area and onto trains for onward distribution. The gantry and external sleeper storage area would extend to the east of the factory, positioned approximately 50m from the closest house Friar Park Farm.
3. A 420sq.m two-storey modern office and welfare block (9.6m high) located to the south-east of the main factory.
4. A new access road linking to Walsall Road to Sandy Lane, with pedestrian/cycle routes designed for all traffic including HGV entering and leaving the site. Sandy Lane will be closed except for pedestrian, cyclists and emergency vehicles.
5. In terms of drainage, the link road would be raised on an embankment (approx. 2m) to bring it above any possible flood water levels. Land immediately to the south of the link road would be lowered to provide flood water storage areas. Culverts running underneath the link will connect the River Tame to the flood water storage areas allowing for water to fill storage areas and drain freely into the River once flood levels have dropped. In terms of surface water drainage, rainwater would be collected via sustainable

drainage features including filter strips, swales and detention basins to improve the quality and control the quantity of surface water discharged from the site. Foul water would be collected on the application site and pumped towards a gravity outfall to the Severn Trent Water foul water sewer, located adjacent to Sandy Lane.

6. A 40 spaces car park including disabled parking, electric vehicle charging points and secure cycle parking, together with service yard and turning area and emergency generators.
7. Retention and enhancement of landscape features and ecological habitats including raising the height of an existing bund to the west of the external storage area along part of the southern boundary but not its entirety. The bund with semi-mature trees and hedges on top would, upon initial planting reach a height to the underside of the gantry and after 25 years post propagation would extend above the height of the gantry.
8. Replacement of existing security fencing with 2.4m high paladin fencing and removal of two existing lighting towers.
9. Lighting would be provided to the car park, service yard and accesses, comprising low light spill measures reducing glow and providing targeted illumination only. Two existing lighting towers on the site would be removed. There is no indication of whether the crane gantry would be lit but it is assumed that the personnel cab would have lighting as it would be used at night.

6.5 Construction Phase – During the18-24 months construction phase vehicular access would be off Sandy Lane via J9 of the M6. There would be 28 HGV movements per day with 150 construction staff (129 of which would be local). Hours of construction are 07.00-19.00 Monday-Friday and 07.00-13.00 on Saturday with no Sunday or Bank Holiday working. HGV deliveries would include materials such as asphalt, pre-cast concrete, steel frame, cladding, roofing, equipment to the internal fit out, imported fill and spoil removal. There is no indication that construction materials would be delivered by rail.

6.6 Operational Process – The manufacturing process involves initially the production of concrete. Raw materials of cement, ground granulated blast furnace slag, sand, coarse aggregates, water, additives, and steel reinforcement bars are used in the manufacture of the sleepers, all delivered to the site by HGVs, required to have efficient “Euro 6” engines.

Once made, concrete is poured into individual moulds, reinforced with steel bars and heated to ‘cure’ the concrete. A carousel production method would be used rather an a traditional long-line method. This is a more advanced system producing less dust and noise as the sleepers do not have to be cut to size. The fact that the process is enclosed within a fully insulated building reduces potential noise impacts. Sleepers would be transported outside on an electrically driven trolley mule running on

rubber wheels at low speed then loaded onto trains by the gantry and stacked/stored in the external storage area, each layer separated by timber to reduce noise, until ready for loading on to freight trains for distribution. Limited quantities of waste concrete will be generated with any wet waste concrete separated and re-used. Any excess waste water would be treated before being discharged in to the foul drainage system.

6.7 Operational hours of use – Under maximum production conditions a 3-shift pattern would operate (1) 07.00-15.00 (2) 15.00-23.00 and (3) 23.00-07.00, 7 days per week, 365 days per year. The overhead gantry train would operate between 07.00-23.00.

6.8 Operational deliveries – Deliveries would take place between 07.00-23.00 Monday to Friday and 07.00-15.00 on Saturdays with no deliveries on Sundays. There would be 51 HGV deliveries per day. Deliveries of materials cannot be made by rail as most which would be derived from quarries.

6.9 Operational Vehicle routing - The link road would route incoming vehicles from M5 Junction 1 (West Bromwich). Vehicles will turn left at Tame Bridge Parkway Access Road, travelling west along the link road to Sandy Lane. Vehicles exiting the site would travel east along the link road and turn left onto Walsall Road before travelling to the M6 J9 (Wednesbury). The new link road would also be used by existing HGVs and other vehicles serving the wider Bescot Sidings Freight Yard to reduce traffic on nearby residential streets.

6.10 Operational Staffing levels - Between 16-28 people would work per shift. In addition, 5 apprenticeship places would be provided. A further 29 jobs would be crated for haulage, office support, security and maintenance.

6.11 Economic Benefits - NR advise that the scheme has the potential to deliver significant economic benefits to the local area, including creating 150 jobs during construction and up to 100 permanent jobs once operational. It is estimated that £11.6m will be created in the local economy during the 2-year construction phase and £6m per annum once operational. The applicant also advises that the development would generate £278,000 per annum in business rates revenue.

6.12 Accompanying Documents - The application is accompanied by several documents that the applicant has prepared to support the proposal. The following sections of this report (paragraph (i) through to (xv)) sets out the applicant's views in relation to the acceptability of the proposal: -

(i) Planning Statement – Concludes that the development is a nationally important infrastructure project for the ongoing operation of the UK rail network in a highly sustainable location, in full

compliance with national and local planning policy, including there being no harm to the Green Belt allocation. The new access would reduce HGV movements on local roads, there will be no impact on flood risk, the development would be largely screened, there are no other technical or environmental reasons that would present obstacles to the development and that the development would generate jobs and investment.

(ii) Environmental Impact Assessment (EIA) – Identifies several potential impacts arising from the construction and operational phases of including air quality effects, noise, vibration and lighting. The assessment advises that subject to satisfactory mitigation, some of which involve the imposition of planning conditions, none of these effects would be significant. It concludes that there would no appreciable impact on health and well-being of residents. A Non-Technical Summary of the EIA draws the following conclusions in relation to the main impacts: -

- **Transport** – During the construction phase traffic would be managed through a traffic management plan (not submitted with the application). It concludes that there would be a notable increase on Sandy Lane/south of Friar Park Road which could insight fear and intimidation in residents. However, it is considered that the adverse impacts would not be so significant because there are a limited number of houses in the vicinity and because the construction phase would be temporary. During the operation phase the link road would be in operation removing vehicles from Sandy Lane. It is considered that the local highway network can carry the limited additional trips proposed by the development. A travel plan and a delivery and servicing plan would be submitted by subsequent planning condition.
- **Air Quality** – Considers potential impacts associated with releases to the atmosphere during construction and operational phases from road traffic, dust and use of generators. It uses current air quality data and compares it against the magnitude of the predicted impacts to assess potential effects to sensitive receptors such as houses, schools and wildlife habitats. To inform the assessment, dust deposition data gathered from a similar sleeper manufacturing facility operated by Rail One in Germany was used.

  As regards traffic impact on air quality, the EIA recognises that there are already several areas near to the site with high levels of traffic causing concentrations of nitrogen dioxide above the values set for the protection of human health and that Sandwell is a designated Air Quality Management Area. The EIA concludes that both the construction and operational phases would not harm air quality from the additional traffic generation

as only a small to imperceptible increase in air pollutant concentrations at receptors relative to current conditions would be encountered.

Any dust impacts during construction will be mitigated through best practice control measures. During operation it is recognised that there is potential for dust to be generated from the concrete batching plant. Cement dust contains respirable crystalline silica which can enter the atmosphere during handling. However, as the cement and ground granulated blast furnace slag will be transported to the site in enclosed tankers and discharged into an enclosed silo, cement dust will not be a risk. In addition, aggregates will be transported in covered wagons and discharged into enclosed hoppers meaning dust generated will be low such that residents will experience no worsening of dust levels at their properties. In addition, the concrete batching plant will include enclosed concrete production, subject to an environmental permit issued by Sandwell Council. Monitoring undertaken in Germany indicated that dust deposition measurements were below limits of detection. Also, measurements of respirable crystalline silica undertaken in Germany were well below exposure limits set out by the Health and Safety Executive. The EIA concludes that dust would be well below workplace exposure limits beyond the boundary of the application site and at any nearby sensitive receptors and would therefore not be appreciably harmed.

The infrequency of use of temporary back-up generators would ensure that they would they would not be harmful to sensitive receptors.

- **Geology, soils, hydrogeology and ground conditions** – The EIA identifies potential impacts and effects of the proposed development on ground conditions, land quality and soil resources. The conclusion reached is that any impacts would be limited as the site will be covered with a variety of finishes, including hard-standings and areas of top-soiled landscaping. Following implementation of a remediation strategy, the residual effects on future site users, ground and surface water, building infrastructure, off-site receptors and flora/fauna is assessed as not significant.
- **Ecology, landscaping and visual amenity** – Identifies important ecological features and impacts upon them from the development. A habitat assessment was conducted along with badger, bats and reptile surveys. During construction there is likely to be disturbance and loss of direct habitat and therefore it is proposed to submit a construction environmental management plan (by subsequent planning condition) to manage adverse

impacts on retained vegetation, control of noise, dust, accidental spillages and protects of species. Creation of new habitats including grassland varieties, bat and bird boxes and scrub habitats areas are also proposed. It is concluded that any impact on ecological features will not be so significant.

With reference to landscaping and visual effects, the site lies within an urban context contained in a freight yard of functional rail infrastructure. Therefore, the development would not substantially change the landscape character. Any adverse effects can be balanced against the beneficial provision of new native semi-mature trees, shrubs and grasslands that will locally enhance landscape quality.

- **Noise and Vibration** – An assessment is made from construction and operational phases in relation to impacts on nearby sensitive receptors. The construction noise threshold in line with British Standards is 65 decibels. Noise levels at Friar Park Road, St Christopher Drive and Friar Park Farm are predicted to be 61, 54 and 56 decibels respectively, and therefore below British Standards. This would be temporary and controlled through an environmental construction management plan (by subsequent planning condition). There would be a high magnitude of impact on Sandy Lane during the construction phase, although the applicant considers this to be a negligible impact.

  In the operational phase, the applicant advises that noise from traffic would be minimal because of the link road. Noise from the factory, yard cranes, forklifts, vehicle manoeuvring around the site, rail movements are predicted to be below background levels and therefore not significant.
- **Water and Flood Risk** – The EIA assesses potential effects on local water environment including surface water quality, groundwater, flood risk and drainage. It concludes that there would be no deterioration providing that appropriate mitigation measures are adopted (by planning conditions).

- **Climate** – The EIA assesses effects on the climate likely to arise from both phases of the development with consideration of any greenhouse gas emissions including how the development will affect the ability of government to meet carbon reduction plan targets during the lifetime of the development. The baseline applied is that the site is currently a rail yard where emissions are minimal. The EIA concludes that the construction phase will have negligible impact on emissions.

As far as the operational phase is concerned, the greatest contribution to emissions would be from embodied carbon of materials and products, in particular that associated with the extraction of raw materials and manufacturing of the sleepers but these would be minimised through a range of design measures, including renewable energy measures contributing to 10% of the proposed development's energy demand from renewable sources. The applicant suggests that the proposed factory will be a more efficient method of production than existed at Washwood Heath thus reducing emissions and creating emission savings from the avoidance of hauling finished products to Bescot from Washwood Heath for onward distribution as currently occurs. Overall emissions are therefore reduced.

- **Health** - The health assessment in the EIA aims to clarify whether the development could directly or indirectly impact on health, identify people most likely to be affected and demonstrate measures to mitigate against any adverse effect on public health. The assessment recognises that 55% of Sandwell falls within the top 20% of the most deprived areas nationally in relation to health and disability. It is not considered that there would be any discernible health impacts and that the creation of jobs would have a positive effect on health associated with income and a sense of self-worth.

- **Socio-Economics** – The potential economic and regeneration benefits are presented in the EIA. Employment opportunities within an area of high unemployment are viewed a major benefit.

Moving onto other documents submitted by the applicant and supporting the proposal: -

(iii) Transport Assessment - Identifies no significant effects during the construction phase. During the operational phase, it is expected Broadway West and West Bromwich Road will experience moderate effects on severance and fear and intimidation due to increased heavy goods vehicle traffic along these links. However, the total traffic increases are minimal, so the effect of the proposed development traffic is likely to be less noticeable. All other effects on other links and junctions assessed are not significant.

(iv) Air Quality Assessment - identifies no potential significant effects from construction and operational phases of the development. During the enabling works and construction phase, the proposed development has the potential to cause dust, however this will be managed through the implementation of best practice control measures. During the operation phase, the facility will operate

under an environmental permit, administered by Sandwell Council, requiring the implementation of best available techniques. Modelling of operational traffic also found a negligible increase in atmospheric pollutants which is not significant.

(v) Geology Report - The geology, soils, hydrogeology and ground conditions assessment identified several potentially significant effects to factors such as construction workers and future site workers, however, all risks predicted would not be significant with the implementation of the required mitigation measures.

(vi) Ecological Assessment - Identifies that the proposed development would result in a net gain on biodiversity through the implementation of soft landscaping and habitat creation. Through the implementation of mitigation measures all effects are expected to be reduced to a negligible effect and are therefore not significant.

(vii) Landscaping strategy - The landscape and visual assessment found no significant adverse effects from the proposed development. This is largely due to the soft landscaping proposed that will provide a visual screen for residents and other receptors looking into the application site from the west. The planting results in an overall positive contribution to landscape character through the introduction of a belt of tree planting within a highly urban and infrastructure-dominated environment.

(viii) Noise and vibration assessment - identified several potential effects to nearby sensitive receptors. However, with required mitigation implemented, this effect is predicted to be reduced to negligible to minor adverse during construction. Effects from construction noise and vibration and construction traffic noise were all found to be not significant. Regarding the operation noise effects, no significant effects were identified.

(viiii) Water Assessment - identified several potential effects resulting from the construction and operational phases of the proposed development, however none are considered significant.

(ix) Climate Assessment - Found that emissions from the construction and operation of the proposed development are not considered to be significant in terms of the UK achieving carbon budget targets. The overall impact of the operation of the proposed development on climate is considered not to be significant as emissions from the operations at Bescot would be replacing existing emissions from the sleeper manufacturing facility now closed at the Washwood Heath.

(xi) Health Assessment - identified several beneficial effects from the proposed development. These include benefits associated with employment opportunities as well as improvements to natural space, opportunities to improve physical health through promoting

active travel and mitigation of climate change through the inclusion of sustainable design measures.

(xii) Socio-Economic Assessment - found significant beneficial effects in respect of providing employment within an area of high unemployment, forming part of a well-connected area and stimulating industrial development.

(xiii) Statement of Community Involvement – The applicant advises that an extensive engagement programme has been undertaken, including online and offline methods, to maximise opportunities for local people, including elected representatives, to provide feedback on the development proposals. In summary, 280 responses were submitted during the consultation period, with respondents interested in the following: air quality; the proximity of the development to residential properties; traffic; and job creation. Residents attended exhibitions scheduled, with most of respondents engaging online following the event. The public exhibition identified key issues and concerns amongst the local community and Network Rail acknowledges that reassurances have been sought regarding various aspects of the scheme. The Statement of Community Involvement reflects the views expressed during the pre-application consultation period and all comments have been taken into consideration in the development of the final plans.

(xiiii) Design & Access Statement – Concludes that the siting of the buildings and their scale, mass and high quality contemporary design is entirely appropriate within the context of the site's surroundings and will enhance the visual amenity of the site and its surroundings. In addition, the site benefits from both excellent rail and highway links to both private and public transport. Also, the facility has been orientated to create efficient rail loading facilities connected to the rail network, linked to the efficient production and the sustainable distribution of sleepers. The office building and car park are deliberately located close to the site entrance, to remove car movements off the service road and to limit conflict with the site operation. Careful landscaping combined with a screen softens and reduces visual impact. Initiatives have been included with the building design including optimum energy efficiency, waste management system and maximising natural light. Finally, the proposed scheme generates employment thereby creating opportunity for the local community.

(xv) Economic Benefits Statement – Sets out jobs and investment generated by the proposal, as detailed in point 6.11 above.

Additional information submitted with the application include a Flood Risk Assessment and Drainage Philosophy, Arboricultural Assessment, Energy Statement and External Lighting Impact Assessment, all of which conclude that there would be no obstacles to development.

7. PUBLICITY

7.1 The application has been publicised by press notice, site notices and extensive neighbour notification including Sandwell residents, Walsall residents and schools within a 1-mile radius of the site. Valerie Vaz MP and Tom Watson MP have been notified of the application along with Sandwell Ward Councillors Hackett, Simms and Lewis and Walsall Ward Councillors Bashir, Ditta and Nazir.

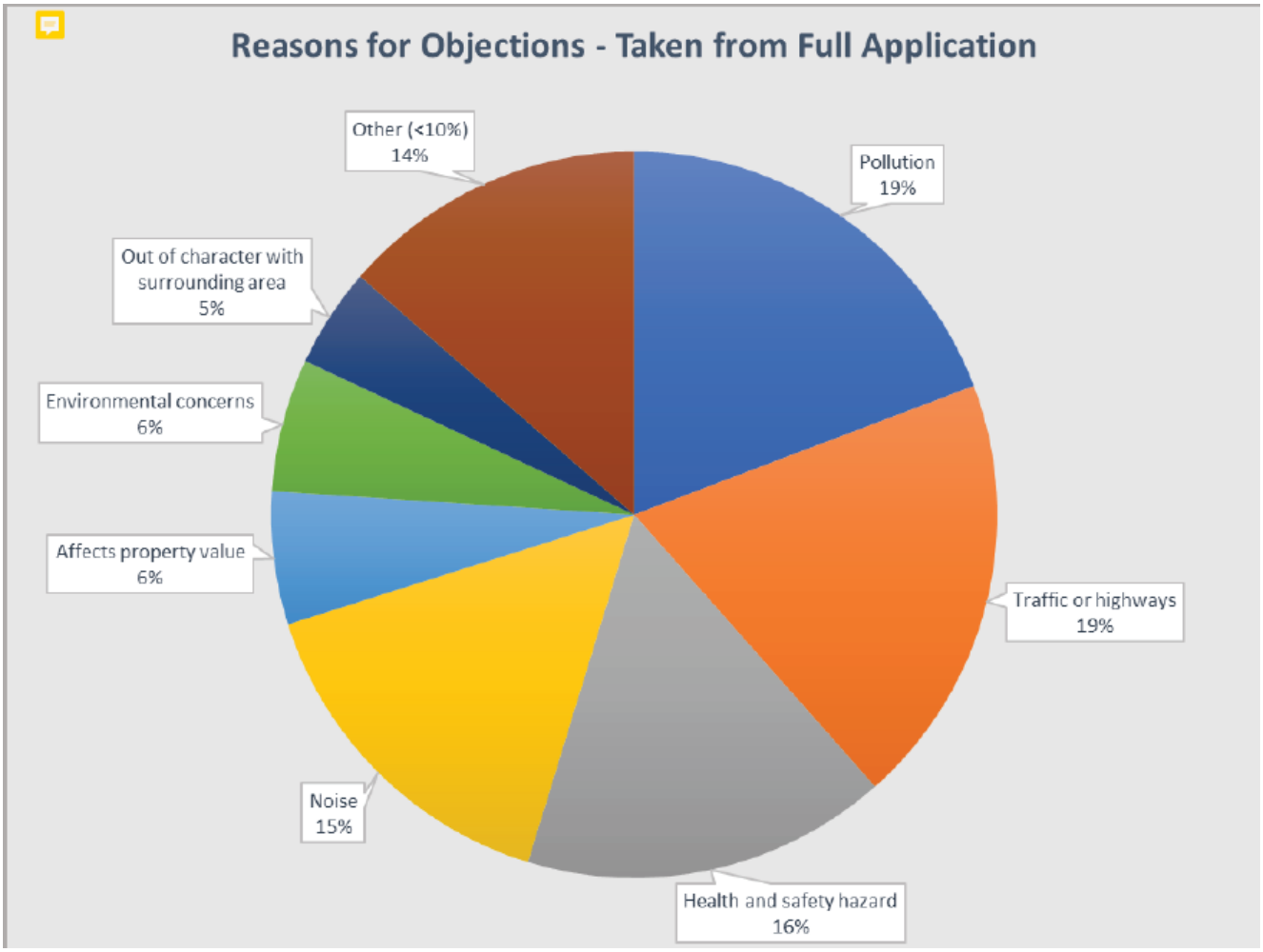
7.2 Objections

A total of 719 individual objection letters have been received including 199 objections received during pre-application discussions. In addition, two petitions of objection were received at pre-application stage totalling 4742 signatures.

Wednesbury Councillors Elaine Costigan, Peter Hughes, Luke Giles, Pamela Hughes and Simon Hackett object to the application on the grounds of increased pollution and the serious impact the proposal would have on the health of local people.

The Residents of Tiffany Green, Friar Park and The Woods Estate (Wednesbury Action Group) has submitted a substantial objection report (distributed to all Committee Members in October 2019 and also assessed by independent Environmental Consultants on behalf of Sandwell Council), expressing significant health concerns in relation to air pollution from dust, water pollution, adverse impacts on wildlife, noise pollution, light contamination, adverse traffic impacts and general impact on the quality of life. Wednesbury Action Group has also questioned the closure of the existing Washwood Health Plant, suggesting that it could have remained open.

Overall 5461 objections have been received in relation to this proposal. A significant proportion of objections are from local residents but also further afield from Walsall residents and beyond. The pie chart overleaf demonstrates the main reasons for objection: -



Upon receipt of additional information from the applicant, Wednesbury Action Group submitted a further objection document, headlines for which are: -

i) That the proposal would generate more congestion with HGV numbers being increased from the proposed figures and drivers not adhering to routes as defined by NR, instead using residential streets to the detriment of pedestrian safety and causing air pollution.

ii) Concern that existing sleepers would be transported to the site by road for re-grading rather than by rail.

iii) Insufficient parking at the site for the number of staff. Tamebridge rail parking is already at capacity resulting in parking on residential streets.

iv) Wildlife and landscaping has already been decimated at the sidings.

v) The River Tame will be contaminated from rainwater being contaminated from concrete dust.

vi) NR has submitted insufficient information now and should not be able to assume that they can dictate additional conditions when insufficient information has been submitted initially.
22The silica contained in the concrete dust of 600,000 sleepers will have a serious impact on health of residents, especially children.

vii) NR state that the sleeper factory in Germany (Langen) is close to housing but the Action Group point out that in 2017 German authorities closed the Langen factory to build 3,000 homes.

viii) The Action Group remain of the view that there is ample room at Washwood Heath for the facility alongside the HS2 vanity unit.

ix) Overall the impact on Wednesbury/Walsall residents, especially the young with developing lungs will be devastating. Once silica dust enters the lungs it remains and in later life causes ill health and early death as outlined in statistics provided by NHS and outlined in the earlier objection report.

7.2.1 **Response to objecting respondents**

The environmental issues initially raised are all material considerations in the determination of this application and will be addressed in detail at paragraph 11 below. With reference to the additional points listed above I respond as follows: -

(i) Highways are satisfied with the proposals subject to appropriate conditions. Walsall MBC highways are also content with the proposal following their assessment of additional information. Air pollution will be addressed at paragraph 11.

(ii) The re-grading of existing sleepers does not form part of this proposal. However, if it were to occur then it is likely to be ancillary to the main use and given that new sleepers would depart from site using the rail network then it is appropriate to assume existing sleepers would also arrive to site by rail.

(iii) NR has set out a shift system for employees and would also produce a Travel Plan should planning permission be secured. Highways has no objections to the proposal subject to any permission being restricted to the proposed use only to ensure that the parking provision would be sufficient. It is recognised that Tamebridge railway parking is heavily used but it is considered that the proposed parking provision for the development would be sufficient.

(iv) It is unfortunate that DB Shenker and NR have already felled several trees along the residential/open space boundaries of the site which has impacted on existing wildlife and visual amenity. However, none of the vegetation removed was protected by Tree Preservation Orders. This proposal seeks to provide additional planting to encourage wildlife.

(v) Any potential contamination of the River Tame from will be examined in the consultation responses.

(vi) It is recognised that the application submission presents several scenarios where for example environmental management plans for both the construction and operational phases, Travel Plans etc would be submitted by planning condition rather than at application

stage but this is not uncommon with the determination of planning applications, depending on the individual circumstances.

(vii) The impact of Silica dust will be examined in the consultation responses at paragraph 8.13 below.

(viii) Aerial view images of the site in Langen Germany suggest that the factory was approximately 150m away from housing. Whilst this factory could be considered a comparator, the locational circumstances are not relevant to the determination of this application. Evidence has been submitted by the applicant confirming that the Langen site was closed as the site was allocated for housing purposes rather than on environmental policy grounds as suggested by residents.

(ix) NR has demonstrated in the application that they have considered a number of options (refer to 6.3 above), Washwood Heath up-yard being one of them but was discounted.

(x) The impact of Silica dust will be examined in the consultation responses at paragraph 8.13 below.

7.3 **Support**

Letters in support of the application have been received from the Black Country Local Enterprise Partnership, West Midlands Rail Executive, Rail Delivery Group, Black Country Chamber of Commerce, West Midlands Growth Company and Colas Rail. In summary the delivery of the scheme to unlock economic growth and support 100 jobs as well as the addition £6m to the local economy is welcomed. The development would also enable NR to secure technical, commercial and logistical advantages over their previous location and improve the supply and distribution of sleepers, helping support efficient track renewals.

A further 78 letters in support of the application from residents in the locality and further afield have been received on the grounds of job creation.

7.3.1 **Response to supporting respondents**

The Council do not dispute the evidence presented that the development would unlock major investment, generate jobs for local people, improve the economy and the sustainability of the location. These are material factors in the determination of the application.

8. STATUTORY CONSULTATION

External and internal consultations have been undertaken in line with Government Guidance. In respect of internal consultations Environmental Health appointed an independent consultant to review and comment on the Environmental Impact Assessment submitted with the application.

I can advise your Committee that a rigorous process was undertaken by Environmental Health in appointing the independent consultant to ensure that the appointed consultants have not been working with NR on this proposal.

All responses are set out below and are based on the initial submission along with additional information that has been submitted during the processing of the application.

External Consultees

8.1 Environment Agency – Comments are awaited in relation to the additional information submitted by the applicant concerning the adequacy of proposed flood storage measures.

8.2 Severn Trent – No objection subject to satisfactory drainage conditions.

8.3 Highways England – No objection.

8.4 Natural England – No objections subject to the standing advice of Natural England being adhered to by the applicant.

8.5 Canal and River Trust – Has commented that the application site falls outside their remit and has no comments.

8.6 Walsall MBC – No objection. Assuming HS2 goes ahead, the proposal in this location, maximises the use of the rail movement and minimises HGV movement. Following the receipt of additional information relating to environmental and transport issues Walsall MBC is satisfied that Bescot represents the best and indeed the only viable option out of those considered.

8.7 Wildlife Trust – There is recognition that the SLINC and Tame Valley Wildlife Corridor would be affected by the development. However, it is also recognised that in exceptional circumstances strategic benefits could outweigh the importance of the ecological features. In this case the biodiversity report indicates that there would be a net ecological gain from the development which would mitigate any negative impacts through habitat creation and enhancement of retained habitats. Appropriate conditions regarding the implementation of soft landscaping are recommended.

8.8 West Midlands Police – No objections subject to the principles of Secured by Design being applied.

8.9 West Midlands Fire Service – No objections.

8.10 West Midlands Ambulance Service – No response to consultation. However, it is believed that there would be adequate access for emergency vehicles.

Internal Consultees

8.11 Highways (Traffic and Road Safety) – Following the receipt of additional information there are no objections to the proposal subject to appropriate conditions including (a) implementation of a delivery, logistics and operational management plan, (b) a review of parking restrictions on the link road, (c) restricted to end user only due to the under provision of parking normally associated with size of development, (d) details of Sandy Lane footpath/cycle links/closure of and changes to traffic signals on bridge; and (e) entering into appropriate highway Section 38 and 278 agreements in relation to the construction of the new link road.

8.12 Highways (Lead Local Flood Authority) – No objections subject to the recommendations contained in the Flood Risk Assessment and drainage philosophy being implemented.

8.13 Environmental Health

Air Quality (Environmental Consultant response) – Although additional information was submitted by the applicant, it is not considered that general air quality monitoring conducted by the applicant is sufficient. Under Environmental Regulations, 3 months minimum monitoring is necessary. Although the applicant has stated they have done this, results have only been submitted for 1 month and this would be insufficient to assess whether the development would have a material impact on air quality in the area because of the development. In addition, and with reference to dust, there is insufficient information regarding the location of the dust pads, their proximity to sensitive receptors and key emission sources of the development site. The limited information provided by the applicant on variability of weather conditions during the survey could be interpreted as indicating that the results are suitable for establishing an assessment of typical baseline conditions, but do not support the applicant's contention that the results are "suitable for establishing a conservative baseline condition". In addition, there are no specific details on the methodology, including the location of key sources of dust at the site, their proximity to the site boundary/monitoring locations, the wind direction/speed for each day of the monitoring campaign. Such information would be typically provided in a technical dust deposition monitoring report, including images of the site, the emission sources, the monitoring pads, and local receptors. Also, the applicant has adopted a workplace exposure limit to their approach, which does not take account of the differences between public and workplace exposure in terms of the

presence of sensitive members of the population in the local community or the absence of any recovery period away from exposure for members of the public.

With reference to the batching plant, the applicant suggests that assessment of emissions from this facility is not part of the assessment procedures. Although it is agreed that Best Practice Techniques would be used to mitigate potential dust emissions from the batching plant, the use of such techniques would mitigate dust emissions but not eliminate them altogether and it is important that the potential impacts of emissions from the batching plant are considered. There is therefore insufficient information to assess the impact on air quality from dust emissions satisfactorily.

Geology, soils, hydrogeology and ground conditions (Environmental Consultant response) – Despite the submission of additional information further clarification is sought regarding the potential for the site operation to damage soils via deposition of dust/fines and slurries of concrete and cement and their treatment chemicals. Chapter 6 of the EIA does not discuss the highly alkaline nature of the dusts that are likely to be generated and the impact of dust settlement on land quality. The potential effects of dust mitigation by use of water which will then create a slurry or effluent is also not discussed. Given that the use of water would be the primary mechanism for dust control and that there are no explicitly proposals for monitoring alkalinity in surface water drainage, and that there will be infiltration of rainfall to ground in, for example, the sleeper storage area, it is not clear that the proposals for dust control are protective of the water environment , and in both cases impacts to soil quality have not been considered. The above inadequacies of the information supplied demonstrate that there could be serious harm to the ground and nearby river.

Ecology (Environmental Consultant response) – Following the receipt of additional information there are no objections subject to conditions relating to the submission of a construction management plans and operational management plans along with the proposals being implemented and maintained.

Noise and Vibration (Environmental Consultant response) – Following the receipt of further information, it is agreed that predicted operational noise effects are not likely to be significant at the nearest receptors. The screening of the batching plant and built-in mitigation measures would reduce noise. With further reference to noise however, Sandwell's Environmental Health Team recommend the installation of an acoustic barrier with the purpose of reducing noise from the site nearby noise sensitive receptors. Such a request could be controlled by planning condition and be subject to initial monitoring.

Water and Flood Risk (Environmental Consultant response) – Following the receipt of additional information, there remains concern that there could be a risk to buried utilities located outside the application site, from flooding. However, utilities outside the application site would not be in the control of the applicant.

Climate (Environmental Consultant response) – The applicant has advised that the closure of Washwood Health results in a general reduction in emissions and therefore the proposed development would not present any appreciable harm in this regard. However, it is believed that from a climate point of view the proposed sleeper factory needs to be assessed as the individual project that it is. There is therefore insufficient information to demonstrate whether the proposal exceeds IFC emissions threshold and therefore has an impact on climate regardless of the closure of another facility. Although there are potential net savings from the closure of Washwood Heath, this does not negate the fact that the project will still be considered significant in its own embodied emissions.

Lighting (Environmental Consultant response) – No objections subject to the submission of a lighting design and light spillage plan along with mitigation strategy to ensure that there are no adverse impacts on residents from lighting.

Contaminated Land (SMBC Environmental Health) – No objection subject to remediation works including gas protection measures, Asbestos protection/control measures (should it be encountered), Environmental Waste Management Plan, Environmental Management Plan for the production process

8.14 Public Health – While noise and light pollution could be controlled, there is concern about dust in the atmosphere when sleepers are being moved to the external storage area. Electric vehicle charging points would be required as well as a comprehensive Travel Plan.

8.15 Planning Policy – No objections (refer to paragraph 9 and 10 below for detailed considerations of all policy issues).

8.16 Planning Urban Design – The design of the factory is considered acceptable. The proposed cladding system and the range of colours proposed adds sufficient visual interest to both buildings. The scale and massing of the development and its relationship with potential new housing raises concern particularly in terms of boundary treatment/landscaping. There is a possible domineering impact on future occupiers, although the operational needs of the facility are fully understood in relation to the manufacture of the sleepers and the size of the building required.

8.17 Planning Tree Preservation Officer – It is considered that the landscaping scheme, consisting of native woodland trees on top of a bund would provide immediate maturity and structure.

8.18 Employment Team - The proposal presents opportunities to provide employment for local people during the construction and operational phases of the development and this can be controlled by appropriate planning condition.

8.19 Disabled Access – The Access Alliance officer has raised no objections.

9. GOVERNMENT GUIDANCE/NATIONAL PLANNING POLICY

National Planning Policy Framework promotes sustainable development but states that that local circumstances should be taken into account to reflect the character, needs and opportunities for each area. It is not disputed that the development is of national importance and the proposed location can be considered as highly sustainable on an existing and policy designated railway sidings. There are also excellent public transport links by rail and bus. Although the proposal generally accords to the NPPF and there are significant economic benefits to be generated from the scheme, not just nationally but also locally, it is considered that these benefits do not outweigh environmental factors associated with this proposal.

10. LOCAL PLANNING POLICY

10.1 The following policies of the Council's Adopted Black Country Core Strategy and Site Allocations and Delivery Development are relevant and assessed in relation to the proposal as follows: -

10.2 TRAN2 (BCCS) (Managing the Impacts of New Development) advises that proposals should provide an acceptable level of accessibility and safety by all modes of transport to and from the development. In this case the site is well served by public transport with bus and rail links nearby and sleepers, once constructed, to be transported by rail. A Transport Assessment has been submitted with the application as required by this policy, assessed by Highways.

10.3 TRAN3 (BCCS) (The Efficient Movement of Freight) supports the movement of freight by sustainable modes such as rail. The proposed sleeper factory in this location would enable the movement of sleepers utilising the existing rail network and the proposal is therefore supported by policy TRAN3.

10.4 ENV1(BCCS) (Nature Conservation) Requires information to be submitted with a planning application to ensure that the likely impacts of a proposal can be adequately assessed. The proposed landscaping buffer may be sufficient to protect the adjacent SLINC from any adverse impacts. The Wildlife Trust has commented on the application (See point 7.8 above).

10.5 ENV3 (BCCS) (Design Quality) The proposal is of a high-quality design considered acceptable in terms of visual appearance and when considering the site location at a "Gateway" into the Borough.

10.6 ENV5 (BCCS) (Flood Risk, Sustainable Drainage and Urban Heat Island) Seeks the incorporation of sustainable drainage systems to assist with reducing the impact of flooding and surface water run-off. The application has been accompanied by a drainage strategy and Flood Risk Assessment including such details. The proposals have been assessed by the Environment Agency, Severn Trent and Sandwell MBC in its capacity as Lead Local Flood Authority (Refer to comments 7.2, 7.3 and 7.18 above). The Environment Agency has not confirmed if the applicant's additional information in relation to flood storage is adequate. Also, issues remain outstanding in relation to water contamination permeating the River Tame.

10.7 ENV7 (BCCS) (Renewable Energy) A development of this nature requires the applicant to off-set at least 10 percent of the estimated residual energy demand for the development on completion. The applicant has produced a statement to this effect and therefore complies with policy ENV7 subject to implementation of the measures.

10.8 ENV8 (BCCS) (Air Quality) – Adverse impacts on air quality have not been satisfactorily addressed as identified in the consultation responses in this report at point 8.13.

10.9 HOU1 (BCCS) (Delivering Sustainable Housing Growth) Is committed to providing sustainable housing. Given that the site immediately adjacent is allocated for a major housing scheme (HOC 8), the question arises as to whether the proposed development would jeopardise the residential development and thereby conflict with HOU1 and HOC 8. It is considered that access off Walsall Road, a landscaped bund separating the two uses, mitigation measures including restrictions on deliveries/movement of sleepers to the external storage area, lighting control and dust suppression and that any new residential scheme would also be designed to ensure that there would be no adverse impact on amenity or on the operations of the sleeper factory, then the proposal would not be in contravention of HOU1, Allocation HOC 8 or any associated policies, namely EMP4 (Relationship between industrial and sensitive uses). It is my understanding that informal proposals for the housing scheme

includes a landscaped bund along the boundary with Bescot Sidings to protect residential amenity.

10.10 H1 (SAD) (Housing Allocations) Refer to policy response provided in point 10.9 above.

10.11 EMP4 (SAD) (Relationship between Industry and Sensitive uses) Refer to policy response provided in point 10.9 above in relation to the proposed new housing development. When considering the relationship of the development with existing housing in Friar Park, whilst mitigation could be provided for noise, lighting and visual impacts there remain outstanding issues regarding the impact of air quality from dust and the impact this would have on health due to the inadequacy of information submitted and therefore it is considered that the development would by contrary to Policy EMP4.

10.12 EOS2 (SAD) (Green Belt) Development would be resisted if it would cause harm to the Green Belt. In this case as the area of land is small and not publicly accessible it is considered that the construction of the access road would not cause harm to the designated Green Belt. The National Planning Policy Framework guidance supports this view. The proposal nevertheless presents a departure from the development plan and therefore if your Committee were minded approving the application then it would need to be referred to Full Council for final approval.

10.13 EOS9 (SAD) (Urban Design Principles) Refers to new development being of appropriate scale and compatible with their surroundings. Refer to point 10.5 above.

10.14 EOS10 (SAD) (Design Quality and Environmental Standards) Advises that design of industrial developments should be of a high standard. The proposed development should pay attention to materials and landscaping, pollution and noise control and the environmental impact on the site and surrounding area, including wildlife habitats. Although some aspects of this policy are addressed satisfactorily i.e. design, materials, landscaping, impact on wildlife and noise control, pollution remains outstanding.

11. MATERIAL CONSIDERATIONS

11.1 As stated at the beginning of this report at point 2, the determining issues with this application are consideration of national policy, site allocations in the development plan, consideration of local policies, and assessment of other material issues.

11.2 The proposal generally accords to the national policies of the NPPF as mentioned at point 9 above. The development lies within an existing

strategic railway operational yard where it is expected that associated facilities such as the manufacture of railway sleepers could be produced and transported directly by rail in a highly sustainable location. The provision of the facility is supported by several organisations and some residents in relation to investment and job creation.

With reference to allocated land within the application site, land that is allocated as Green Belt policy is of low quality and its loss would not harm the Green Belt to any appreciable degree. As regards the allocated housing site adjacent/SLINC allocation, it is not considered that the development, with appropriate mitigation measures, would jeopardise the aspirations for a large residential scheme, contributing substantially to housing provision in the Borough. Further, it is not considered that the development would harm the designated SLINC. The development would present a high-quality building when viewed in its "Gateway" location so this is seen as a benefit.

11.3 Due the inadequacy of additional information presented the proposal contravenes some adopted policies as stated in point 10 above (Local Planning Policy). Policies that have not been satisfactorily addressed are ENV5, ENV8, EMP4 and EOS10 (Points 10.6, 10.8, 10.11 and 10.14 above).

11.4 In terms of the existing permitted use of the site, it is accepted that Bescot sidings is a long-established rail use with unrestricted hours of use and that the use of the site could intensify significantly without local authority control. However, this proposal is one which requires planning consent and therefore full consideration can be given to all material issues to ensure that there are no harmful impacts.

11.5 The significant objections to this proposal are unprecedented, not only from local politicians but also from many thousands of residents and the Wednesbury Action Group, who have set out the issues associated with this type of facility both in this Country and abroad and how such facilities impact on the environment. The proposal, as well as the objections received have been put through a rigorous process of assessment by professional consultees.

11.6 In terms of access and traffic generation it is considered that the proposed new link road and traffic generation of the operational phase is acceptable. However, I am concerned about the impact that the development would have on residential amenity from the construction phase of the development. Although the applicant considers that the impact would be negligible, this phase would be for up to 2 years with all traffic movements along Sandy Lane. There is no suggestion that the link road would be constructed first to enable development of the factory utilising the new link road, thus reducing significantly the period for the

use of Sandy Lane for the construction phase. I therefore consider that the construction phase would seriously harm residential amenity from increased coming and goings to houses close to the junction with Walsall Road.

11.7 Air Quality impacts from dust, transport and the production process have not been satisfactorily addressed and therefore there is a risk that the development would be harmful to the public, wider environment and the River Tame.

12. IMPLICATIONS FOR SANDWELL'S VISION

12.1 The proposal supports the following Sandwell Vision 2030: -

12.2 Ambition 3 – Our workforce and young people are skilled and talented, geared up to respond to changing business needs and to win rewarding jobs in a growing economy.

13. CONCLUSIONS AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

13.1 Refusal is recommended on grounds that insufficient information has been submitted to demonstrate that the development would not be harmful to the public or the wider environment from emissions, particularly dust and therefore the proposal is contrary to Policies ENV5, EMP8, EMP 4 and EOS10 of Sandwell's Adopted Development Plan. Also, the proposed construction phase of the development would detract from the amenities of residents in Sandy Lane and Friar Park Road from increase comings and goings over a prolonged 2-year period.

14. STRATEGIC RESOURCE IMPLICATIONS

When a planning application is refused the applicant has a right of appeal to the Planning Inspectorate, and they can make a claim for costs against the council.

15. LEGAL AND GOVERNANCE CONSIDERATIONS

This application is submitted under the Town and Country Planning Act 1990.

16. EQUALITY IMPACT ASSESSMENT

There are no equalities issues arising from this proposal and therefore an equality impact assessment has not been carried out.

17. DATA PROTECTION IMPACT ASSESSMENT

The planning application and accompanying documentation is a public document.

18. CRIME AND DISORDER AND RISK ASSESSMENT

18.1 There are no crime and disorder issues with this application.

19. SUSTAINABILITY OF PROPOSALS

Refer to the national planning framework (9) and local plan policies (10) and material considerations (11).

20. HEALTH AND WELLBEING IMPLICATIONS (INCLUDING SOCIAL VALUE)

Refer to the summary of the report (12).

21. IMPACT ON ANY COUNCIL MANAGED PROPERTY OR LAND

A small section of the site adjacent to Sandy Lane lies within Council ownership. If your Committee are minded approving the application, then terms would be negotiated with the applicant.

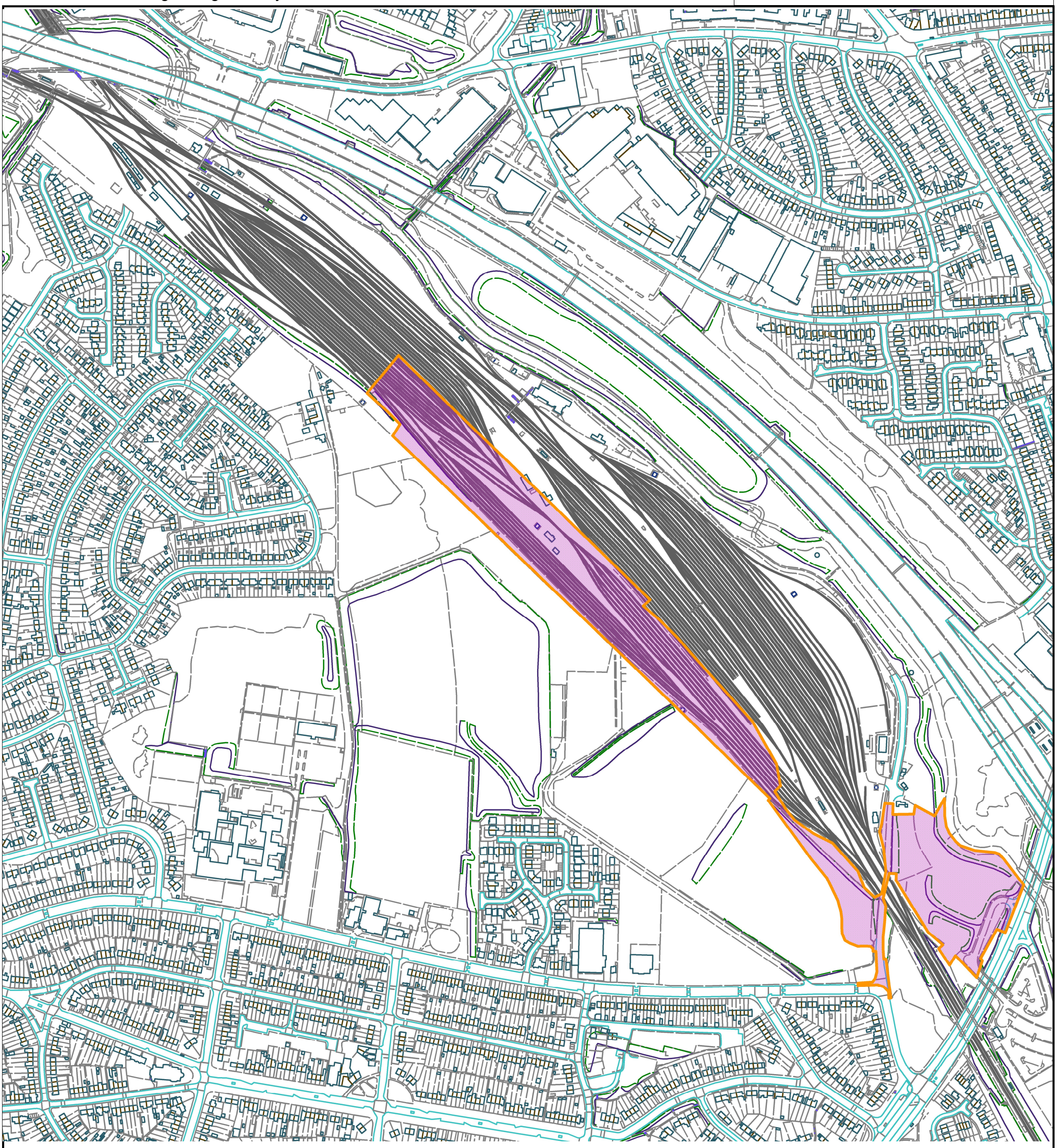
22. APPENDICES:

Site plan
Masterplan
Elevations
Images

DC/19/63378

Land at Bescot Railing Sidings, Sandy Lane

Sandwell Metropolitan Borough Council



Legend

Scale 1:5029

m 64 128 192 256 320 384

Date	14 November 2019
Sc	1:5028

50m SCALE 1:2500

Preliminary

RAIL.ONE

BUCKINGHAM Group Contracting

Notes

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Key

- Planning Application Boundary Area = 8.17Ha
- Network Rail Land Ownership Boundary

Rev.	Date	Description	By	Chkd	App	Auth
P03	15/08/19	Background mapping revised.	TSR	IC	TH	
P02	12.07.19	Planning Issue (Incorporating comments)	LMA	IC	TH	

Contract : Network Rail Bescot Sleeper Facility

Consultant : RPS Group

Consultant Proj Ref : NK018337

Title : Planning - Site Location Plan

rps

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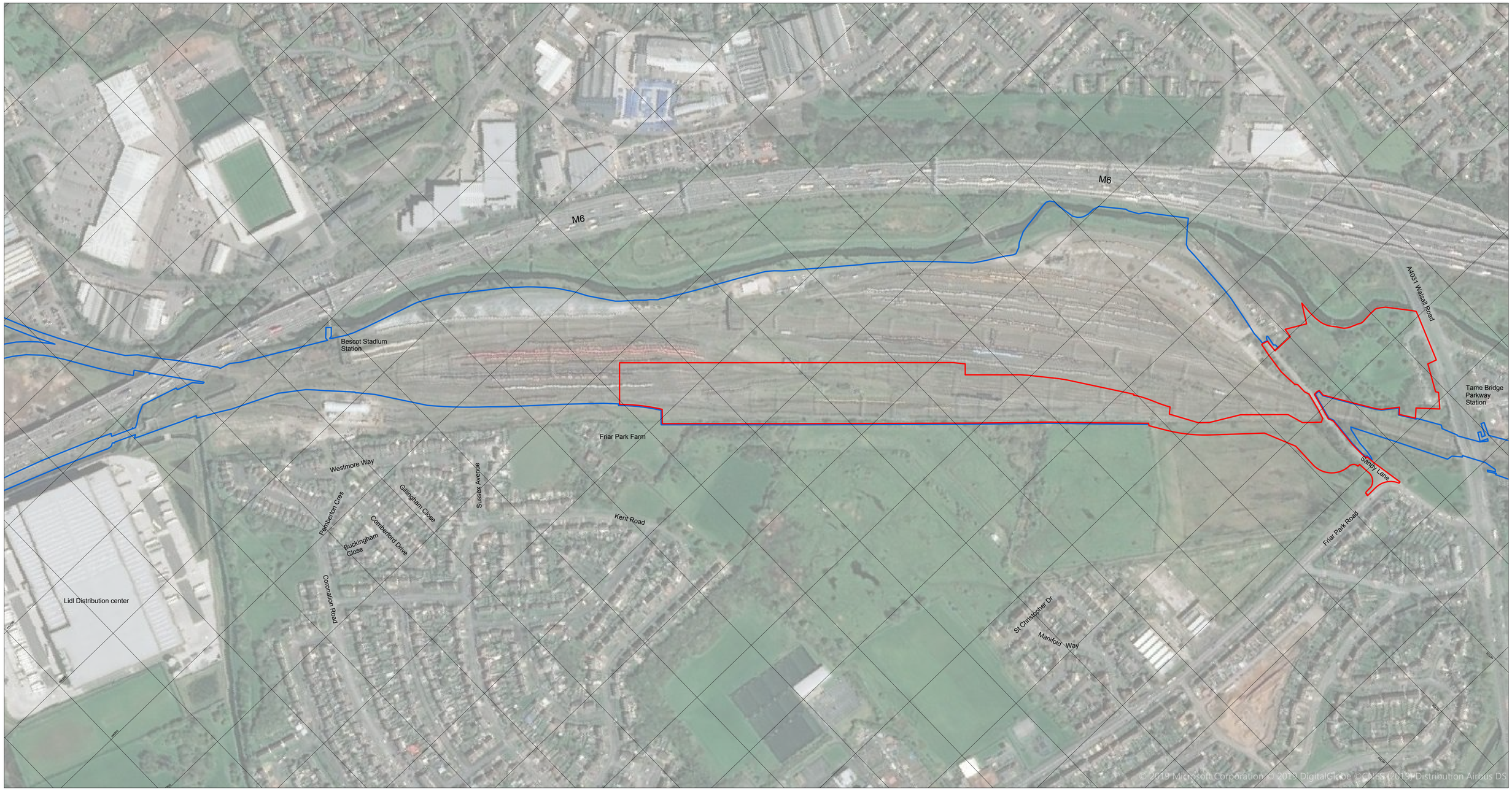
Scale : 1:2500 @ A1

Drawing and CAD file No : C17047-RPS-A-DRG-ST-50405

Rev : P03

Suitability : S4



50m SCALE 1:2500

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Key

- Planning Application Boundary
- Network Rail Land Ownership Boundary

Rev.	Date	Description	By	Chkd	App	Auth
P01	12.07.19	Planning Issue	LMA	IC	TH	

Contract : Network Rail Bescot Sleeper Facility

Consultant : RPS Group

Consultant Proj Ref : NK018337

Title : Planning - Site Context Plan

Scale : 1:2500 @ A1

Drawing and CAD file No : C17047-RPS-A-DRG-ST-50407

Rev : P01

Suitability : S4

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MAXIMUM WALL HEIGHT = 2750mm.

410M TRAIN LOADING ZONE

REFER TO DRAWING C17047-RPS-C-DRG-ST-50411 FOR BOUNDARY TREATMENT / FENCING

CRANE TRACK

RAILWAY SIDING

RAILWAY SIDING

LOADING TRACK

SOFT LANDSCAPING

EXTENT OF GANTRY CRANE MOVEMENT

SLEEPER STORAGE AREA

CRANE TRACK

CRANE MAINTENANCE TRACK

RETAINING WALL

SOFT LANDSCAPING

SORTING AREA

MULE TRACK

HGV LOADING AREA

EXTERNAL OVERFLOW STORAGE

EXTERNAL STORAGE AREA

EXTERNAL COVERED STORE

PRODUCTION BUILDING

RETAINING WALL

SUDS FEATURE

SOFT LANDSCAPING

SUDS FEATURE

SOFT LANDSCAPING

EXISTING FOUL WATER PUMP HOUSE

REFER TO DRAWING C17047-RPS-C-DRG-ST-50411 FOR BOUNDARY TREATMENT / FENCING

PUMP HOUSE BUILDING MAXIMUM HEIGHT = 2900mm.

FOR CONTINUATION REFER TO PLAN BELOW

ASSUMED MAXIMUM BUILDING HEIGHT = 5500mm.

MAXIMUM BUILDING HEIGHT = 2100mm.

MAXIMUM BUILDING HEIGHT = 4600mm.

REFER TO DRAWING C17047-RPS-c-DRG-AR-50411 FOR BOUNDARY TREATMENT / FENCING

REFER TO DRAWING C17047-RPS-A-DRG-LR-50450 FOR LINK ROAD GENERAL ARRANGEMENT

REFER TO DRAWING C17047-RPS-C-DRG-ST-50411 FOR BOUNDARY TREATMENT / FENCING

REFER TO DRAWING C17047-RPS-C-DRG-ST-50411 FOR BOUNDARY TREATMENT / FENCING

WASTE RECYCLING BINS / SKIPS

SITE SERVICES COMPOUND

INDICATIVE BATCHING PLANT

OUTLINE BATCHING PLANT AREA

SERVICE YARD

DETENTION BASIN

OFFICE BUILDING

CYCLE SHELTER

CAR PARK (37+3 SPACES)

SUDS FEATURE

SOFT LANDSCAPING

RETAINING WALL

RETAINING WALL

BOUNDARY FENCE

BOUNDARY FENCE

SOFT LANDSCAPING

EXISTING BATTER / SLOPE

SANDY LANE

BOUNDARY FENCE

INCOMING SERVICES COMPOUND

SUDS FEATURE

SOFT LANDSCAPING

BOUNDARY FENCE

SECURITY GATES

REFER TO DRAWING C17047-RPS-C-DRG-ST-50411 FOR BOUNDARY TREATMENT / FENCING

REFER TO DRAWING C17047-RPS-A-DRG-AR-50455 FOR DETAILS OF ACCESS ROAD

REFER TO DRAWING C17047-RPS-A-DRG-LR-50450 FOR DETAILS OF LINK ROAD

SOFT LANDSCAPING

FOR CONTINUATION REFER TO PLAN ABOVE

10m SCALE 1:500

Preliminary

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7. Refer to drawing C17047-RPS-C-DRG-ST-50411 for boundary treatment / fencing.

Key

- Planning Application Boundary
- Buildings
- Soft Landscape Areas
- Hard Landscape Areas (Yard, Roads, & walkways)
- Sleepers Storage Area
- Car Park
- Track Ballast

Rev.	Date	Description	By	Chkd	App	Auth
P02	05.07.19	Planning Issue (Incorporating comments)	LMA	IC	TH	

Contract: Network Rail Bescot Sleeper Facility

Consultant: RPS Group

Consultant Proj.Ref: NK018337

Title: Planning - Sleeper Manufacturing Facility Site Plan

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Scale: 1:500 @ A0

Drawing and CAD file No: C17047-RPS-A-DRG-ST-50410

Rev: P02

Suitability: S4

50m SCALE 1:2500

Preliminary

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6. Issued for planning purposes, subject to detailed technical design.

Key

- Planning Application Boundary
- Buildings
- Soft Landscape Areas
- Hard Landscape Areas (Yard, Roads, & walkways)
- Sleepers Storage Area
- Car Park
- Track Ballast

Rev.	Date	Description	By	Chkd	App	Auth
P02	05.07.19	Planning Issue (Incorporating comments)	OP	IC	TH	

Contract : Network Rail Bescot Sleeper Facility

Consultant : RPS Group

Consultant Proj Ref :

Title : Planning - Site Masterplan

Scale : 1:2500 @ A1

Drawing and CAD file No : C17047-RPS-A-DRG-ST-50406

Rev : P02

Suitability : S4

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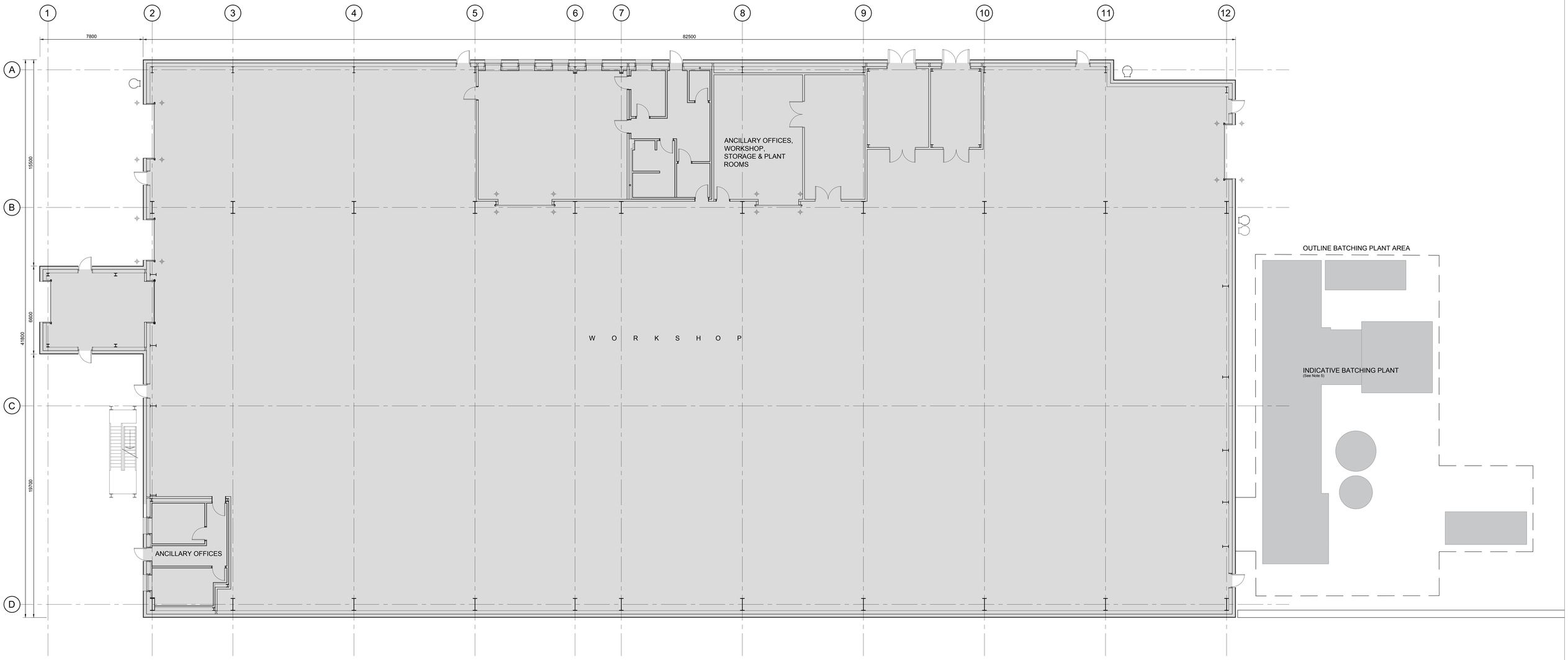

Ground Floor Layout
1:100

Schedule of Internal Areas	
Workshop & Stores	= 3390m^2
Outline Batching Plant Area	= 400m^2
Total	**= 3790m^2**

1m SCALE 1:100

Preliminary

RAIL.ONE

BUCKINGHAM Group Contracting

Notes

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4. Issued for planning purposes subject to detailed technical design.
5. Batching Plant is indicative, dashed line represents maximum extents.

Key

Workshop, Stores and Ancillary Offices

Rev.	Date	Description	By	Chkd	App	Auth
P02	05.07.19	Planning Issue (Incorporating comments)	OP	TG	TH	

Contract :
Network Rail Bescot Sleeper Facility
Consultant :
RPS Group
Consultant Proj Ref :
NK018337
Title
Planning - Sleeper Manufacturing Facility
Production Building Ground Floor Plan
Scale : 1:100 @ A0
Drawing and CAD file No. : C17047-RPS-A-DRG-FA-50420
Rev. : P02
Suitability : S4

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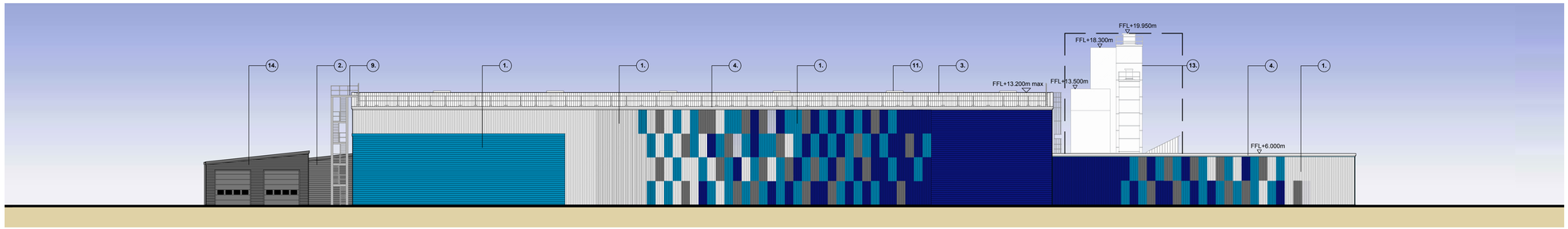
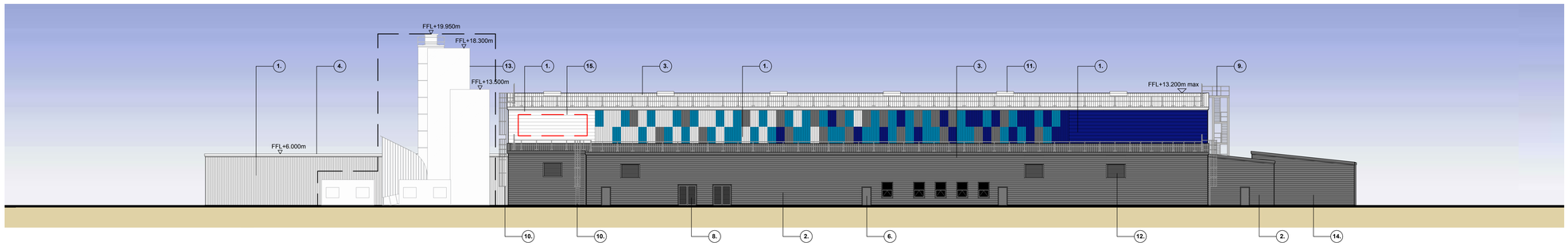
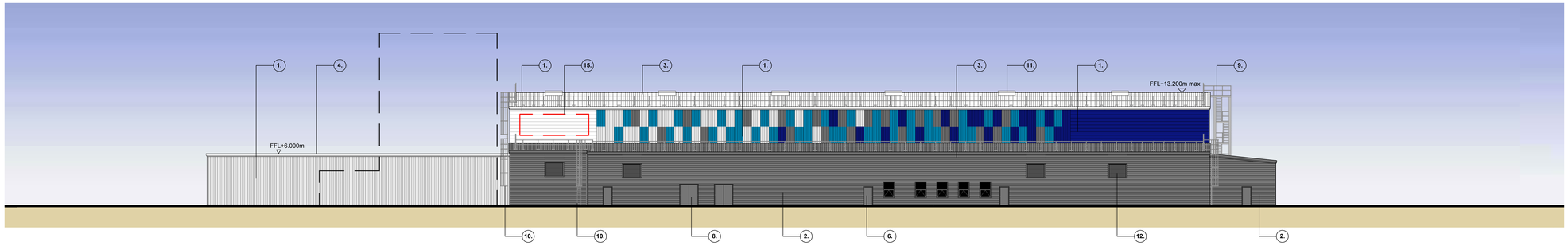


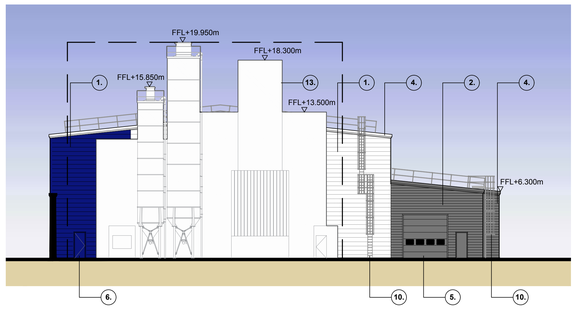
South West Elevation
1:200



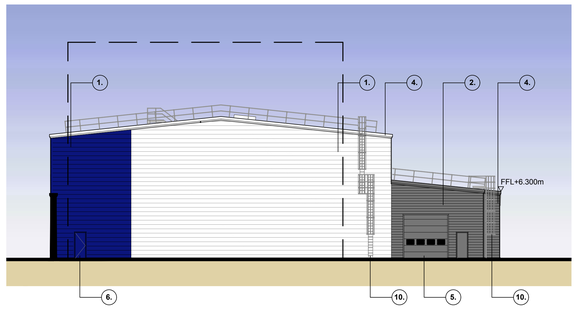
North East Elevation
1:200



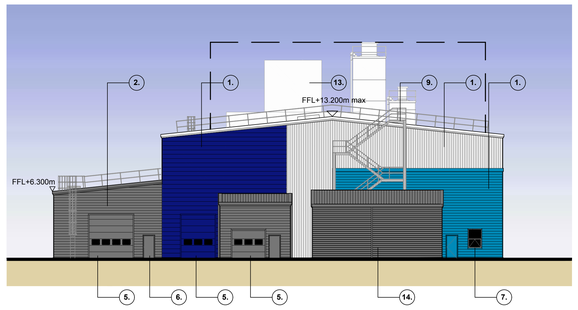
North East Elevation - Without Batching Plant and Covered Store
1:200



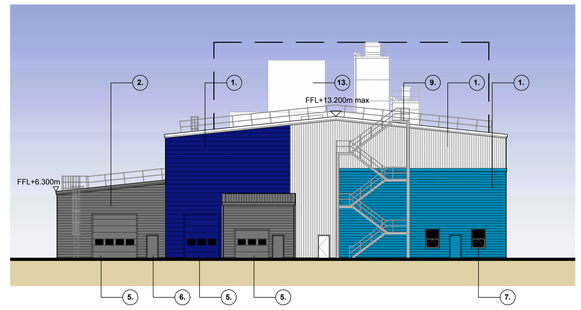
South East Elevation
1:200



South East Elevation - Without Batching Plant
1:200



North West Elevation
1:200



North West Elevation - Without Covered Store
1:200

1m SCALE 1:200

Preliminary

1. **CA GROUP 'TWIN THERM' BUILT UP WALL CLADDING**
PROFILED TRAPAZIODAL EXTERNAL CLADDING LAID VERTICALLY AND HORIZONTALLY AS INDICATED
COLOUR: HAMLET (RAL 9002), PURE GREY (RAL 000 55 00), SARGASSO (RAL 5003) & SOLENT BLUE (RAL 240 40 40) TATA COLOURCOAT HPS200 ULTRA COATING

2. **CA GROUP 'TWIN THERM' BUILT UP WALL CLADDING**
PROFILED HALF ROUND EXTERNAL CLADDING LAID HORIZONTALLY AS INDICATED
COLOUR: PURE GREY (RAL 000 55 00) TATA COLOURCOAT HPS200 ULTRA COATING

3. **CA GROUP 'TWIN THERM' BUILT UP ROOF CLADDING**
PROFILED TRAPAZIODAL EXTERNAL CLADDING
COLOUR: HAMLET (RAL 9002) & PURE GREY (RAL 000 55 00) TATA COLOURCOAT HPS 200 ULTRA COATING

4. **PARAPET PROFILED FLASHING**
375MM DEEP PROFILED FLASHING WITH STEPPED PROFILE
COLOUR: HAMLET (RAL 9002) TATA COLOURCOAT HPS 200 ULTRA COATING

5. **SECTIONAL OVERHEAD DOOR**
ALUMINIUM INSULATED OVERHEAD DOOR & FRAME POWDER COAT FINISH
COLOUR: PURE GREY (RAL 000 55 00) & SARGASSO (RAL 5003)

6. **PERSONNEL DOOR**
STEEL INSULATED DOOR AND FRAME POWDER COAT FINISH
COLOUR: PURE GREY (RAL 000 55 00), SARGASSO (RAL 5003) & SOLENT BLUE (RAL 240 40 40)

7. **ALUMINIUM WINDOW**
ALUMINIUM POLYESTER POWDER COAT FINISH THERMALLY BROKEN WINDOW FRAME WITH GREY ANTI SUN TINT GLAZING

8. **LOUVRED DOOR**
COLOUR: PURE GREY (RAL 000 55 00)

9. **EXTERNAL ROOF ACCESS STAIR**

10. **EXTERNAL ROOF ACCESS LADDER**

11. **INDICATIVE ROOF VENTS**

12. **INDICATIVE LOUVRES**
COLOUR: PURE GREY (RAL 000 55 00)

13. **INDICATIVE BATCHING PLANT SILOS & ENCLOSURE (SEE NOTE 5)**

14. **COVERED STORE**
PROFILED HALF ROUND EXTERNAL CLADDING LAID HORIZONTALLY AS INDICATED
COLOUR: PURE GREY (RAL 000 55 00) TATA COLOURCOAT HPS200 ULTRA COATING

15. **SIGNAGE ZONE NON-ILLUMINATED**

RAIL.ONE

BUCKINGHAM Group Contracting

Notes

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Rev.	Date	Description	By	Chkd	App	Auth
P03	19.07.19	Planning Issue (Incorporating comments)	OP	TG	TH	

Contract: Network Rail Bescot Sleeper Facility
Consultant: RPS Group
Consultant Proj Ref: NK018337
Title: Planning - Sleeper Manufacturing Facility Production Building Elevations
Scale: 1:200 @ A0
Drawing and CAD file No.: C17047-RPS-A-DRG-FA-50425
Rev.: P03
Suitability: S4

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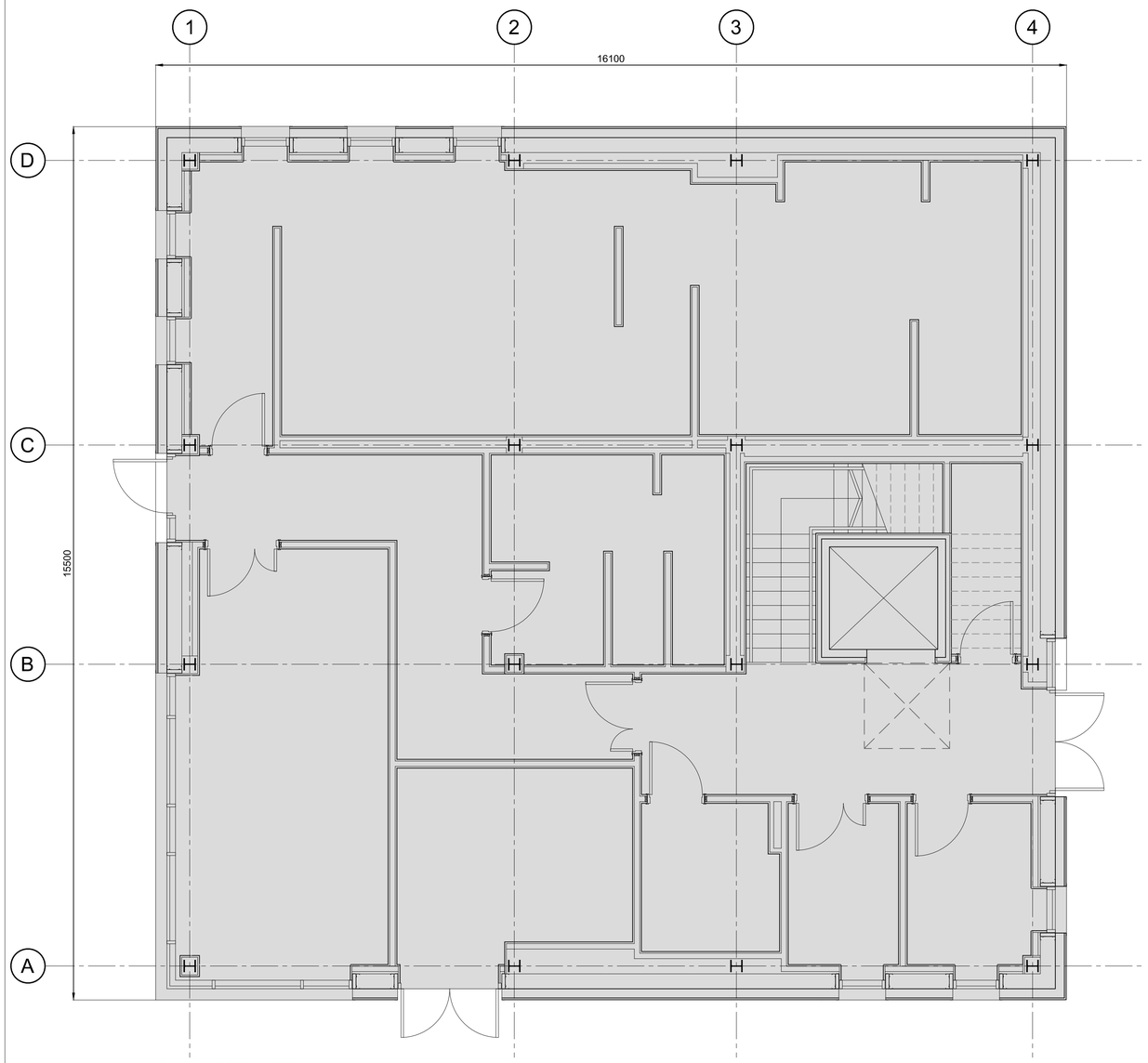
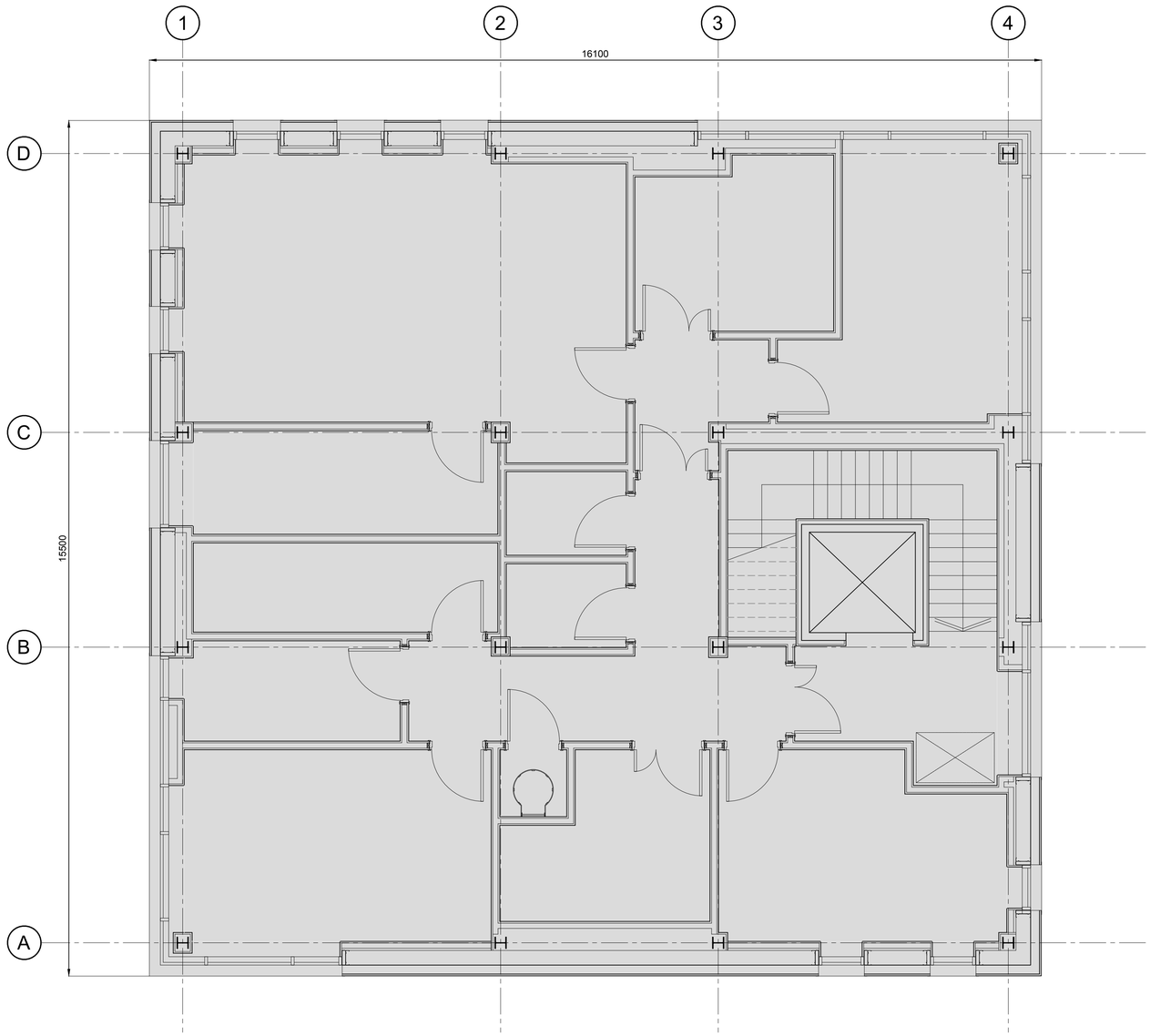


Ground Floor Plan
1:50



First Floor Plan
1:50

Schedule of Internal Areas	
Offices (Ground Floor)	= 220m^2
Offices (First Floor)	= 200m^2
Total	**= 420m^2**

1m SCALE 1:50

Preliminary

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BUCKINGHAM Group Contracting

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Rev.	Date	Description	By	Chkd	App	Auth
P01	17.05.19	Planning Issue	OP	TG	TH	

Contract : Network Rail Bescot Sleeper Facility
Consultant : RPS Group
Consultant Proj Ref : NK018337
Title : Planning - Sleeper Manufacturing Facility Office Building Floor Plans

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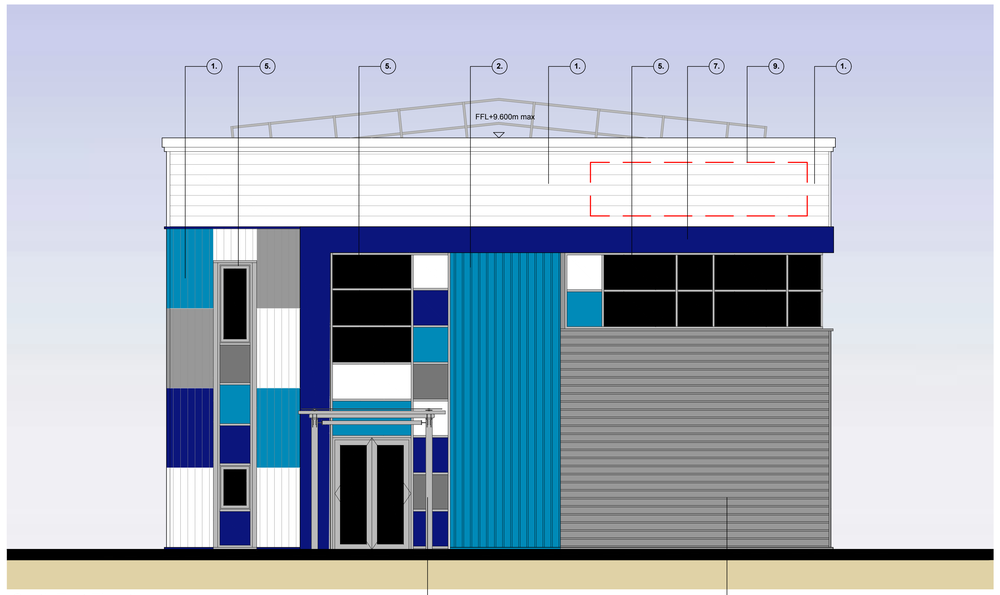
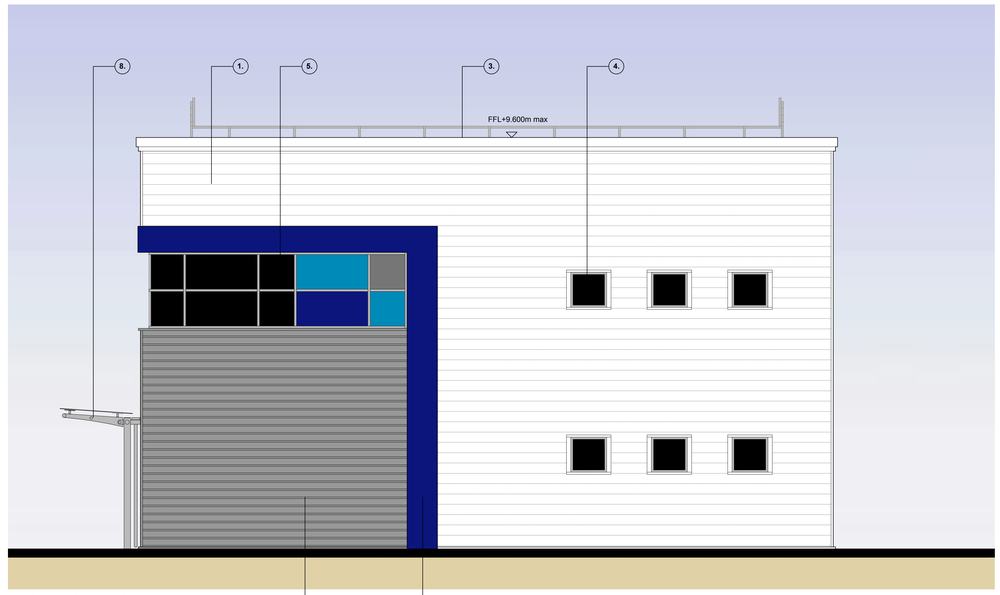
Scale : 1:50 @ A1
Drawing and CAD file No : C17047-RPS-A-DRG-OF-50421
Rev : P01
Suitability : S4



South East Elevation
1:50



North East Elevation
1:50

1. **CA GROUP 'TWIN THERM' BUILT UP WALL CLADDING**
PROFILED TRAPAZIODAL EXTERNAL CLADDING LAID VERTICALLY AND HORIZONTALLY AS INDICATED
COLOUR: HAMLET (RAL 9002), PURE GREY (RAL 000 55 00), SARGASSO (RAL 5003) & SOLENT BLUE (RAL 240 40 40) TATA COLOURCOAT HPS200 ULTRA COATING

2. **CA GROUP 'TWIN THERM' BUILT UP WALL CLADDING**
PROFILED HALF ROUND EXTERNAL CLADDING LAID VERTICALLY AND HORIZONTALLY AS INDICATED
COLOUR: PURE GREY (RAL 000 55 00) & SOLENT BLUE (RAL 240 40 40) TATA COLOURCOAT HPS200 ULTRA COATING

3. **PARAPET PROFILED FLASHING**
375MM DEEP PROFILED FLASHING WITH STEPPED PROFILE
COLOUR: HAMLET (RAL 9002) TATA COLOURCOAT HPS 200 ULTRA COATING

4. **ALUMINIUM WINDOW**
ALUMINIUM POLYESTER POWDER COAT FINISH THERMALLY BROKEN WINDOW FRAME WITH GREY ANTI SUN TINT GLAZING

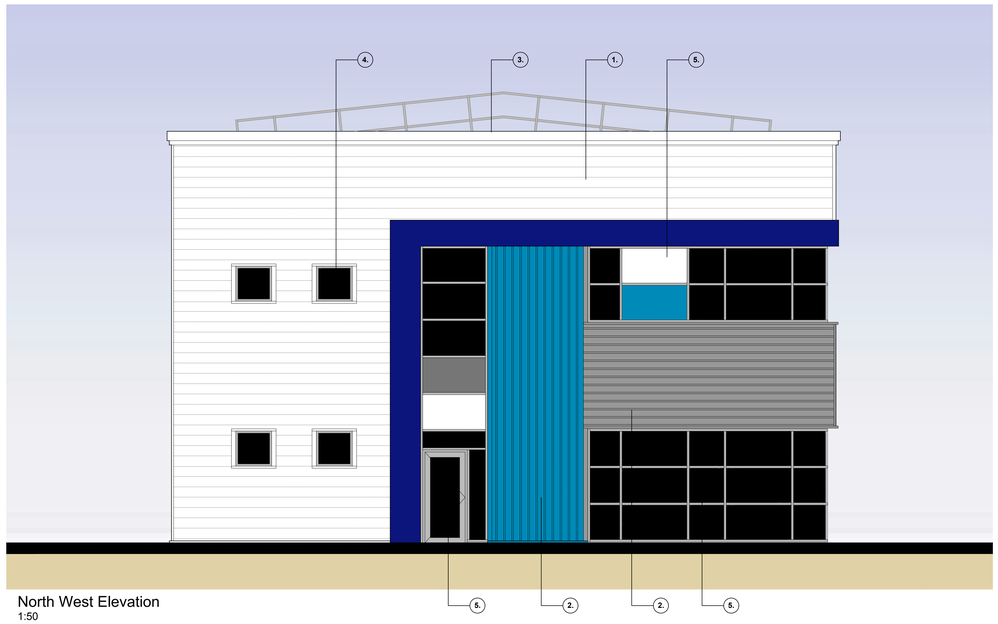
5. **ALUMINIUM CURTAIN WALL**
ALUMINIUM POLYESTER POWDER COAT FINISH THERMALLY BROKEN CURTAIN WALL WITH GREY ANTI SUN TINT GLAZING AND SPANDRAL PANELS
SPANDRAL PANEL COLOUR: HAMLET (RAL 9002),PURE GREY (RAL 000 55 00), SARGASSO (RAL 5003) & SOLENT BLUE (RAL 240 40 40)

6. **LOUVRED DOOR**
COLOUR: HAMLET (RAL 9002)

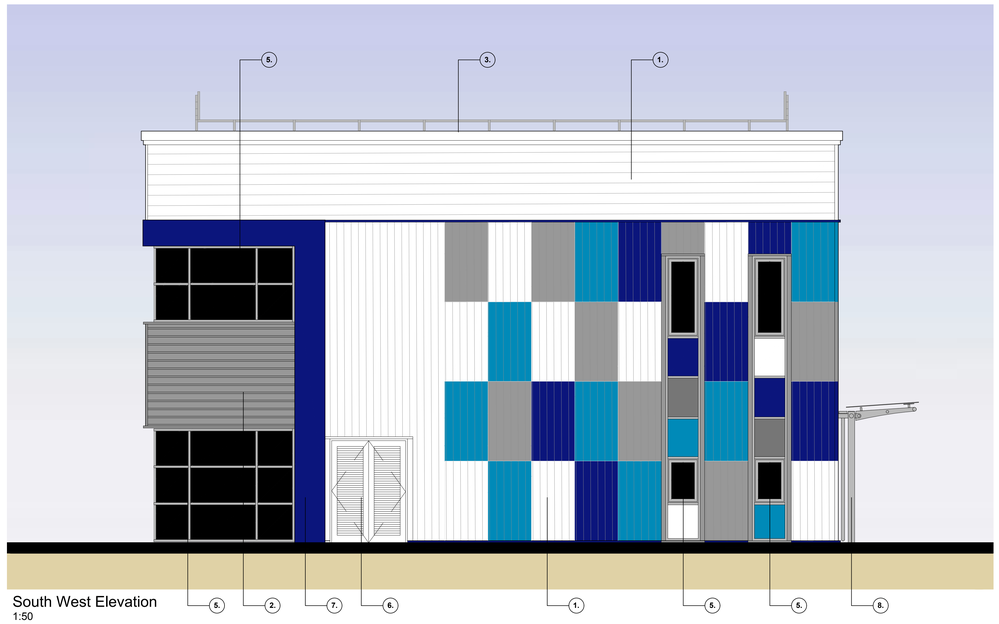
7. **PROJECTING FEATURE FLASHING**
700MM DEEP FEATURE FLASHING WITH 100MM DEEP PRJECTION
COLOUR: SARGASSO (RAL 5003)

8. **ENTRANCE CANOPY**
STEEL FRAMED CANTILEVERED GLASS ROOFED OFFICE ENTRANCE CANOPY

9. **SIGNAGE ZONE NON-ILLUMINATED**



North West Elevation
1:50



South West Elevation
1:50

1m SCALE 1:50

Preliminary

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BUCKINGHAM Group Contracting

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Rev.	Date	Description	By	Chkd	App	Auth
P02	05.07.19	Planning Issue (Incorporating comments)	OP	TG	TH	

Contract:
Network Rail Bescot Sleeper Facility

Consultant:
RPS Group

Consultant Proj Ref:
NK018337

Title:
Planning - Sleeper Manufacturing Facility
Office Building Elevations

Scale: 1:50 @ A0

Drawing and CAD file No: C17047-RPS-A-DRG-OF-50426

Rev: P02

Suitability: S4

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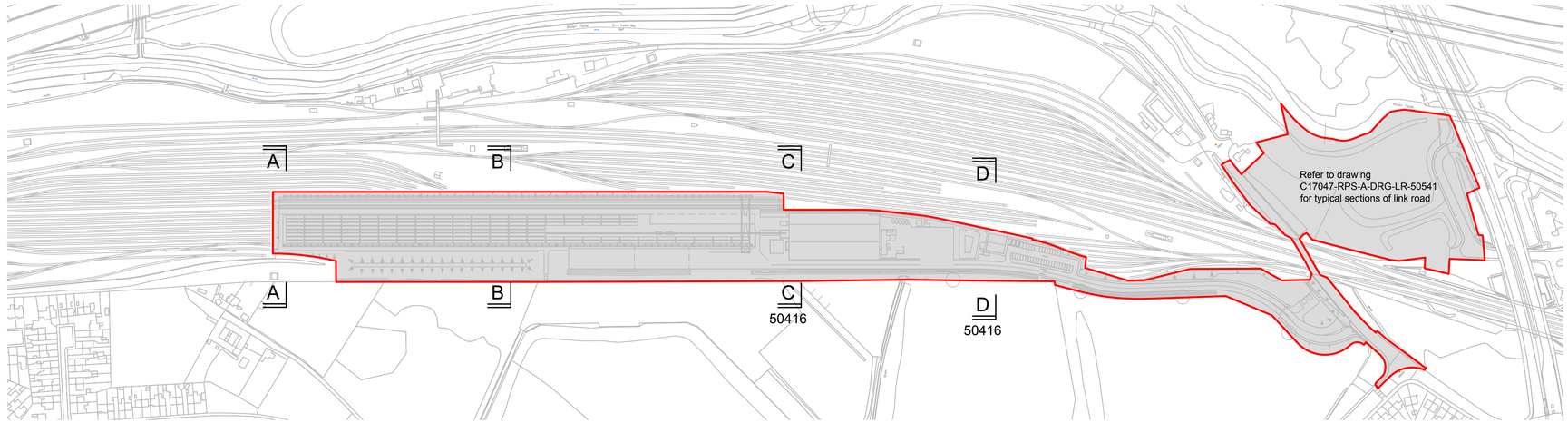
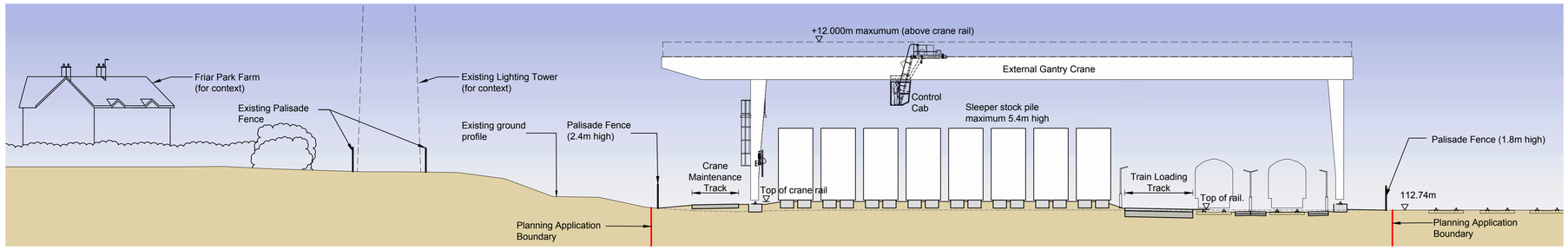
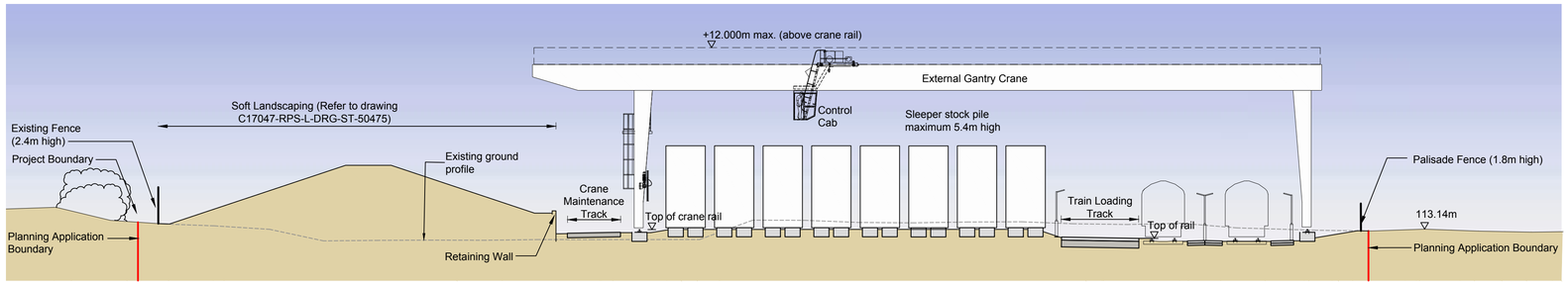


Key Plan



Section A



Section B

1m SCALE 1:200

Preliminary

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5. Issued for planning purposes, subject to detailed technical design.

Key

Planning Application Boundary

Rev.	Date	Description	By	Chkd	App	Auth
P02	05.07.19	Planning Issue (Incorporating comments)	LMA	IC	TH	

Contract : Network Rail Bescot Sleeper Facility
Consultant : RPS Group
Consultant Proj Ref : NK018337
Title : Planning - Sleeper Manufacturing Facility Site Sections Sheet 1
Scale : 1:200 @ A1
Drawing and CAD file No : C17047-RPS-A-DRG-ST-50415
Rev : P02
Suitability : S4

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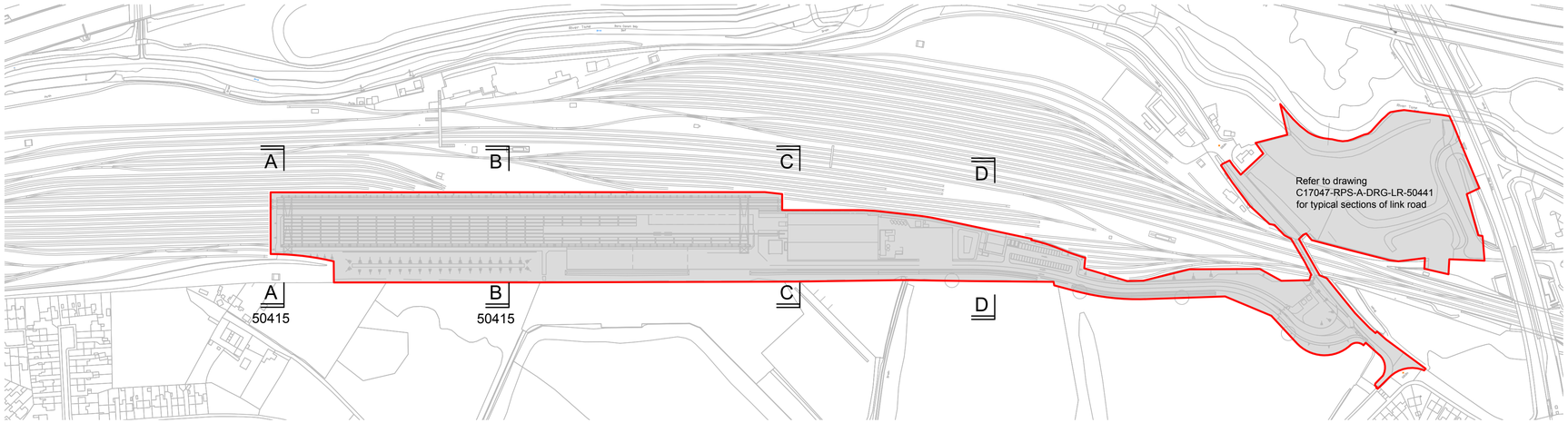
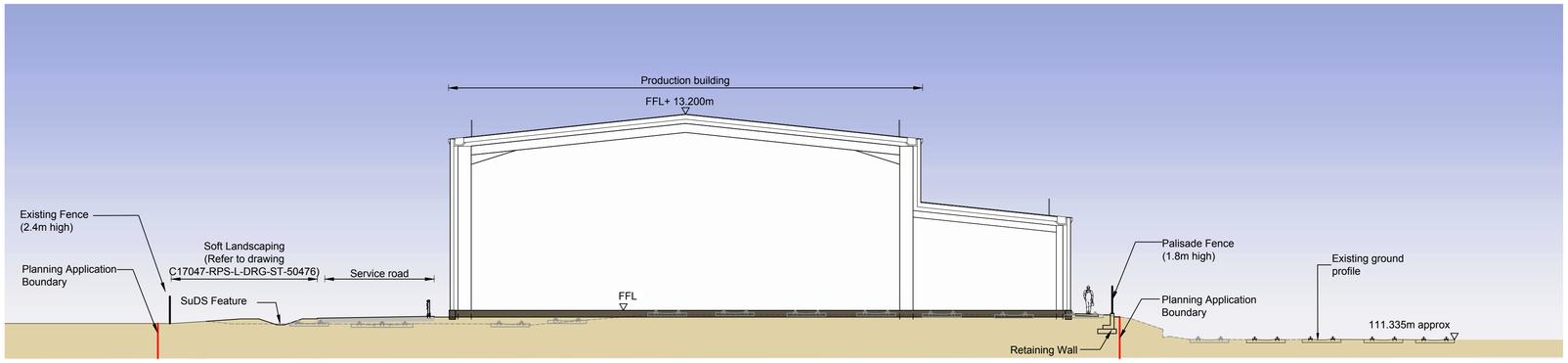
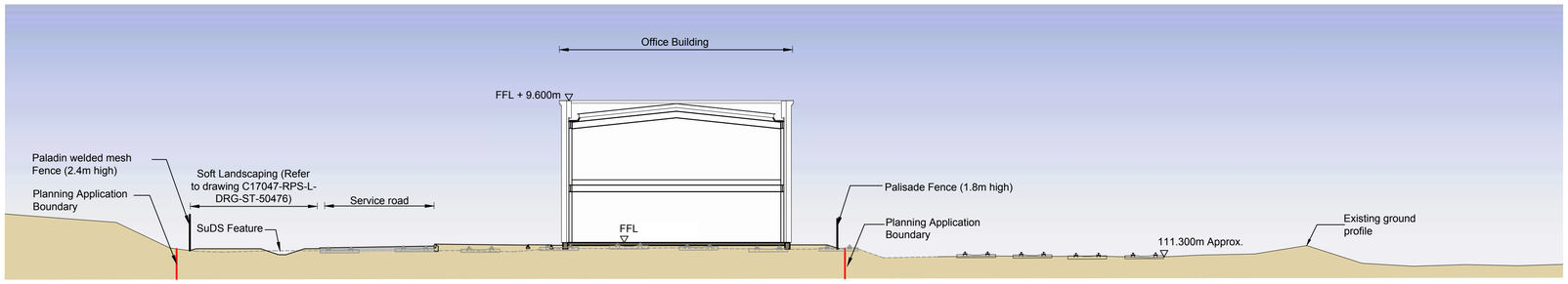


Key Plan



Section C



Section D

1m SCALE 1:200

Preliminary

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BUCKINGHAM Group Contracting

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5. Issued for planning purposes, subject to detailed technical design.

Key

Planning Application Boundary

Rev.	Date	Description	By	Chkd	App	Auth
P02	05.07.19	Planning Issue (Incorporating comments)	LMA	IC	TH	

Contract : Network Rail Bescot Sleeper Facility
Consultant : RPS Group
Consultant Proj Ref : NK018337
Title : Planning - Sleeper Manufacturing Facility
Site Sections Sheet 2

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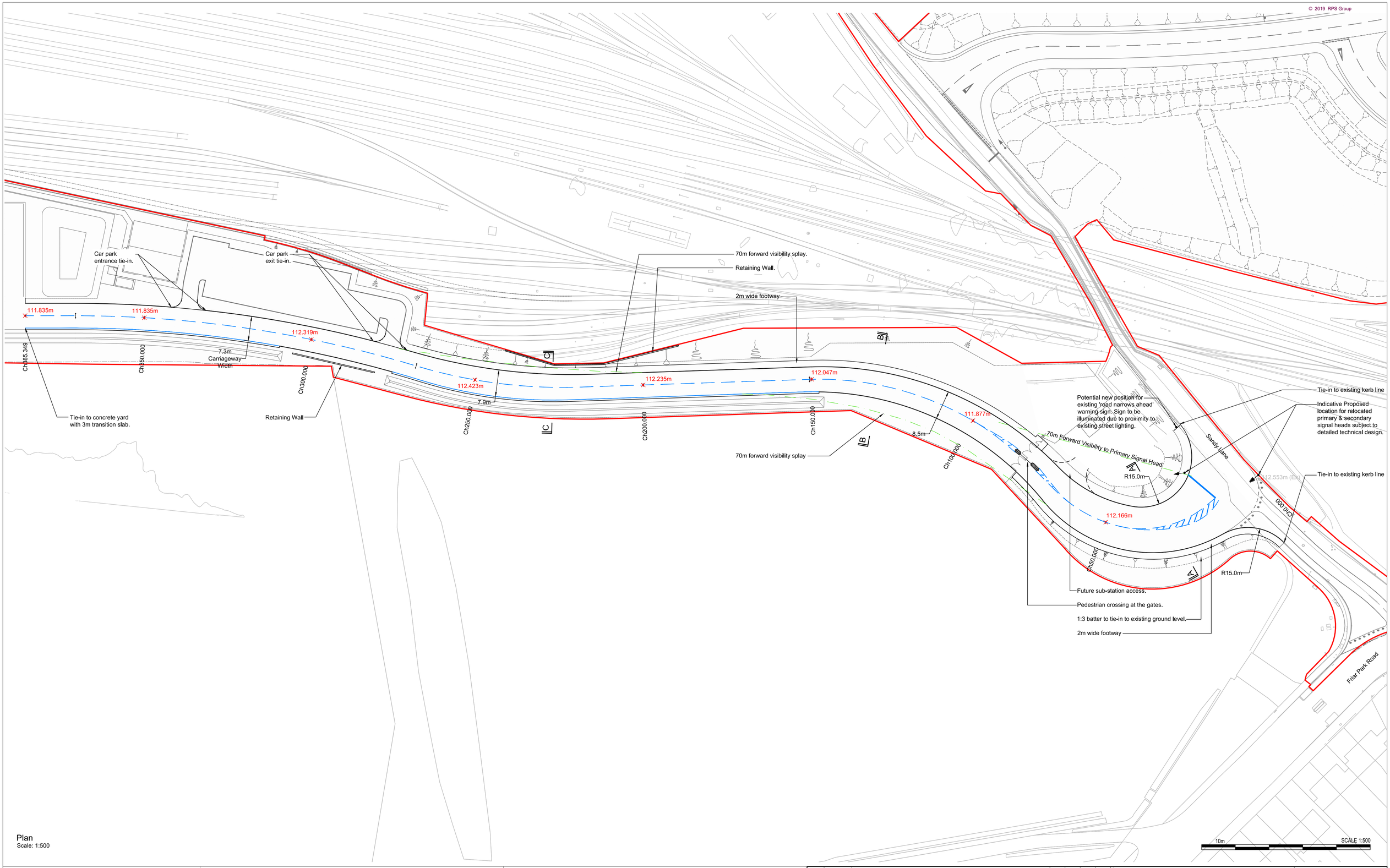
Scale : 1:200 @ A1
Drawing and CAD file No : C17047-RPS-A-DRG-ST-50416
Rev : P02
Suitability : S4



Plan
Scale: 1:500

Preliminary

RAIL.ONE

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2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing should be read in conjunction with all other Planning drawings and documents.
4. Any existing utility diversion / protection works required to be agreed with the relevant Statutory Undertakers. Special attention is to be paid to infrastructure in relation to the existing traffic signals.
5. The layout provided is intended to meet adoptable standards as far as reasonably practicable given the constraints.
6. The design is based on a Topographical Survey carried out by PBH Surveys, reference BESCOT DEPOT SV DWG A05/5, sheet 10, dated 18/07/2018.
7. For Typical Sections A, B & C, refer to drawing C17047-RPS-D-DRG-LR-50456.
8. Issued for Planning purposes, subject to detailed technical design.

Key

- 112.166m — Proposed Level
- 112.553m (Ex) — Existing Level
- Planning Application Boundary

Rev.	Date	Description	By	Chkd	App	Auth
P01	17.05.19	Planning Issue	LAM	SG	TH	

Contract : Network Rail Bescot Sleeper Facility
Consultant : RPS Group
Consultant Proj Ref : NK018337
Title : Planning - Sleeper Manufacturing Facility Access Road General Arrangement
Scale : 1:500 @ A1
Drawing and CAD file No : C17047-RPS-D-DRG-AR-50455
Rev : P01
Suitability : S4

rps
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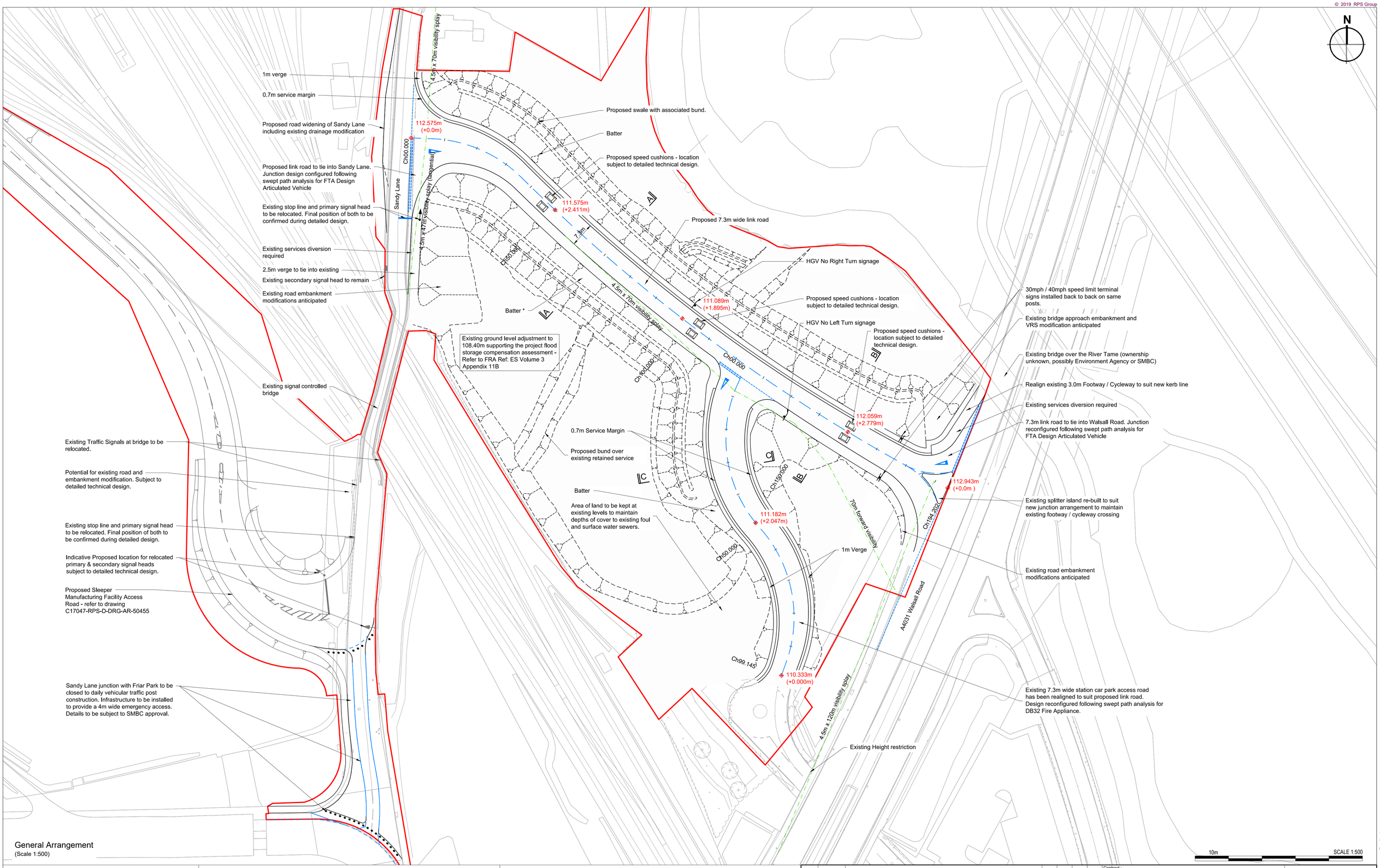

General Arrangement
(Scale 1:500)

RAIL.ONE

BUCKINGHAM Group Contracting

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2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing should be read in conjunction with all other Planning drawings and documents.
4. Any existing utility diversion / protection works required to be agreed with the relevant Statutory Undertakers. Special attention is to be paid to infrastructure in relation to the existing traffic signals.
5. The layout provided is intended to meet adoptable standards as far as reasonably practicable given the constraints.
6. The design is based on a Topographical Survey carried out by Buckingham Group Contracting, Topographical Survey BGC-00-EL-DR-W-6202, dated 05/03/2019.
7. Issued for Planning purposes, subject to detailed technical design.
8. For Typical Sections A, B & C, refer to drawing C17047-RPS-D-DRG-LR-50451.
9. For Drainage Proposals, refer to drawing C17047-RPS-D-DRG-LR-50465.
10. Street lightings subject to adoption agreement with Highways Authority.

Key

Planning Application Boundary

Rev.	Date	Description	By	Chkd	App	Auth
P02	05.07.19	Planning Issue (Incorporating Comments)	LAM	SG	TH	

Contract : Network Rail Bescot Sleeper Facility
Consultant : RPS Group
Consultant Proj Ref : NK018337
Title : Planning - Link Road General Arrangement
Scale : 1:500 @ A1
Drawing and CAD file No : C17047-RPS-D-DRG-LR-50450
Rev : P02
Suitability : S4

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Preliminary

RAILWAY SIDING

RAILWAY SIDING

SLEEPER STORAGE AREA

RETAINING WALL

EXTERNAL COVERED STORE

PRODUCTION BUILDING

EXISTING FOUL WATER PUMP HOUSE

FOR CONTINUATION REFER TO PLAN BELOW

OFFICE BUILDING

RETAINING WALL

RETAINING WALL

BOUNDARY FENCE

BOUNDARY FENCE

BOUNDARY FENCE

BOUNDARY FENCE

SECURITY GATES

SANDY LANE

FOR CONTINUATION REFER TO PLAN ABOVE

10m SCALE 1:500

Preliminary

RAIL.ONE

BUCKINGHAM Group Contracting

Notes

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6. Issued for planning purposes, subject to detailed technical design.

Key

- Planning Application Boundary
- Existing fence line - to be retained
- Existing Palisade fence to be re-used (TBA)
- New fence line - 2.4m high Palisade (Galvanised)
- New fence line - 1.8m high Palisade (Galvanised)
- New fence line - 2.4m high Paladin Welded Mesh (Green)
- New fence line - 1.8m high Paladin Welded Mesh (Green)
- New fence line - 1.3m high timber post and 4 rail fence (to DMRB)

Rev.	Date	Description	By	Chkd	App	Auth
P01	05.07.19	Planning Issue	LMA	IC	TH	

Contract:
Network Rail Bescot Sleeper Facility

Consultant:
RPS Group

Consultant Proj Ref:
NK018337

Title:
Planning - Sleeper Manufacturing Facility
Boundary Treatment / Fence Plan

Scale: 1:500 @ A0

Drawing and CAD file No:
C17047-RPS-A-DRG-ST-50411

Rev: P01

Suitability: S4

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N

A

A

River Tame

Drain

Drain

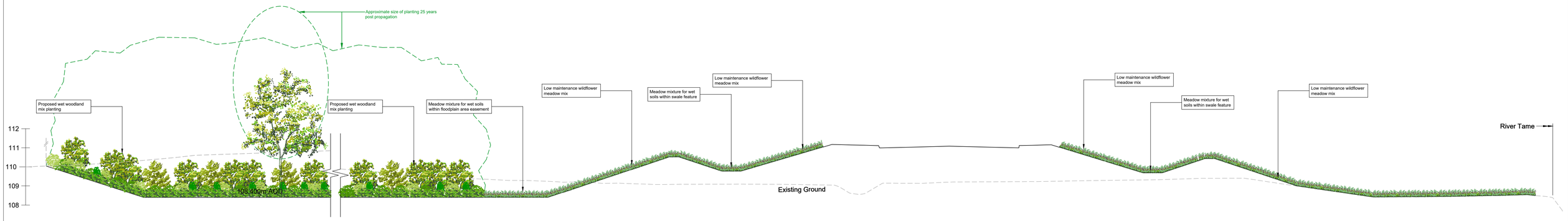
Track

KEY

- Proposed native specimen tree planting
  GreenBlue Urban Ltd ReRoot barrier where required to structural engineers' specification. Subject to confirmation of below ground service location.
- Proposed wet woodland mix planting
  Subject to confirmation of below ground service locations
- Proposed wildflower meadow (EM1)
  Supplier: Emorsgate Seeds (EM1 Basic General Purpose Meadow Mixture), or equal approved
- Proposed meadow mixture for wet soils (EM8)
  Supplier: Emorsgate Seeds (EM8 Meadow Mixture for Wetlands), or equal approved
- Proposed SUDs feature
  Swale

Section Location Plan

Scale 1:500



Section A-A

Scale 1:100

1m SCALE 1:100

10m SCALE 1:500

Preliminary

RAIL.ONE

BUCKINGHAM Group Contracting

Notes

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3. This drawing should be read in conjunction with all other Planning drawings and documents.
4. All works to be in accordance with the Specification for Highway Works and Sandwell Metropolitan Borough Council's Specification for Highway Works and subject to Section 38 & Section 278 Works Agreements.
5. Issued for Planning purposes, subject to detailed technical design.

Rev.	Date	Description	By	Chkd	App	Auth
P03	30.07.19	Planning Issue (Incorporating comments)	JBT	IC	TH	

Contract : Network Rail Bescot Sleeper Facility

Consultant : RPS Group

Consultant Proj Ref : NK018337

Title : Planning - Link Road Soft Landscape Sections

Scale : 1:500 @ A1

Drawing and CAD file No : C17047-RPS-L-DRG-LR-50485

Rev : P03

Suitability : S4

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