

Application No: 15/4903N

Location: Land To The North Of, ORION WAY, CREWE

Proposal: Proposed 4 number industrial units with class use B1, B2 and B8, with new vehicular access, associated car parking and service yard.

Applicant: Ms Shani Gabbidon, C4 Consulting

Expiry Date: 17-Feb-2016

## **SUMMARY**

**The application site lies entirely within the Crewe Settlement boundary as determined by the Borough of Crewe and Nantwich Adopted Replacement Local Plan 2011.**

**The application site also lies within an area of land allocated for employment use.**

**Policy E.2.1 advises that within such locations, B1, B2 and B8 uses will be appropriate.**

**As such, the principle of the development is considered to be acceptable.**

**The development would bring positive planning benefits such as; the creation of new employment opportunities.**

**Balanced against this benefit must be the dis-benefits, which in this case can all be mitigated against with the use of planning conditions.**

**As a result of the above, it is considered that economic benefit via the creation of jobs on a site outweighs any dis-benefits.**

**On the basis of the above, it is considered that the proposal represents sustainable development and is recommended for approval.**

## **RECOMMENDATION**

**APPROVE subject to conditions**

## **DESCRIPTION OF SITE AND CONTEXT**

The application site is on scrubland located to the eastern side of University Way and the north of Orion Way, Crewe within the Crewe Settlement Boundary.

This site is largely triangular in shape and relatively flat and covers an area approximately 1.2 hectares in size. Industrial development encloses the site on 3 sides.

## **DETAILS OF PROPOSAL**

Full planning permission is sought for the erection of 2 commercial/industrial buildings that would comprise of 3 units of a mixture of B1, B2 uses.

The proposal would provide 5,353sqm of employment use including 85 car parking spaces and 5 HGV loading bays.

Revised plans have been received during the application process. A 3<sup>rd</sup> detached unit was originally proposed to the south of the site. However, due to the close proximity of this unit to the University Way, which is characterised by its open nature with a landscape buffer, it could not be comfortably accommodated within the site without landscape / design concerns being created.

In addition, a 5-metre landscape buffer strip has now been incorporated on the western boundary of the site and changes have been made to the elevations of the units for design reasons on the recommendation of the Planning Officer.

## **RELEVANT HISTORY**

**11/3777N** - 1 No. Double sided Free-Standing Internally Illuminated Totem Sign – Approved 5<sup>th</sup> December 2011

**10/4757N** - Extension to Time Limit on Application P08/0562 – Approved 3<sup>rd</sup> February 2011

**P08/0562** - Erection of Two Industrial Units – Approved 29<sup>th</sup> July 2008

**P06/1416** - Storage and Distribution Unit (B8) with Ancillary Offices, Parking, Servicing and Landscaping – Approved 9<sup>th</sup> March 2007

**P05/1463** - B2/B8 (General Industry and Storage or Distribution) Development Comprising 4 Units with Ancillary Offices, Roads, Parking, Servicing and Landscaping – Approved 7<sup>th</sup> February 2006

**P04/0489** - Outline Application for B1 Development on Area B, for B2/B8 Development on Plots B C F G H and I on Area C, for Car Showroom/Dealership and Related Activities on Area E1 and Open Space/Landscaping on Areas E2 and E3 Full Application for B2/B8 Development (Including Roads, Parking and Landscaping) on Plots A D and E of Area C – Approved 19<sup>th</sup> October 2004

**P04/0226** - EIA Screening Opinion - Proposed Development of Land for Employment Uses – EIA Not Required – 17<sup>th</sup> March 2004

**P00/0953** - Construction of Crewe Green Link Road (Northern Section) – Approved 4<sup>th</sup> January 2001

## **POLICIES**

### **National Policy:**

The National Planning Policy Framework establishes a presumption in favour of sustainable development. Of particular relevance are paragraphs:

14 - Presumption in favour of sustainable development

17 – Core planning principles

18-22 Building a strong, competitive economy

56-68 – Requiring good design

### **Development Plan:**

For the erection of B1, B2 and B8 development in this location, the following policies within the Borough of Crewe and Nantwich Replacement Local Plan 2011 would apply;

E.1 (Existing Employment Allocations)

E.1.1 (Crewe Business Park/Crewe Green)

E4 (Development on Existing Employment Areas)

NE.5 (Nature Conservation and Habitats)

NE.9 (Protected Species)

NE.20 (Flood Prevention)

BE.1 (Amenity)

BE.2 (Design Standards)

BE.3 (Access and Parking)

BE.4 (Drainage, Utilities and Resources)

BE.6 (Development on potentially contaminated land)

TRAN.9 (Car Parking Standards)

### **Cheshire East Local Plan Strategy – Submission Version (CELP)**

The following are considered relevant material considerations as indications of the emerging strategy;

PG2 (Settlement Hierarchy)

PG6 (Spatial Distribution of Development)

EG3 (Existing and Allocated Employment Sites)

SD1 (Sustainable Development in Cheshire East)

SD2 (Sustainable Development Principles)

SE1 (Design)

SE2 (Efficient use of Land)

SE3 (Biodiversity and Geodiversity)

SE4 (The Landscape)

SE5 (Trees, Hedgerows and Woodland)

SE6 (Infrastructure)

SE8 (Renewable and Low Carbon energy)

SE9 (Energy Efficient Development)  
IN1 (Infrastructure)  
IN2 (Developer Contributions)

## **CONSULTATIONS (External to Planning)**

**United Utilities** – No objections, subject to a condition requiring that the site must be drained on a total separate system with only foul drainage connected into the foul sewer and that the surface water discharge to the soakaway/watercourse/surface water sewer should be attenuated to a maximum discharge rate of 10 l/s.

**Head of Strategic Infrastructure (HSI)** - No objections, subject to conditions including; that the vehicle access into the site off Orion Way should be designed and submitted to Cheshire East Council for approval, and the access be constructed before commencement of construction of the development. In addition, a Construction Management Plan is sought.

An informative advising that the application required a Section 184 Agreement to create the crossing is also sought.

**Environmental Protection (Cheshire East Council)** – No objections, subject to a condition that a staff travel plan shall be submitted to and approved by the LPA. In addition, informatives in relation to hours of construction and contaminated land are proposed.

**Flood Risk Manager (Cheshire East Council)** – No objections, subject to conditions including; that the development shall be completed in accordance with the submitted Flood Risk Assessment; the prior submission of a surface water drainage scheme; the prior submission of an assessment into the potential for disposing of surface water in accordance with the principles of sustainable drainage systems and a condition seeking the prior approval of detailed design, management and maintenance of surface water drainage

**Crewe Town Council** – No comments received at time of report

## **REPRESENTATIONS:**

Neighbour notification letters were sent to all adjacent occupants and a site notice was erected.

No letters of correspondence have been received.

## **APPRAISAL:**

The key issues are:

- Principle of the development
- Sustainability (Environmental, Social and Economic)
- Planning balance

## **Principle of Development**

Local Plan

The application site lies within land designated as land 'East of Quakers Coppice, Crewe' by the Borough of Crewe and Nantwich Replacement Local Plan 2011 under Policy E.2.1.

Policy E.2.1 advises that within such locations, B1, B2 and B8 uses will be appropriate.

It is also advised that the Council will need to ensure that the boundary and setting of the Historic Park and Garden adjacent to the site allocation (Crewe Hall) is given the appropriate landscape treatment through the use of a planning obligation.

In response, the application proposes all of the appropriate uses deemed as acceptable by this policy in this location.

Furthermore, given that the application site lies on the western edge of the allocation and is separated from the Historic Park and Garden by existing industrial development, it is not considered that the proposal would have a detrimental impact upon the setting of this heritage feature.

Paragraph 17 of the NPPF states that planning should;

*'Proactively drive and support sustainable economic development to deliver the homes, **business** and industrial units, infrastructure and thriving local places that a country needs.'*

Policy EG3 (Existing and Allocated Employment Sites) from the emerging Cheshire East Local Plan Strategy – Submission Version, which is a material consideration, advises that; *'Existing employment sites will be protected for employment use'*.

As such, the principal of the proposal is considered to be acceptable.

## **Sustainability**

The National Planning Policy Framework definition of sustainable development is:

*"Sustainable means ensuring that better lives for ourselves don't mean worse lives for future generations. Development means growth. We must accommodate the new ways by which we will earn our living in a competitive world. We must house a rising population, which is living longer and wants to make new choices. We must respond to the changes that new technologies offer us. Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate. Sustainable development is about change for the better, and not only in our built environment"*

The NPPF determines that sustainable development includes three dimensions:- economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

**an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy

**an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

**a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

These roles should not be undertaken in isolation, because they are mutually dependent.

## **Environmental Role**

### Landscape, Hedgerows and Trees

#### *Landscape*

On the site, an existing semi-mature hedge and tree planting with a post and rail fence, forms part of the road corridor planting along the University Way frontage. This appears to be outside the site edged red. A belt of young tree planting lies to the north beyond a fence line. To the north east there is a wire mesh fence with recent planting beyond and a knee rail runs along the Orion Way frontage.

Existing development along this section of University Way is set back from the road and benefits from varying depths of landscape buffer which provides a soft edge/ setting and helps to assimilate the developments in the landscape. To respect this, the applicant has amended their scheme to include a 5-metre landscape buffer along the western boundary of the site.

The applicant has also agreed to reduce the width of Unit 1 (closest to University Way), to accommodate a larger landscape buffer to the north-western corner to accommodate taller vegetation.

As a result of these amendments, subject to a condition seeking the prior approval of the landscaping details and a boundary treatment conditions, it is not considered that the proposed development would have a significant impact upon the landscape.

#### *Forestry*

The Council's Tree Officer has advised that she has not identified any forestry issues.

### Design

Policy BE.2 of the Local Plan advises that new development will only be permitted so long as; it would achieve a high standard of design, would respect the pattern, character and form of the surroundings and would not adversely affect the streetscene in terms of scale, height, proportions and materials used.

The revised proposal seeks the erection of 2 large commercial/industrial units, one of which would be subdivided into 2. The applicant seeks that these units have a mixed B1, B2 and B8 Use.

These buildings would be sited close to and parallel with the north-eastern boundary of the site and span the full width. They would lie at an approximate 45 degree angle to University Way and would front in a south-westerly direction towards Orion Way.

Forward of the units would be a large parcel of hardstanding that would accommodate 85 parking spaces and 5 HGV loading bays. It is proposed that access to the site will be taken from Orion Way to the south. It is considered that the general layout of the proposed development would not appear incongruous within its setting.

In relation to scale, the 2 proposed units would each be approximately 11 metres in height. Unit 1 and Unit 2 which would form one building would be approximately 71.5 metres in width and 39.5 metres in depth. Unit 3 would be approximately 51.8 metres in width and 39.5 metres in depth.

It is advised within the application form that the walls of the buildings would be constructed from horizontal profiled insulated cladding, powder coated in 4 colours – White, light grey, medium grey and dark grey. The roof would comprise of insulated profiled roof cladding panels with GRP roof lights and the openings would comprise of double-glazed openings.

The applicant has agreed to introduce a canopy on the principal elevation and double-fronted glazing over 2 storeys on the highly visible corner of unit 1 close to University Way. These design amendments provide a degree of interest and represent a design improvement.

As a result of the above, it is considered that the layout, form, scale and appearance of the proposal would be acceptable and would adhere with Policy BE.2 of the Local Plan.

### Highways Implications

Pedestrians would arrive to the site via University Way and Orion Way, both of which provide footways of good standard and suitable widths with associated dropped kerbs and tactile paving. The proposed footways into the site will have widths of 2m and the Council's Head of Strategic Infrastructure (HSI) considers this appropriate. The HSI also advises that the pedestrian footways from the site to the nearest bus stops are of also good quality.

Traffic free walking and cycling routes exist along University Way and into Crewe and Crewe railway station. The proposed site will include parking for 16 cycles, in accordance with Cheshire East Council parking standards.

The HSI has advised that adequate visibility has been demonstrated. The HSI further advises that over the last 10 years, there have been no recorded traffic accidents on Orion Way and only 1 on University Way off Orion Way Industrial Park.

Swept paths of a 10m rigid vehicle and a 16.5m articulated vehicle have been provided, demonstrating that that HGVs can safely enter and exit the proposed access. Swept paths of the same vehicles have also shown that HGVs can safely enter and exit each of the loading bays of each of the units.

A trip generation exercise has been carried out, using the industry standard TRICS software, to determine the trip rates of other existing industrial estates in the UK. These trip rates have been applied to the proposed development and have shown that approximately 1 vehicle per minute would enter or exit the site in the AM peak hour and likewise during the PM peak hour. Approximately 5 HGVs would enter or exit the site during the AM or PM peak hours. The HSI has advised that once these trips are distributed throughout the road network, their traffic impact on the surrounding area would be minimal.

Cheshire East Council parking standards for this development would require a total of 99 car parking spaces. Although the proposal incorporates 85 spaces, a car parking accumulation exercise, using trip rate data of comparable sites from TRICS, has been carried out which has demonstrated that 85 spaces will be adequate and not result in parking over spill onto Orion Way.

As a result of the above, the HSI has raised no objections, subject to conditions that; prior approval should be sought for detailed drawings of the proposed access onto Orion Way and the prior submission of a Construction Management Plan. In addition, an informative is sought advising the developer that a S184 licence to create the new vehicle access will also be required.

### Ecology

The application is supported by an Extended Phase 1 Habitat Survey.

In response to this, the Council's Nature Conservation Officer has advised that having reviewed this, he concurs that the impact of the development upon protected species, habitats and wildlife sites would be low.

### Flood Risk/Drainage

The application is supported by a Flood Risk Assessment.

United Utilities have advised that they raise no objections, subject to a condition requiring that the site must be drained on a total separate system with only foul drainage connected into the foul sewer and that the surface water discharge to the soakaway/watercourse/surface water sewer should be attenuated to a maximum discharge rate of 10 l/s.

The Council's Flood Risk Manager has advised that he has no objections, subject to conditions including; that the development shall be completed in accordance with the submitted Flood Risk Assessment; the prior submission of a surface water drainage scheme; the prior submission of an assessment into the potential for disposing of surface water in accordance with the principles of sustainable drainage systems and a condition seeking the prior approval of detailed design, management and maintenance of surface water drainage.

### Environmental Conclusion

The application would have a limited impact upon the landscape in this industrial part of Crewe located within the Crewe Settlement Boundary.

The scheme would be of an acceptable design that would not create any issues with regards to highway safety, ecology, drainage and flooding, subject to conditions where appropriate.

As a result, it is considered that the developments would be environmentally neutral.

## **Social Role**

A significant social benefit of the proposed scheme would be the job creation that the erection of the B1, B2 and B8 units would create. In addition;

### Amenity

Policy GR6 (Amenity and Health) of the Local Plan, requires that new development should not have an unduly detrimental effect on the amenities of nearby residential properties in terms of loss of privacy, loss of sunlight or daylight, visual intrusion, environmental disturbance or pollution and traffic generation access and parking.

Given the location of the application site in an industrial / university area of Crewe, there are no nearby neighbouring dwellings that could be impacted. As such, it is not envisaged that the development would create any amenity issues with regards to loss of privacy, light or visual intrusion.

In relation to environmental disturbance, the Council's Environmental Protection Team have advised that they have no objections, subject to a condition that a staff travel plan shall be submitted and approved. In addition, informatives in relation to hours of construction and contaminated land are proposed.

As a result of the job creation benefits of the scheme, it is considered that the development would be socially sustainable.

## **Economic Role**

The proposed development of 5,353sqm of B1, B2 and B8 uses would bring significant job benefits.

In addition, it is accepted that the construction of an industrial development of this size would bring the usual economic benefit to the closest shops in Crewe for the duration of the construction, and would potentially provide local employment opportunities in construction and the wider economic benefits to the construction industry supply chain.

As a result of the above, it is considered that the development would provide strong economic benefits and would therefore be economically sustainable.

## **Planning Balance**

The application site lies entirely within the Crewe Settlement boundary as determined by the Borough of Crewe and Nantwich Adopted Replacement Local Plan 2011. The application site also lies within an area of land allocated for employment use.

Policy E.2.1 advises that within such locations, B1, B2 and B8 uses will be appropriate. As such, the principle of the development is considered to be acceptable.

The development would bring positive planning benefits such as; the creation of new employment opportunities. Balanced against this benefit must be the dis-benefits, which in this case can all be mitigated against with the use of planning conditions.

As a result of the above, it is considered that economic benefit via the creation of jobs on a site outweighs any dis-benefits.

On the basis of the above, it is considered that the proposal represents sustainable development and is recommended for approval.

## **RECOMMENDATIONS**

### **APPROVE subject to the following conditions**

- 1. Time (3 years)**
- 2. Plans**
- 3. Materials as per application**
- 4. Site must be drained on a total separate system with only foul drainage connected into the foul sewer**
- 5. Surface water discharge to the soakaway/watercourse/surface water sewer should be attenuated to a maximum discharge rate of 10 l/s**
- 6. Development shall be completed in accordance with the submitted Flood Risk Assessment**
- 7. Prior submission of a surface water drainage scheme**
- 8. Prior submission of an assessment into the potential for disposing of surface water in accordance with the principles of sustainable drainage systems**
- 9. Prior approval of detailed design, management and maintenance of surface water drainage**
- 10. Prior submission / approval of vehicle access details onto Orion Way**
- 11. The access be constructed before commencement of construction of the development**
- 12. Prior submission / approval of staff travel plan**
- 13. Landscape – Details**
- 14. Landscape – Implementation**
- 15. Boundary treatment - Details**

In order to give proper effect to the Committee's intentions and without changing the substance of the decision, authority is delegated to the Planning Manager (Regulation) in consultation with the Chair (or in their absence the Vice Chair) of the Southern Planning Committee and Ward Member, to correct any technical slip or omission in the wording of the resolution, between approval of the minutes and issue of the decision notice.

