enquiries@batemann.co.uk

Planning Statement

Proposal: Erection of new industrial unit Class B8 Storage.

Address: Land Adjacent to Oswestry Classic Car, Lion Lane, Penley, LL13 0LY

Planning Ref: P/2024/1586

Author: DS

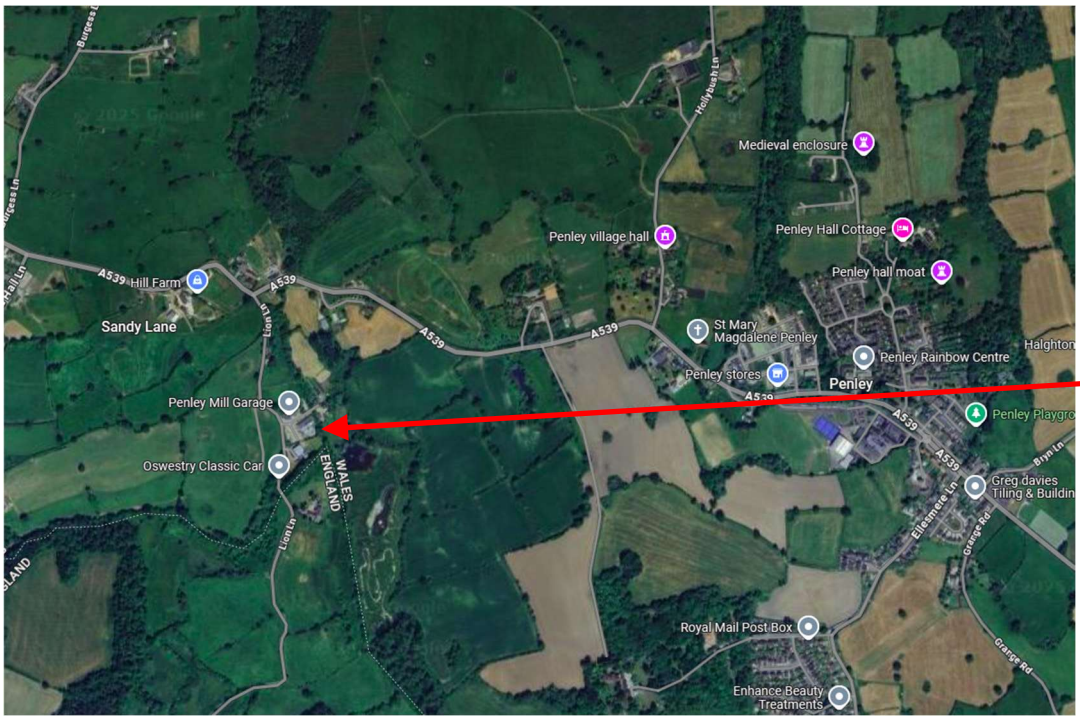
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Introduction

This document is submitted as a Planning Statement in support of the above planning application for the erection of a new industrial unit on land adjacent to Oswestry Classic Car, Lion Lane, Penley, LL13 0LY. It seeks to explore and explain the design principles and justify the development in terms of design, scale, access, parking etc.

Location

The site is located directly to the East of the village of Penley approximately 10miles South East of the city of Wrexham.



Existing Site Description

The overall site whilst being situated in open countryside is industrial land comprising of several industrial/commercial enterprises including the neighbouring mechanics garage Penley Mill Garage along with the manufacturing facility of MFD Capacitors. The portion of the industrial land subject of the planning application is currently utilised as hard standing storage yard and has been for at least the past 26 years.

The development site itself is Bounded to the East by Lions Lane and to the West by a mature hedgerow/tree line and small brook which beyond lies a residential property and agricultural land beyond. To the North is Penley Mill garage and to the South MFD Capacitors (1991).





Above – 2no images depicting the existing industrial site.

Past and Current Use

The site has been used for industrial purposes from as long ago as the late 1960's and over the years has changed very little in its use and appearance. Satellite mapping imagery dating back clearly to 1999 shows the site very much in its current use and form.

Initially the site and buildings were occupied by a car repair/restoration business which continued to occupy the

site until moving to the area to the North of the application site known as “Penley Mill Garage” where it still occupies today.

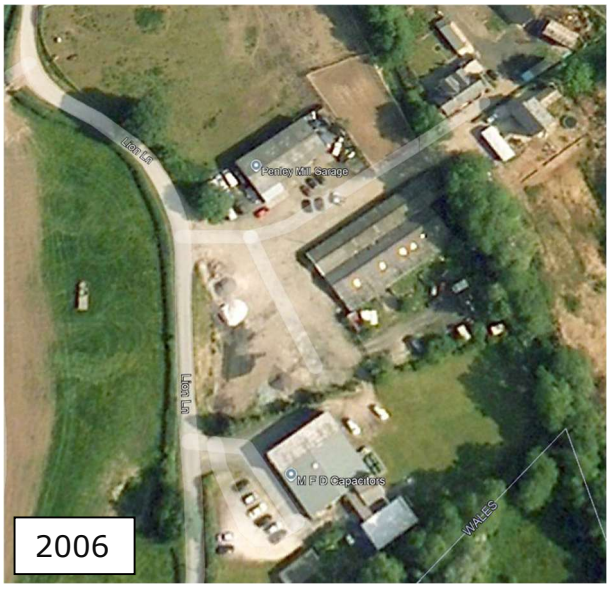
At the time when this business relocated part of the building was then used for storage purposes whilst MFD Capacitors (1991) occupied the other part for use as an environmental test lab, as well as industrial assembly work.

In 2004 MFD purchased the site and occupied it in its entirety up until 2020 when it was taken over by Oswestry Classic Car and used as a workshop for restoration and repair of classic cars as it is today.

Below is a selection of satellite images dated showing the site in its present form dating back to 1999.









Description of Proposal

The application seeks approval for a new storage unit on existing industrial land to allow for the sustainable growth of the existing business on the site. The use is consistent with the surrounding and neighbouring businesses and utilizes a portion of brownfield land for the development.

The unit itself has been designed to reflect the existing industrial buildings on the site and be coherent in terms of scale and appearance.

Reason for Development

The requirement for the development comes as part of the growing business and to provide a protective environment to store motor vehicles requiring restoration. The development therefore causes no concerns in terms of noise, and has very little impact in terms of increasing traffic movements to and from the site particularly given the nature of the surrounding businesses.

Policy Context

The site is situated in an area classed as open countryside albeit the existing area of the site as described above is down to industrial and commercial use to which the application seeks no change or extension of this area.

The relevant policies for consideration are as follows:

SP2 – Location of Development.

EM4 – Employment Development Outside of Settlement Limits.

Along with the following national guidance Technical Advice Notes:

TAN 6 – Planning for Sustainable Rural Communities.

TAN 23 – Economic Development.

In relation to SP2 whilst the development is in open countryside and it is noted that the Wrexham County Borough Local Development Plan 2013-2028 seeks to direct the majority of employment development to the key strategic areas namely Wrexham Industrial Estate this is not feasible nor would the priorities of the plan be observed if this were feasible.

This is due to the business currently residing and owning the site as well as the existing use of the site conforming with the requirements of the proposed development.

Furthermore the location of the staff employed currently who predominantly reside in Penley and Ellesmere therefore if the development were to be redirected to perhaps a larger industrial area this would result in further travel distances and in turn contradict the priorities set out within the Local Development Plan.

Policy EM4 seeks to ensure that where there is employment development outside of settlement limits it is restricted in order to protect the countryside and rural communities. Paragraph 4.55 of the Local Development Plan states:

"New employment development in the countryside can help strengthen and diversify the rural economy. However such benefits must be balanced against the need to protect rural areas from inappropriate development that may harm the landscape or add traffic to rural roads that cannot safely accommodate it."

It is considered that given the existing use and nature of the site the development should be considered as a prime example of what should be considered acceptable within the countryside and is clearly an exception to the overall policy.

The development would cause no harm to the landscape nor increase traffic in anyway that would be detrimental to the local area. Furthermore it creates sustainable growth and employment of an existing business in a rural community which should be looked on favourably.

Moreover the development itself as described above falls within the curtilage of the existing industrial area of Penley Mill on Brownfield land and does not extend the commercial/industrial site in any way it is solely to add a building utilised as storage in order to facilitate the growth of the existing enterprise.

TAN 6 and TAN 23

Both national Technical Advice Notes are strategic documents set out to provide detailed planning advice and guidance to Local Authority's.

TAN 23 specifically seeks to provide guidance in relation to the B-classes of the Use Class Order to ensure these use classes are planned for in a sustainable manner.

Under paragraph 1.2.5 and 1.2.6 the TAN states:

"1.2.5 - Local planning authorities should recognise market signals and have regard to the need to guide economic development to the most appropriate locations, rather than prevent or discourage such development.

1.2.6 - In line with these principles, there will be instances where the planning system may not provide the land the market demands, and in the places where the market demands it. Some proposed developments or sites may be resisted by planning authorities – for example because they would have unacceptable environmental impacts, divert demand from town centres or would go against agreed spatial strategies. In these circumstances, so far as possible planning authorities (and planning applicants) are encouraged to look for alternative sites which offer the same, or very similar, advantages."

It is acknowledged that due to the countryside classification the site may go against the Local Development Plan spatial strategy on a high level, however as previously described on further inspection the location, current use and nature of both the site and surrounding commercial/industrial buildings and businesses all fit within the sustainable development objective.

Furthermore, the existing infrastructure on the site is more than adequate to facilitate the new development as is the existing road network, as well as it being the location where the existing business requiring expansion resides.

It is therefore not considered that the development would in fact contradict any of the principles set out within TAN 23/TAN 6 nor would it be feasible to look for an alternative site which would mean relocating an entire business, the sale of the existing site as well as relocating all staff as previously noted to travel further distances on a daily basis.

It is therefore considered that the development seeks the sustainable growth of an existing business within a site that whilst situated in open countryside should be considered acceptable due to the explanations made above.

Access and Parking

The existing access to the development is to remain unaffected and provides more than sufficient access for the nature of the use and size of development.

There is ample parking provision as well as cycle storage/parking provided as part of the proposal.

The development does not significantly increase traffic movements on the near by road network as the building is for storage use there is very few regular vehicle movements furthermore in line with TAN 23 and SP2/EM4 of the Local Development Plan the site whilst in a rural location does benefit from good transport links for the limited deliveries required being only a few hundred metres from the A539 which provides adequate links to the wider road network further enhancing the suitability.

Hours of Operation

The hours of operation for the development would be 08:00 – 17:00 Monday to Friday and 08:00 – 13:00, this is consistent with the existing use and businesses and will cause no detrimental impact.

Conclusion

As has been explored and justified throughout the various areas of this document it is considered that the development proposed is suitable and causes no concerns from a planning perspective, sustainability, location, access etc. When looked at in detail the development is clearly appropriate and should be considered suitable in terms of both the nature of the development and for the location proposed. It is therefore respectfully requested that the application be approved.