

Application No: 14/2944N

Location: Bentley Motor Company, PYMS LANE, CREWE, CHESHIRE, CW1 3PL

Proposal: Construction of a new Painted Body Store Warehouse and ancillary accommodation totalling approximately 5060sqm gross internal floor area. The relocation of fuel tanks and a fuel filling location. The proposed building comprises a large warehouse with one and a half portal frame structure, a single storey office annex to the North elevation with rest and WC facilities, an enclosed link to the existing adjacent warehouse to the east and an enclosed bridge link above the private road to the adjacent property to the North. A 10m overhanging canopy will be provided for the full width of the building to the west elevation and a 2m deep canopy to the north side of the east link.

Applicant: Stephen Elliott, Bentley Motors

Expiry Date: 15-Sep-2014

SUMMARY RECOMMENDATION

APPROVE with conditions

MAIN ISSUES

- Principle of Development
- Design, Character and Appearance
- Parking & Highways
- Impact on Amenity of Adjacent Properties

1. REASON FOR REFERRAL

This application is to be determined by Southern Planning Committee as the proposal exceeds 1000 square metres in floorspace.

1. DESCRIPTION OF SITE AND CONTEXT

This application relates to the site of Bentley Motors, a large industrial site for the manufacturing of motor vehicles located within the settlement boundary for Crewe. The factory site consumes a significant area which is contained by Pyms Lane to the north, a railway line to the south, Sunnybank Road to the west and an area of open space to the east. There are other areas outside of this area which are within the applicant's ownership for car parking and ancillary development.

There are numerous large factory buildings within the site. This application relates specifically to some existing buildings used for engine testing and an area for HGV and light vehicle parking located in the centre of the plant but situated towards the rear southern boundary.

The site falls within the settlement boundary of Crewe as designated in the Borough of Crewe and Nantwich Replacement Local Plan 2011

2. DETAILS OF PROPOSAL

This application seeks full planning permission for the erection of a new Painted Body Store Warehouse and ancillary accommodation totalling approximately 5060sqm gross internal floor area. The proposed building comprises of a warehouse with one and a half portal framed structure, a single storey office annex to the north elevation, an enclosed link to the existing adjacent warehouse to the east and an enclosed bridge link above the private road to the adjacent property to the north. A 10m overhanging canopy will be provided for the full width of the building to the west elevation and a 2m deep canopy to the north side of the east link.

3. RELEVANT HISTORY

There is an extensive planning history for the Bentley Motors site. However, the only applications of relevance to this proposal are as follows:

P06/0022 - Outline Planning permission approved for Industrial Storage and Distribution (B1, B2 and B8) on 13th January 2006.

12/4373N - New build showroom with associated car parking approved on 6th February 2013

12/3418N – Full planning permission approved to develop site to provide a permanent car park with a total of 478 parking spaces on 30th November 2012

12/4319N – Resolved to grant full planning permission (subject to S106 Obligation) for the erection of a two storey temporary office accommodation with links to an existing building to accommodate existing staff relocated on site on 1st May 2013

12/4426N - Proposed development of the site to provide a permanent car park with a total of 1817 car parking spaces plus lorry parking for up to 14 HGV's – Approved 03-Jun-2013

4. POLICIES

Crewe Local Plan Policy

BE.13 (Buildings of Local Interest)

BE.1 (Amenity)

BE.2 (Design Standards)

BE.3 (Accessing and Parking)

E.4 (Development on Existing Employment Areas)

TRAN.3 Pedestrians

TRAN.8 Existing Car Parks

TRAN.9 Car Parking Standards

Cheshire East Local Plan Strategy Submission Version

SD1 (Sustainable Development Principles)

SE1 (Design)

CO2 (Car Parking Standards)

Other Material Considerations

National Planning Policy Framework

5. CONSULTATIONS (External to Planning)

Strategic Highways Manager: No objection subject to the submission of a construction management plan.

Environmental Protection: No objection subject to conditions limiting the hours of construction, submission of details of lighting and measures to prevent dust, and conditions limiting the hours of use.

Environment Agency: No objection

Network Rail: No objection but request that the developer submits a Risk Assessment and Method Statement to ensure the works do not affect Network Rail land 27 metres to the south.

United Utilities: No objection but comment that the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

6. VIEWS OF THE CREWE TOWN COUNCIL

No objection

8. OTHER REPRESENTATIONS

None received at time of writing report

9. APPLICANT'S SUPPORTING INFORMATION

Design and Access Statement

10. OFFICER APPRAISAL

Main Issues

The proposed development would be used to store finished car bodies once they have been painted. The Painted Body Store (PBS) will also include manufacturing space within the proposed building with a small single storey office annex together with ancillary accommodation. The manufacturing / workshop space would be contained within the northern half of the building facing

into the plant and would replace some existing engine testing buildings and an ancillary area for HGV parking.

The main issues in this instance are whether the proposed development is acceptable in principle, whether it would result in harm to the character and appearance of the area, the amenities of nearby properties, and also highway considerations.

Principle of Development

In terms of the local plan policy, the site is within in the settlement boundary where development is acceptable provided that it is compatible with surrounding uses and accords with other relevant local plan policies. The has a longstanding association with the manufacturing and the production of motor cars and as such, it is considered that the compatibility of the site for such use is already established.

Bentley Motors is a large local employer who is seeking to improve and reconfigure their facilities in order to work more effectively and efficiently within the main administration, office and production areas of the plant to enable future growth. The proposal will assist in the longer term vision and future expansion of Bentley Motors being realised. There are clear benefits arising from the scheme that would support job creation and the economic growth of the locality and the Borough. It is considered that such benefits are in line with the local plan and the aims of the NPPF and as such, the principle of the development is deemed to be acceptable.

Design - Character and Appearance

Given that the application relates to the site of a large factory, the size and scale of the proposed buildings would be commensurate with the existing portal buildings either side. The proposal would be read within this context and owing to its positioning towards the rear and along the centre line of the plant, it would not be evident from views of Pym's Lane. Elsewhere, the proposals would be read in the context of the existing site. It would not come any nearer to the boundaries of the site than the other adjoining buildings and consequently, the visual impact would be acceptable. The development would not appear dominant or incongruous and the massing of the elevations would be broken up with window features. The design is considered to be acceptable.

Parking, Highway Safety and Traffic Generation

Policy BE.3 deals with access and parking and states that development will only be permitted where proposals provide:

- safe pedestrian access
- the provision of any off street parking
- manoeuvring and operational space should be designed to minimise visual impact
- safe vehicular access and egress arrangements

The Strategic Highways Manager has viewed the application and is satisfied that any additional vehicular movements and parking requirements as a result of the proposals could be catered for by the existing parking provision at the site. It is also important to note that recent improvements to the pedestrian facilities around the site would support this proposal.

Impact on the Amenity of Adjacent Properties

The impact of the development upon nearby residential properties is a material consideration in regard to noise, disturbance and the physical massing of buildings. The nearest residential properties are located on Burlea Close and Merrill's Avenue to the south beyond the existing railway line. The nearest is approximately 60 metres distance away, but is not visible from the site as the existing bund to the south of the site screens any views at ground floor level.

The Council's Environmental Protection Unit has no objection to this proposal. However, they have recommended that conditions be imposed limiting the hours of operation. It is important to note that the site is already in use for the manufacture of motor vehicles and is not presently subject of any planning condition that limits hours of operation.

This proposal is for B1a and B1c uses, which by their nature are less intensive and less noisy than general B2 industrial uses. The use will predominantly be for storing finished car bodies on an internal racking storage system. This will be contained in the southern half of the building with the remaining part given over to a workshop. Given that this will all be internally housed within the building envelope and given that there are presently no restrictions on the site, it is considered that such conditions would be unnecessary and unreasonable and such condition would not therefore meet the tests cited within the NPPF and Planning Practice Guidance.

The proposal would exceed the minimum separation distances advised in the Council's guidance relating to residential development, and therefore it is not considered that proposal would materially harm neighbouring amenity by reason of loss of light, direct overlooking, visual intrusion or noise.

Other Issues

There are no issues with respect to flooding and drainage and the comments provided by Network Rail with respect to any works affecting Network Rail land should be attached as an informative to any decision notice.

11. CONCLUSIONS

The principle of the development is compatible with surrounding land uses and would facilitate the delivery of new jobs and economic growth for Bentley Motors, a large local employer. The design of the proposals would not impact detrimentally on the character, appearance or landscaping of the site. The proposal is considered to be acceptable in terms of its impact upon residential amenity and is acceptable in highways terms. The proposal therefore complies with the relevant local plan policy requirements and accordingly is recommended for approval.

12. RECOMMENDATIONS

APPROVE subject to the following conditions:

- 1) Standard time limit (3 years)**
- 2) Development to be carried out in accordance with approved plans**
- 3) Materials / colours in accordance with submitted details**

- 4) Hours of construction limited**
- 5) Hours of piling limited**
- 6) Acoustic Enclosure of any Fans / Compressors to be submitted**
- 7) Site to be drained on a separate system with foul water draining to the public sewer**

al
(c) Crown copyright and database rights 2014. Ordnance Survey
100049045, 100049046.

