

Application No: 15/0641N

Location: Locomotive Storage Ltd, Crewe Diesel Depot, NANTWICH ROAD,
CREWE, CW2 6GT

Proposal: New Build Carriage Shed

Applicant: Locomotive Storage Ltd

Expiry Date: 10-Jun-2015

SUMMARY:

The development site lies within the Settlement Zone Boundary of Crewe on railway land, where there is a presumption in favour of development

The development would comprise a form of environmental, economic and socially sustainable development in accordance with the requirements of the NPPF.

The design and scale of the buildings are considered to be acceptable.

The impact on residential amenity and highway safety is acceptable subject to conditions.

The economic benefits of the scheme comply with the guidance set out in the National Planning Policy Framework.

On the basis of the above, it is considered that the application should be approved subject to the imposition of appropriate conditions.

RECOMMENDATION:

Approve subject to conditions

PROPOSAL

This application proposes the erection of a new build carriage shed. The new carriage shed will be used in order to protect carriages from the weather. The building would be of a simple portal framed construction, overlaid with grey metal cladding. Access from the rails will be from the north and south elevations.

SITE DESCRIPTION

The application site comprises an area of land with railway track adjacent to an existing storage shed which is used for the maintenance and refurbishment of train carriages. It is a short distance to the south of Crewe Station.

The site is designated as being within the settlement boundary of Crewe.

RELEVANT HISTORY

One application for an extension to the existing buildings for office accommodation (15/0836N) was approved on 1st May 2015. An application for a new railway engineer workshop within this railway complex also appears on this agenda (15/0642N).

NATIONAL & LOCAL POLICY

National Policy:

The National Planning Policy Framework establishes a presumption in favour of sustainable development.

Of particular relevance is paragraph 17.

Development Plan:

The Development Plan for this area is the Crewe and Nantwich Replacement Local Plan 2011, which allocates the site as being within the Settlement Zone Line of Crewe.

The Relevant policies of the **Borough of Crewe and Nantwich Replacement Local Plan 2011** are:

- BE.1 - Amenity
- BE.2 - Design Standards
- BE.3 - Access and Parking
- E.4 – Development on Existing Employment Areas

The saved Local Plan policies are consistent with the NPPF and should be given full weight.

Cheshire East Local Plan Strategy – Submission Version (CELP)

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

- SD 1 Sustainable Development in Cheshire East
- SD 2 Sustainable Development Principles
- SE 1 Design
- SE 2 Efficient Use of Land
- SE 9 Energy Efficient Development
- SE 12 Pollution, Land Contamination and Land Instability
- PG 1 Overall Development Strategy
- PG 2 Settlement Hierarchy
- EG1 Economic Prosperity

CONSULTATIONS:

Highways:

No comments received at the time of report writing.

Environmental Protection:

No objection.

Network Rail:

Both proposals are being undertaken by Locomotive Storage Ltd – on their application form they state that the land is within their ownership, but this is not correct as the site is within Network Rail's ownership and is subject to a freight lease. There is also an access right of way through the site.

Crewe Town Council:

No comments received at the time of report writing.

REPRESENTATIONS:

No comments received at the time of report writing.

APPRAISAL

The key issues to be considered in the determination of this application are set out below.

Principle of Development

The National Planning Policy Framework states the following:

*“At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision taking.*

*For **decision taking** this means:*

- *Approving development proposals that accord with the development plan without delay; and*
- *Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless:*
 - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in this Framework taken as a whole; or*
 - *specific policies in this framework indicate development should be restricted*

The site is designated as being within Settlement Zone Line of Crewe and as such there is a general presumption in favour of development provided it is in keeping with the town's scale and character and does not conflict with other policies of the local plan.

This proposal is for railway related development on an existing railway site and paragraph 19 of the NPPF states:

“The Government is committed to ensuring that the planning system does everything it can to support economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.”

The development would create jobs and apprenticeships in the local area and therefore would contribute to economic growth.

The proposal is therefore considered to be acceptable in principle.

Sustainability

There are three dimensions to sustainable development:- 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

Ecology

The development is proposed on an existing railway site where there would be no ecological implications.

Layout and Scale

The proposal is for a large carriage shed situated on land associated with other railway buildings. The proposed building is of a utilitarian design which would be in keeping with the surrounding railway related development and is a scale commensurate with other nearby buildings.

Given the nature of the surrounding development and the fact that the site is on an existing railway, it is considered that the proposed development would not be out of keeping with the character and appearance of the area. It is therefore considered that the layout and scale would be acceptable and in compliance with Policy BE.2 (Design) of the adopted local plan.

Appearance

The shed would be a simple portal framed building with grey metal cladding to match adjacent buildings, which is considered to be appropriate.

The proposal is therefore considered to be acceptable in design terms and in accordance with Policy GR2 (Design) of the adopted local plan.

Highways

There is existing parking provision within the site that is more than adequate for the operation of the site and the access is as existing.

The proposal is therefore in compliance with Policy BE.3 of the adopted local plan.

ECONOMIC ROLE

The Framework includes a strong presumption in favour of economic growth.

The proposal would generate economic benefits by virtue of employment created by operations on the site and during construction.

SOCIAL ROLE

In addition to the economic benefits identified above, the site as a whole is to be used for the creation of apprenticeships which would be a positive benefit to members of the local community in terms of employment and development of skills.

Amenity

The site is within an existing railway complex with no residential properties in close proximity. As such it is considered that there would be no adverse impact on residential amenity.

The proposal is therefore considered to be in compliance with Policy BE.1 (Amenity) and acceptable in terms of amenity.

Other issues

The comments from Network Rail in relation to the ownership of the site are noted. The issue of the land ownership is a civil matter and cannot be considered as part of this application. The developer will need to obtain the permission of the land owner before works commence on site.

Conclusion – The Planning Balance

Taking account of Paragraphs 49 and 14 of the NPPF there is a presumption in favour of the development provided that it represents sustainable development unless there are any adverse impacts that *significantly and demonstrably* outweigh the benefits.

The development site is within the Settlement Zone Line of Crewe on an existing railway complex where there is a presumption in favour of development.

The proposal would have economic benefits in terms of jobs on the on the site and in construction and spending within the construction industry supply chain.

The development is considered to represent environmental, economic and social sustainable development in accordance with the requirements of the NPPF.

The design and scale of the development is considered to be acceptable.

On the basis of the above, it is considered that the application should be approved subject to the imposition of appropriate conditions.

RECOMMENDATION

Approve subject to the following conditions:

- 1. Commencement**
- 2. Approved plans**
- 3. Materials to be as detailed in the application**

In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Planning (Regulation) has delegated authority to do so in consultation with the Chairman of the Southern Planning Committee, provided that the changes do not exceed the substantive nature of the Committee's decision.

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