

Application No: 16/5609N

Location: Bentley Motors Ltd, PYMS LANE, CREWE, CHESHIRE, CW1 3PL

Proposal: It is proposed to construct a logistics building on existing hard standing to the east of Bentley's Pym's Lane plant. Part of the car park will be reconstructed to form a dispatch area.

Applicant: Mr John Layman, Bentley Motors

Expiry Date: 06-Mar-2017

#### **SUMMARY:**

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 proposal would thereby help to deliver significant economic and social benefits.

Whilst the proposal would be in an area designated as public open space (incorporating land designated as sports playing field), the loss of this land has previously been accepted under a different proposal which has now been implemented (planning ref; 15/3869N refers).

The proposal would not materially harm the character or appearance of the area having regard to the existing context. The proposal is considered to be acceptable in terms of its impact upon residential amenity, highways and parking, drainage and flooding and other environmental interests. The proposal is therefore considered to be sustainable in the environmental sense.

On this basis, the proposal is for sustainable development which would bring environmental, economic and social benefits and would be compliant with relevant policy. Subject to conditions, the proposal is considered to comply with the relevant policies of the adopted Borough of Crewe and Nantwich Local Plan and advice contained within the NPPF and emerging local policy. The application is therefore recommended for approval.

#### **RECOMMENDATION:**

**APPROVE subject to conditions**

#### **PROPOSAL:**

This application seeks full planning permission for the construction of a logistics building on existing hard standing to the east of Bentley's Pym's Lane Plant. Part of the existing car park will be reconstructed to form a dispatch area. The proposed building is for product storage to increase the efficiency of product movement within the Bentley site.

## **SITE DESCRIPTION:**

This application relates to land owned by Bentley Motors, within the settlement boundary of Crewe. The application site is located directly to the east of the main plant, which is used to manufacture motor vehicles. The site comprises of an area of hardstanding presently used to park finished vehicles. In terms of the development plan, which comprises of the Crewe & Nantwich Local Plan, part of the site is allocated as public open space. The site is enclosed by the existing Bentley plant although further to the north, east and south there are residential properties, and to the south west there are allotments.

## **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:

12/4373N - New build showroom with associated car parking approved on 6<sup>th</sup> 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 30<sup>th</sup> 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 1<sup>st</sup> 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

13/5114N - Variation of condition 2 (approved plans) on application 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 18-Feb-2014

14/2944N - 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 – Approved 29-Aug-2014

14/5262N - Proposed pre-fabricated building, complete with services to be installed as office and restrooms for Lorry Park on site at Bentley Motors – Approved 09-Feb-2015

15/3665N - Construction of a 4 storey office building on the site of an existing carpark – Approved 28-Oct-2015

15/4141N - Alterations to E1 Car Park, realignment of internal road, construction of a vehicle test building, relocation of Gate 3 Security Lodge and amendments to gate arrangement, installation of 5 No. entry gate positions and relocation of cycle and motor cycle shelters - Approved 18-Nov-2015

15/3869N - It is proposed to convert the existing field into a private car park for Bentley Motors. The site is an existing green area which will be converted to hard standing material to suit the needs of a car park. The car park will be enclosed with fences. North east and south of the proposed car park, a 14m width band will be dedicated for planting. – Approved 18-Mar-2016

16/0341N - Demolition of all existing on-site buildings and structures, the construction of a five storey engineering technical centre comprising offices at the front of the building and warehousing at the rear, the construction of a two storey design centre comprising offices and a workshop together with associated works – Resolved to approve – 18-May-2016

## **NATIONAL & LOCAL POLICY**

### **National Policy:**

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

Of particular relevance are paragraphs 17, 28, 56, 65 and 74.

### **Development Plan:**

The Development Plan for this area is the adopted Crewe & Nantwich Local Plan, which allocates the site within the Crewe Settlement Boundary.

The relevant Saved Policies are:-

### **Crewe & Nantwich 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)

RT.1 (Protection of Open Spaces with Recreational or Amenity Value)

RT.5 (Allotments)

### **Cheshire East Local Plan Strategy Submission Version**

PG1 – Overall Development Strategy

PG2 – Settlement Hierarchy

EG1 – Economic Prosperity  
SD1 - Sustainable Development in Cheshire East  
SD2 - Sustainable Development Principles  
SE1 – Design  
SE2 – Efficient Use of Land  
CO2 (Car Parking Standards)

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

## **CONSULTATIONS:**

**Highways:** No objection

**Environmental Protection:** No objections, subject to conditions / informatives requiring a restriction on hours of construction, submission of a scheme for dust control and a contaminated land survey.

**Flood Risk Officer:** No comments received

**United Utilities:** No objection subject to a surface water drainage condition and provided that only foul drainage is connected to the foul sewer.

## **CREWE TOWN COUNCIL:**

No comments received.

## **REPRESENTATIONS:**

None received at the time of report preparation.

## **APPRAISAL:**

### **Principle of Development**

In terms of the local plan policy, the site is located within the settlement boundary of Crewe where development is acceptable, provided that it is compatible with surrounding uses and accords with other relevant local plan policies.

The area 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 and the area for such use is well established. However, the site is located towards the eastern perimeter of the plant where there are residential properties to the east along Minshull New Road. Consequently, the impact on these neighbours will be explored further in this report.

The NPPF requires Local Planning Authorities to adopt a positive and constructive approach towards planning applications for economic development. Planning applications that encourage sustainable economic development should be treated favourably and this view is further

reinforced in Policy EG1 of the Council's emerging Local Plan Strategy Proposed Changes Version.

This proposal would facilitate the storage of materials and products arising from the increase in production and product lines at Bentley. Thus, there are clear economic benefits arising from the scheme that would support job creation and the economic growth in the locality, the Borough and the region. It is considered that such benefits are in line with the growth agenda outlined within the local plan and the aims of the NPPF and accordingly, the development is highly sustainable in the economic sense.

## **Public Open Space**

In terms of local plan designation, part of the proposed building would creep into allocated formal open space including designation as a school sports playing field and informal open space. However, it is important to note that the loss of such has already been accepted when planning permission was recently granted under planning ref; 15/3869N to change this land to a private car park for the storage of finished motor vehicles. This has recently been implemented and the loss of open space was compensated for by way of financial contributions towards, 'James Atkinson Way Play Area' and 'Hulme Street Allotments'. In light of this, it is not considered that there is any tension with Local Plan Policy RT.1 seeks to protect open spaces which have recreational or amenity value from development as the area that has already been lost and compensated for. As such, the principle of the development is found to be acceptable.

## **Design**

The NPPF and local plan policies BE.2 and SE.1 emphasise the importance of securing high quality design appropriate to its context. NPPF paragraph 61 states that:

*"Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment."*

The site has already been incorporated into the main Bentley Plant. The surrounding development turns its back on the area and the site is poorly overlooked. Thus, the contribution that the site makes to the character and appearance of the wider area is limited having regard to the context of the site, which is visually enclosed.

The proposed building would be of modular steel framed construction with composite panel walls similar in appearance to the existing factory buildings at the site. It would be configured in two blocks with an apex duo pitched roof joining each other to provide a valley roof joint which would keep the overall height of the building down. In terms of size, the building would measure 125 metres in length with a 6.2 metres eaves height and 11.2 metre ridge height. The size and scale would be commensurate with the surrounding buildings at the plant. The building would be well grouped with the existing eastern edge of the factory plant and would not therefore appear incongruous. The application is therefore acceptable in design terms. There are no landscape or tree issues raised by this proposal.

## **Residential Amenity**

With respect to the proposed use, the building would be used for storage purposes and would not accommodate any other part of the manufacturing process. Further, the building would be grouped with the existing buildings found on the eastern end of the plant with the land in-between the proposed building and nearest adjoining residential uses given over to outdoor parking. It is considered that sufficient separation would be maintained with the nearest adjoining residential uses so as to not materially harm their amenity by reason of noise. There has been no objection from the council's Environmental Protection Unit.

With respect to loss of light and the visual dominance of the building, as already mentioned, the building would be set back and well grouped with the existing plant. The nearest neighbouring property would be situated approximately 70 metres distance from the far north easterly corner of the building. This would be sufficient to ensure no issues of loss of light, visual intrusion or direct overlooking occur.

In terms of light pollution, a detailed lighting scheme could be secured by condition to ensure that any external lighting does not result in material harm to neighbouring residential amenity. Subject to conditions, there are no issues with respect to land contamination. The proposal complies with local plan policy BE.1.

## **Parking, Highway Safety and Traffic Generation**

The proposed building would be used for the storage of parts and products used in the manufacture of motor vehicles. The main purpose of the building is to increase the efficiency of product movement within the Bentley plant. The site will be accessed from the existing internal road network of the Bentley site and the existing accesses onto Pym's Lane will be utilised. Employees generated by this proposal will be relocated from another part of the Bentley site, but in the context of the operations of the site, will not be significant. The impact of the proposal upon the public highway will be minimal and no objection is raised from the Head of Strategic Infrastructure (HSI – Highways). The proposal therefore accords with Policy BE.3.

## **Drainage**

In terms of drainage, the redevelopment of the site is considered to be acceptable with the use of appropriate conditions. Conditions requiring the use of sustainable urban drainage measures and a scheme to manage surface water are recommended. With the imposition of such conditions, the impact that the development would have on drainage and flooding would be acceptable.

## **PLANNING BALANCE & 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 proposal would thereby help to deliver significant economic and social benefits.

Whilst the proposal would be into an area designated as public open space (incorporating land designated as sports playing field), the loss of this land has previously been accepted under a different proposal which has now been implemented (planning ref; 15/3869N refers).

The proposal would not materially harm the character or appearance of the area having regard to the existing context. The proposal is considered to be acceptable in terms of its impact upon residential amenity, highways and parking, drainage and flooding and other environmental interests. The proposal is therefore considered to be sustainable in the environmental sense.

On this basis, the proposal is for sustainable development which would bring environmental, economic and social benefits and would be compliant with relevant policy. Subject to conditions, the proposal is considered to comply with the relevant policies of the adopted Borough of Crewe and Nantwich Local Plan and advice contained within the NPPF and emerging local policy. The application is therefore recommended for approval.

## **RECOMMENDATION:**

**APPROVE** subject to the following conditions:

- 1. Standard time limit (3 years)**
- 2. Accordance with approved plans**
- 3. Materials as per application**
- 4. Details of sustainable drainage scheme to be submitted**
- 5. Only foul drainage connected to foul sewer**
- 6. Surface water drainage strategy to be submitted**
- 7. Submission of a contaminated land survey**
- 8. Details of external lighting to be submitted**
- 9. Dust control scheme to be submitted**
- 10. Piling method statement to be submitted**

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

Should this application be the subject of an appeal, authority be delegated to the Head of Planning (Regulation) in consultation with the Chairman of the Southern Planning Committee to enter into a planning agreement in accordance with the S106 Town and Country Planning Act to secure the Heads of Terms for a S106 Agreement.

