

<b>Planning Reference No:</b>	10/2076N
<b>Application Address:</b>	Old Creamery, Station Road, Wrenbury
<b>Proposal:</b>	Extant to Approved Planning Permission P07/0403 for 11 Industrial Units
<b>Applicant:</b>	NSW Engineering (2000) Ltd Lockside, Thelwell Lane, Latchford, Warrington
<b>Application Type:</b>	Extension to Time Limit
<b>Grid Reference:</b>	360314 347165
<b>Ward:</b>	Cholmondeley
<b>Earliest Determination Date:</b>	14 <sup>th</sup> July 2010
<b>Expiry Dated:</b>	31 <sup>st</sup> August 2010
<b>Date Report Prepared:</b>	23 <sup>rd</sup> July 2010
<b>Constraints:</b>	Wind Turbine Development Consultation Area

### **SUMMARY RECOMMENDATION**

**Approve subject to conditions**

### **MAIN ISSUES**

- Whether there have been any material changes in planning policy or circumstances since the previous approval.
- Design
- Amenity
- Highways

## **1. REASON FOR REFERRAL**

This application is included on the agenda of the Development Control Committee as the proposed floor area of the buildings combined exceeds 1000m<sup>2</sup>.

## **2. DESCRIPTION OF SITE AND CONTEXT**

The site is accessed via the access road which borders the site to the north west. The access road traverses the existing Wrenbury Industrial Estate, which comprises of a number of industrial units like the ones proposed by the applicant. The Old Creamery building was located towards the end of the access road and comprised a part 3 storey/part single storey building in height. However, since the last application the building has been demolished. The application site is located wholly within the open countryside. The site is bounded by a railway line on the west, open fields to the east and other industrial uses on the northern and southern boundaries.

## **3. DETAILS OF PROPOSAL**

Planning permission was granted in 2007 for the erection of 11 light industrial units on land to the rear of Wrenbury Industrial Estate, Wrenbury with associated parking and servicing areas. (Application P07/0403 refers). This application seeks to extend the time limit for the implementation of that permission under the new provisions introduced in October 2009.

#### **4. RELEVANT HISTORY**

7/09842 – Warehousing and operating centre for commercial vehicles relating to road and transport and haulage vehicle maintenance – Approved – 17<sup>th</sup> March 1983

7/17685 – Residential and Light Industrial Development – Refused – 16<sup>th</sup> November 1989

7/17754 – Residential 17 no. Detached Dwellings – Refused – 14<sup>th</sup> June 1990

7/19557 – Outline Application for Residential Development – Refused – 11<sup>th</sup> April 1991

P92/0340 – Front and Rear Extensions to Industrial Unit – Approved – 1<sup>st</sup> September 1992

P97/0445 – Change of Use to Rubber Recycling Plant – Refused – 18<sup>th</sup> September 1997

P05/0453 – Change of Use from Offices to Offices – Permitted Development – 20<sup>th</sup> May 2005

P07/0403 – 11 Industrial Units – Approved – 13<sup>th</sup> June 2007

#### **5. POLICIES**

##### **National policy**

PPS 1 (Delivering Sustainable Development);

PPS 4 (Planning for Sustainable Economic Development);

PPS 7 (Sustainable Development in Rural Areas);

PPG13 (Transport)

##### **Local Plan Policy**

NE.2 (Open Countryside);

NE.5 (Nature Conservation and Habitats)

BE.1 (Amenity);

BE.2 (Design Standards);

BE.3 (Access and Parking);

BE.4 (Drainage, Utilities and Resources);

BE.5 (Infrastructure);

E.6 (Employment Development within Open Countryside)

TRAN.1 (Public Transport)

TRAN.3 (Pedestrians)

TRAN.5 (Provision for Cyclists)

TRAN.9 (Car Parking Standards)

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

**Highways:** No objections

#### **7. VIEWS OF THE PARISH / TOWN COUNCIL**

**Wrenbury Parish Council:** No objections

**Newhall Parish Council:** No objections subject to the following comments:

The Old Creamery site has been causing considerable problems to residents of Aston for some time, and such further development will only exacerbate this

- Main Issues are traffic. The site is accessed via the A530 and Wrenbury Road, Aston and both have considerable problems/issues with increased traffic:-
- The A530 has been recommended by the Speed Limit Review for a reduced speed limit;
- Wrenbury Road has two extreme bends on it where it is impossible for any HGV to pass another vehicle;
- The Parish Council requests that the approval of the above application should be intrinsically linked to improvements/implementation of the above;
- Noise issues are already a problem from the site and conditions should be imposed which would limit the type of employment and hours of work.

## **8. OTHER REPRESENTATIONS**

No letters of representation received

## **9. APPLICANT'S SUPPORTING INFORMATION**

No supporting information submitted with the application

## **10. OFFICER APPRAISAL**

### **Main Issues**

The main issues in the consideration of this application relate to whether there have been any material changes in planning policies or circumstances since the previous approval was granted.

### **National Guidance**

In general National Government policy on the whole is more lenient to industrial development within the Open Countryside than the policies in the adopted Local Plan.

PPS 1 states that planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;
- contributing to sustainable economic development;
- protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
- ensuring high quality development through good and inclusive design, and the efficient use of resources; and,
- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, livable and mixed communities with good access to jobs and key services for all members of the community.

Planning Policy Statement 4: Planning for Sustainable Development does not fundamentally change the Government policies with regards to this type of particular land use and stipulates that 'Changes in the local economy... may result in proposals coming forward which were not anticipated when the development plan was drawn up. In these circumstances local planning authorities should assess the costs and benefits

of such a proposal using the best available evidence'. The Statement goes on to enunciate that 'Local planning authorities should consider these proposals favourably unless there is good reason to believe that the economic, social and/or environmental costs of development are likely to outweigh the benefits'.

PPS7 states that in those rural areas where there is a need for employment creation and economic regeneration Local Planning Authorities should identify suitable sites for economic development. Plans should set out an authority's policy towards the future expansion of existing business premises in the countryside, to facilitate healthy and diverse economic activity in rural areas.

PPG 13: Transport is a document relating to promoting sustainable modes of transport. In practical terms this means that new industrial development should be located where the number of vehicle journeys generated is minimised. This means that an employment site should be accessible by a realistic choice of transport, walking and cycling. However, PPG13 recognises that this aim may not be wholly achievable in rural areas. In terms of freight traffic, PPG13 states that while road transport is likely to remain the main mode for many freight movements, land use planning can help to promote sustainable distribution, including where feasible, the movement of freight by rail and water. The application site is not accessible by rail or water infrastructure. In order to mitigate people's reliance on the private car travel plans could be used and this will be conditioned accordingly.

## **Design**

PPS1 (Delivering Sustainable Development) outlines in Paragraph 34 that design must be appropriate in its context and should improve the character and quality of an area, and that if a development fails to achieve this, it should not be accepted. Guidance in PPS 4 reflects policy in PPS 1, and states that local planning authorities should seek to ensure that economic development, regardless of location, is of high quality and of inclusive design which improves the character and quality of an area and the way it functions. It goes on to state that the design of new commercial development should address the challenges posed by climate change. Policy BE.2 (Design Standards) is fairly flexible on what constitutes acceptable design. However, it vehemently states that proposals should not adversely affect the street scene, and where possible, should enhance the environment.

It is considered that the design, scale and layout of the buildings are typical of modern industrial units with shallow pitched roofs, profile cladding to elevations and facing brickwork. Additionally, each unit would have a roller shutter door. The buildings would sit well back from the internal access road and would not as a result appear prominent. Furthermore the design, scale and form of the units would be similar to adjacent buildings and would not appear alien within the context of its surroundings.

Each unit would measure 10m wide by 19m deep which equates to 190m sq of floor space. The units would be 7.8m high to the apex of the pitched roof. Internally the buildings would be identical and each unit would comprise of an office, store room and toilet. The buildings would be uniform and utilitarian in form and are designed for functionality rather than form.

The proposed industrial units would be very similar to the ones located on Wrenbury Business Park, which is located approximately 80m away from the application site. The

layout is based upon a simple road system which bi-sects the industrial units and ends in a cul-de-sac arrangement. The industrial units would face the internal access road. On the northern side of the access road 5 of the units would be located, on the southern side would be 4 units, whilst the remaining 2 units would be located at the end of the access road.

## **Amenity**

The proposed development is considered to be compatible with surrounding existing land uses as the site is already developed for similar uses. The development would not prejudice the amenity of future adjacent occupiers as the new buildings would be considerably lower in height than the Old Creamery building that was previously on the site. There would be no overlooking between the new units and the nearby premises.

The proposal would not prejudice the amenity of occupiers of adjacent properties by reason of noise and disturbance, visual intrusion, overlooking or over shadowing. The nearest residential property is approximately 31m away and the boundary treatment would help to mitigate any negative externalities caused by the proposed development.

## **Highways**

Objections to the proposal have been raised by Newhall Parish Council regarding the potential impact that the proposal may have on highway safety and congestion in the area. The Parish Council state that Wrenbury Road has two extreme bends on it where it is impossible for any HGV to pass each other and considerable problems with increased traffic and excess speed. Issues to do with excess speed are not a material planning consideration and are a matter for the Police. The concerns of the Parish Council regarding the two extreme bends are noted, but this is outside the red edge and is not a matter that can be dealt with under this application. However, the case officer has passed on the comments from the Parish Council to the Traffic Management section.

The visibility splays at the junction between the station yard access and Wrenbury Road are good with uninterrupted views in both directions to the railway bridge towards Wrenbury and in the opposite direction.

Under the previous application the applicant submitted a traffic impact analysis which stated that the comparison of trips generated indicated that the volume of traffic the proposed industrial development would be likely to generate would be comparable to the number of trips which the Old Creamery site would be likely to generate. The development is likely to generate substantially less than a vehicle per minute during the busiest peak periods of the day. Colleagues in Highways were consulted regarding the application (P07/0403) and had no objections to the proposal. There has been no significant change in policy, which would suggest that the application should be recommended for refusal.

## **Other Matters**

A number of conditions relating to application P07/0403, namely, the provision of a landscaping scheme, details of the surfacing materials, details of the proposed boundary treatment and shower facilities have already been discharged.

## **11. CONCLUSIONS**

The proposed development is considered to be acceptable as there have been no significant changes in circumstances since the previous approval. It is considered that the proposal is compatible with the surrounding development and the design, scale and form of the buildings would sit comfortably with those within the locality. Satisfactory access and parking provision can be provided and the development would not result in an intensification of traffic generated from the site. The proposal is therefore considered to comply with Policies E.4 (Development on Existing Employment Areas), BE.2 (Design Standards), BE.3 (Access and Parking), BE.4 (Drainage Utilities and Resources), BE.5 (Infrastructure), NE.2 (Open Countryside) and TRAN.9 (Car Parking Standards) of the Borough of Crewe and Nantwich Replacement Local Plan 2011.

## **12. RECOMMENDATION**

**APPROVE:     Conditions**

- 1 Commencement of Development within 3 Years**
- 2 Development in accordance with approved plans**
- 3 Materials to be submitted and approved**
- 4 Landscaping to be carried out in accordance with approved details**
- 5 Landscaping to be implemented and maintained**
- 6 Surfacing Materials to be carried out in accordance with    approved details**
- 7 Details of Travel Plan to be submitted and approved**
- 8 No External Lighting to be installed without prior approval**
- 9 Details of Drainage scheme to be submitted and approved**
- 10. Restriction of use within B1 – Light industrial use only**
- 11. Boundary Treatment to be carried out in accordance with the approved details**
- 12. Details of covered cycle parking to be submitted and approved**
- 13. Shower/Changing Room Facilities to be carried out in accordance with the approved details**
- 14. Prior to the first occupation of the development the turning areas shall be provided**
- 15. No servicing of the site shall take place outside the hours of 7am to 9pm, Monday to Saturday inclusive. There shall be no servicing at any time on Sundays and Bank Holidays.**
- 16. Trees to be protected during construction and retained.**
- 17. Prior to the first occupation of the development hereby permitted the access road shall be upgraded in accordance with details to be submitted and approved.**

Location Plan: Cheshire East Council Licence No. 100049045

