



Committee and date

North Planning Committee

11 March 2014

Item

12

Public

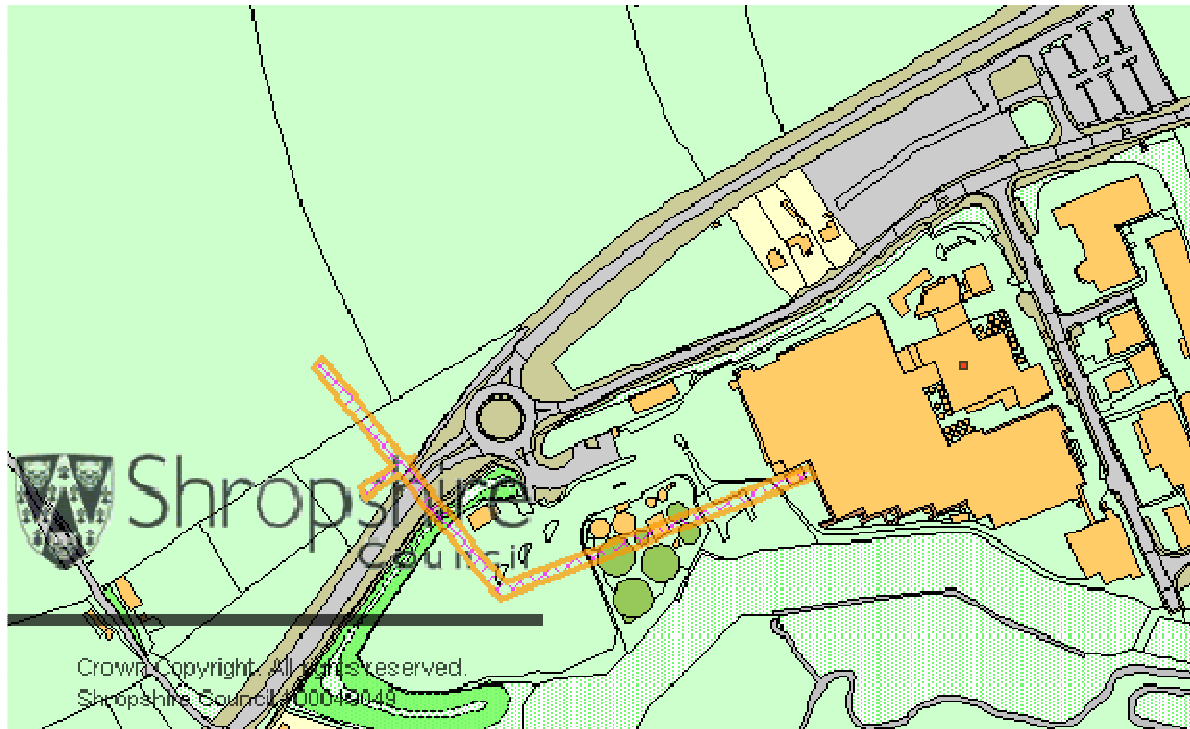
Development Management Report

Responsible Officer: Tim Rogers

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Summary of Application

<u>Application Number:</u> 13/05043/FUL	<u>Parish:</u>	Market Drayton Urban
<u>Proposal:</u> Erection of a high level conveyor bridge link between the existing facility and approved manufacturing/distribution site to the north of the A53		
<u>Site Address:</u> Muller Dairy (UK) Ltd Shrewsbury Road Market Drayton Shropshire TF9 3SQ		
<u>Applicant:</u> Muller Dairy (UK) Ltd		
<u>Case Officer:</u> Karen Townend	<u>email:</u> planningdmne@shropshire.gov.uk	
<u>Grid Ref:</u> 365352 - 333424		



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Recommendation:- Grant Permission subject to the conditions set out in Appendix 1.

REPORT

1.0 THE PROPOSAL

- 1.1 The application form describes the development as “erection of elevated bridge link between the existing Muller factory to the south of Shrewsbury Road and their approved new manufacturing and distribution centre to the north of the A53”. The proposal is to provide a physical and functional link between the existing factory and the building granted outlines consent in March 2009 and reserved matters consent in December 2011. The structure will be raised above the level of the road and will contain conveyor belts carrying raw materials or product between the two buildings.
- 1.2 To support the application, along with the detailed drawings and cross sections of the structure the submission includes structural drawings and details, a landscape and visual impact assessment including photomontages from key viewpoints around the site, a planning statement, design and access statement and an ecology appraisal.

2.0 SITE LOCATION/DESCRIPTION

- 2.1 The application site for this proposed development is partly within the grounds of the existing factory, the structure is proposed to be attached to the western elevation of the building, cross over the treatment plant and the existing lorry parking hard standing. The structure will then turn just under 90 degrees and cross over the existing landscaped area and then over the A53 and into the site approved for the new building where it will attach to the southern elevation of the new building. The consent for the new building remains extant as part of the road access has been created within the site. As such the application site for this proposed development forms part of the existing factory site, part of the new factory site and a section of the A53.
- 2.2 Muller's existing and proposed factories lie on the south side of Market Drayton and is one of the major employers in the north of Shropshire. The existing factory has been built up over time and is made up of a number of different buildings and structures. Whereas the new building on the opposite side of the A53 will be a single building and although it is acknowledged to be a large structure was considered to be appropriate given the business needs of Muller. The A53 acts as a bypass running around the outside of Market Drayton with only the approved new factory and the Syche Farm business park to the north of the town on the opposite side of the A53 from the rest of the built development.

3.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION

- 3.1 The local member has requested that the application be considered by the committee to debate the issue of the design and this reason is considered by the Principal Planning Officer and Committee Chair to be based on material planning reasons and therefore in accordance with the scheme of delegation.

4.0 COMMUNITY REPRESENTATIONS

4.1 Consultee Comments

- 4.1.1 **Market Drayton Town Council – Market Drayton Town Council support this application.**
- 4.1.2 **Moreton Say Parish Council – Moreton Say parish council objects** to this application because of the visual impact and it is not enhancing the entrance to Market Drayton. The parish council feels it would be perfectly viable to put this underground.
- 4.1.3 **Conservation Officer** – The bridge link is a necessary operational requirement for this important Shropshire business, options have been explored which include an underground link but cost has precluded this option. The bridge link has been discussed during the last few years on a number of occasions and has been viewed as a challenge and an opportunity for a visual celebration and one that may reduce the visual impact of the new building. However, whilst the bridge link has increased in length and has relocated to the opposite end of the new structure, the opportunities envisaged have not been achieved.

I find the proposed design a functional engineered solution which in visual terms is pedestrian and unlikely to be viewed as a suitable visual 'gateway' for this heavily trafficked arterial route. I acknowledge that an attempt has been made to manipulate the façade to create some shadow on the envelope and the

road/support relationship has been articulated to reduce the visual wall. But I do not consider this a sufficient design strategy to create a positive solution to this difficult proposal.

However, also acknowledges that design costs prevent any improvements and advised that whilst he can't support the design he won't object if members are minded to approve.

- 4.1.4 **Highways Agency – Has no objection.** Checked with our Abnormal Loads team who have no planned route for high vehicles which uses this route. Similarly, no advertised strategic diversion route exists which uses the A53 and as a result we have no comments to make regarding this application. You may wish to confirm any other arrangements with Shropshire Highways or West Mercia Police who may have other routes that are not known to the Highways Agency.

Your consultation is however much appreciated, given the potential impact should this have been an abnormal load/diversion route.

- 4.1.5 **Highways Officer** – No comments received at the time of writing the report.

- 4.1.6 **Ecology Officer** – No comments received at the time of writing the report.

- 4.1.7 **Drainage** – Drainage details, calculations and plan should be submitted for approval but can be done post decision through the imposition of a condition.

4.2 **Public Comments**

- 4.2.1 3 letters of representation have been received raising the following concerns:

- Should be a tunnel under the road
- Visual impact
- Affect on the rural character of the area
- Results in industrial entrance to the market town
- Inappropriate design, no interest or features
- Looks like a colliery or motorway structure
- Should not be permitted to advertise Muller on the structure
- No consultation undertaken with town residents

5.0 **THE MAIN ISSUES**

- Policy & principle of development
- Form of link
- Layout, scale and design
- Impact on area
- Highways, access, parking and rights of way
- Ecology and trees
- Drainage

6.0 **OFFICER APPRAISAL**

6.1 **Policy & principle of development**

- 6.1.1 Under section 38(6) of the Planning and Compulsory Purchase Act 2004, all planning applications must be determined in accordance with the adopted development plan unless material considerations indicate otherwise. Since the

adoption of the Councils Core Strategy the National Planning Policy Framework (NPPF) has been published and is a material consideration that needs to be given weight in the determination of planning applications. The NPPF advises that proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. The NPPF constitutes guidance for local planning authorities as a material consideration to be given significant weight in determining applications.

6.1.2 The NPPF sets out the presumption in favour of sustainable development as a golden thread running through plan-making and decision-taking (para. 14) and also details the Government's commitment to securing economic growth and creating jobs by ensuring that planning encourages sustainable growth (section 1). In the rural areas the NPPF also supports economic growth and the expansion of existing business (para. 28) but acknowledges the importance of good design (para. 56) whilst not seeking to constrain development, especially where it is innovative. Paragraph 66 of the NPPF is important in the consideration of this application and states: "*Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal's economic, social and environmental benefits).*" As with all considerations it is a matter of balancing the harm and the benefits.

6.1.3 The North Shropshire Local Plan 2000 – 2011 was adopted in December 2005. The land for the new factory was allocated for employment use under Policy E3 specifically for the expansion needs of Molkerie Alois Müller GmbH, known as "Muller". The supporting text in the policy specifies that the development will be for "production, picking, distribution, circulation space, access and lorry parking uses" with off site landscaping and planting. There are also key guidelines for the development of the site as set out in Annex B of the adopted plan. The allocation in the North Shropshire Local Plan and the granting of outline and reserved matters consent has established the principle of building a new factory to the north of the A53. The provision of a connecting link between the existing and the new factory is what is now proposed. In principle the functional and physical linking of the two factories is promoted as this will ensure that the new building is used in association with the existing factory rather than running as a stand alone unit. However, it is the means of providing this connection which has raised objections locally and which is acknowledged to be sensitive.

6.2 Form of link

6.2.1 The planning statement submitted with the application notes that the issue of linking the two sites was considered by the planning inspector in considering the allocation of the site to the north of the A53. This land was supported on the basis of linking the two sites as had there had not been a need for a functional link of some sort Muller could have developed elsewhere in Market Drayton or in another town. The reserved matters consent did not deal with a physical link and considered that the close proximity provided some element of functional link in that product could be moved from one site to the other easily by road. However

the applicant is now seeking to provide a physical link by conveyor belts. The inspector at the time of allocation, and officers in dealing with the reserved matters application confirmed that an underpass was the preferred option but not a requirement of the allocation. An above ground option is not unacceptable in principle but depends on the design detailing.

- 6.2.2 Prior to submitting the current application the applicant considered the alternative options for providing the link. In addition to considering underground or over ground alternative routes were considered. Officers have acknowledged that the link is proposed to move product between the existing factory and the new site and as such the costs of any link structure also need to take into account the moving of the products. As proposed the product leaves the existing factory at a height which can utilise existing production facilities within the building, only needs to turn one corner, which is less than 90 degrees, and then can enter the new building at a height where the internal layout can be configured to move the product. To change the layout, or to go underground, would increase the cost of moving the product, either down, up or turning more corners. Furthermore to fully underground the link would involve significant disruption to the operations of the existing factory, the distribution facilities at the western end of the site and would also disrupt the function of the A53 which is a major highway route around Market Drayton.
- 6.2.3 The concerns of Moreton Say Parish Council and local residents that the link could be provided under the road are noted but officers consider that the applicant has fully considered the options and that the proposed over ground provision of a bridge with a single turn is the only financially viable option. The key issue is therefore whether the design of the structure is acceptable.
- 6.3 **Layout, scale and design**
- 6.3.1 The proposed link is in the form of a bridge containing two conveyors which allow product to move in both directions between the existing and approved factories and warehousing. The structure will leave the existing building out of the western elevation and cross over the distribution yard and treatment plant for a distance of approximately 230 metres before turning just under 90 degrees to cross over the road to the new factory with this section running a length of approximately 210m. The underside of the structure will be at least 6.2m above the level of the road to prevent high vehicles striking the structure. From the base of the structure it will be 4.6m high and therefore an overall height of 10.8m, it is proposed at 7m wide to provide space for two conveyors and maintenance walkways and a total length of 440m.
- 6.3.2 It is worth noting that the approved new factory to the north of the A53 has a total height of 28.6m and it was accepted at the time of the reserved matters application that the building will be, in simple terms, two big boxes but that this was as a result of the functional requirements of the business. The elevation details intended to provide some level of interest, however at a scale in proportion to the building. As such the new bridge link will connect to the new building less than half way up the approved elevations and this may help to reduce the scale and massing of the bridge link. The road safety audit also notes that the existing lighting columns vary between 5m and 12m and as such the bridge link structure would not be higher than the highest lighting column.

- 6.3.3 The application form notes that the proposed cladding materials are Trespa Meeon in a satin Aluminium Grey finish over a steel box frame. The internal box will be functional and allow for maintenance. Where the structure is within the existing factory site it will be clad in insulate composite panels but where it projects out through the existing landscaping and crosses the road will be clad in the Trespa panels in the form of a hyperbolic paraboloid to provide interest and design features. The agent has commented that the hyperbolic paraboloid will give an effect of a distinct crease along both facades of the bridge and will suggest movements and light and shade and that the materials have been chosen due to their durability, the stability of the colour and how well it performs outdoors with little maintenance required.
- 6.3.4 In addition to the bridge the proposal includes 7 supporting piers, 3 on the north side of the A53 and 4 on the south side with an additional 2 suspension piers within the site of the existing factory, south of the A53. The supporting pier adjacent to the northern side of the road is shown as being made of a retaining wall within the landscaping and a short pier above the retaining wall to the bottom of the link. The two suspension piers are concrete supports with a finished height of approximately 29m and with 6 suspension cables extending from the top out onto the link. Suspension has been proposed as the existing site operations reduce the available space to put supporting piers and a suspension pier allows for a longer length of the link to be supported with fewer piers. It is acknowledged that these two piers will be taller than the existing factory and as such will be visible in the landscape. However, as will be the case with the link as a whole, the piers will be read in connection with the existing and new buildings and landscaping. Furthermore the suspension piers and cables are narrow structures and will not dominate the view.
- 6.3.5 It is also noted that local objections, including from Moreton Say Parish Council have commented on the design of the structure. These concerns are valid, however they are subjective and design is a matter which to one person is bad and to another is good. The Council's Principal Conservation Officer has raised concerns about the design but has acknowledged that due to cost the applicant has not been willing to improve the design. Officers have discussed the design with the developer at the pre-application stage and although the design could still be improved the Principal Conservation Officer has advised that he does not object to the proposal. As such officers consider that the proposed scheme does provide some design feature and interest in the form of cladding proposed and that it not bad design, although it could be improved, it is not likely to be improved due to design costs.
- 6.4 **Impact on area**
- 6.4.1 To consider the impact on the wider area the applicant has undertaken and submitted a Landscape and Visual Appraisal (LVA) in accordance with the Landscape Institute's Guidelines which are nationally recognised. Within the planning statement the applicant has identified that the site lies within the area classified as "Estate Farmland" as detailed in the Shropshire Landscape Character Assessment which is made up of lowland landscapes, mixed farming use, clustered settlements and medium to large scale landscapes. It is also acknowledged that the site lies on the edge of the urban area of Market Drayton

and the Tern Valley but spans between the parishes of Market Drayton and Moreton Say and will cross over a footpath which will be diverted as part of the consent for the new building. A landscape and visual impact assessment has been carried out on behalf of the applicant and submitted with the application alongside photomontages and photos of the viewpoints where the bridge link may be visible.

- 6.4.2 As noted above the existing factory is enclosed on its western edge by landscaping and this reduces the visual impact of the site from the A53. It is proposed to retain this landscaping and provide the support structures for the bridge within the landscaping. As such the bridge will appear out of the existing landscaping. A new landscaping plan was proposed as part of the reserved matters consent for the new factory. It is acknowledged that this application will now alter some of the landscaping and the bund approved, however the proposal for the bridge includes additional landscaping to mitigate any loss.
- 6.4.3 The conclusion of the landscape and visual assessment carried out by the agent advises that the visual impact of the bridge and the suspension piers could extend up to 2km to the east, 3km to the west and up to 4km north and south, however due to screening such as existing buildings, hedgerows and woodland the actual level of visibility is much reduced and would be limited to the corridor along the A53 and in the context of the existing and approved buildings. It is wholly reasonable to consider the bridge in context with the approved building as the link itself will not be required if the new building is not built. The new building will change the character of the area and extend the industrial development north of the A53. As such the LVA comments that the susceptibility of the landscape to change is lowered, that the construction of the bridge link would not change the key characteristics of the landscape in the area and that the extent of the perceived change would be limited to an area approximately 1km around the site of the bridge link.
- 6.4.4 Within the LVA the consultant accepts that the greatest effect would be on the A53 corridor, especially the effects of passing beneath the bridge and the view of the physical connection between the two parts of Muller's operation but that even at this point the impact would only be moderate. 18 viewpoints have been individually assessed as part of the LVA and although it is acknowledged that both the link over the road and the suspension piers will be visible the views of the piers will become indistinct from the existing building from the wider area and the impact of both elements of the proposal would be reduced by the existing and approved landscaping. Except for the views along the A53 only one other viewpoint, that on the old railway bridge, allows views towards the proposal and these would be limited and seen in context with the existing building. The LVA also has a detailed assessment of the views along the A53 and concluded that the views would be limited to a distance of approximately 200m for traffic east bound and less for west bound traffic.
- 6.4.5 The case officer has assessed the proposal but the Council do not have anyone with the specific skills for undertaking LVA's and as such the case officer has relied on the information submitted by the applicant and her own professional opinion and experience. There is no reason to doubt the LVA submitted in that views of the bridge link and suspension piers will be limited from the wider

landscape. It is accepted that the views from the A53 close to where the structure will cross the road will be significant. However, this impact needs to be considered in context of the approved building on the north of the A53 and also taking into account that the impact is on road users for approximately 2 minutes of driving time.

6.4.6 Officers acknowledge that bridge link and its design will have some impact on the area immediately around the structure, however this impact needs to be balanced against the economic benefits of enabling the existing site and new building to be physically and functionally linked. Officers consider that the design and scale of the structure is not of significant or demonstrable harm to tip the balance. The design detailing has sought to provide a level of interest to what is otherwise a engineering solution.

6.5 **Highways, access, parking and rights of way**

6.5.1 The key issue with the proposed structure is not traffic movements or parking facilities as the proposed bridge link will not alter the vehicle movements for either the existing site or the approved site. The issue with this application is whether the structure, which crosses over the A53, will have any implications for highway safety.

6.5.2 A stage 1 and stage 2 road safety audit (RSA) has been undertaken and submitted with the application to understand the highway safety implications and the potential for the bridge to cast a shadow on the road and pedestrian crossing or for rainwater to drip from the bridge onto the road. The report notes that the approval of for the new building on the north of the A53 includes work to the roundabout including a fifth arm to serve the new building and a pedestrian crossing on the southwest arm of the roundabout to provide pedestrian access. Neither of these works are to be altered as part of the current application but will need to be taken into account when considering road safety. The RSA has been undertaken in accordance with national guidelines and also taken into account traffic collision data which only details one collision within the last 5 years.

6.5.3 Within the report 9 problems have been identified and recommendations made. The structure is likely to obscure street lighting and create an area with insufficient lighting levels on the road and footpath however changes to the street lighting positions and heights would overcome this issue and can be dealt with separate to the planning considerations. In addition an existing tourism sign will be obscured but can be moved; additional signage will be required to warn motorists of the approved pedestrian crossing and the splitter on the southern side of the roundabout will need to be altered. The report also recommends further analysis of the HGV swept path leaving the existing site as there is the potential for vehicles to overrun the footway and the removal of one tree on the north side to ensure motorists are able to see the signals for the pedestrian crossing.

6.5.4 Overall the problems identified can all be resolved through appropriate design solutions and changes to the lighting and signage. These matters can all be dealt with outside of the planning process as part of the approval for works to the highway and these details are also required as a condition on the outline consent for the new building. The Council Highway Officer has been consulted on the scheme but has not provided any comment to date.

6.6 **Ecology and trees**

6.6.1 Policy CS17 'Environmental Networks' of the Shropshire Core Strategy indicates that development will identify, protect, expand and connect Shropshire's environmental assets to create a multifunctional network and natural and historic resources. This will be achieved by ensuring that all development protects and enhances the diversity, high quality and local character of the natural environment and does not adversely affect the ecological value of the assets, their immediate surroundings or their connecting corridors. This is reiterated in national planning guidance in policy 11 'Conserving and Enhancing the Natural Environment' of the National Planning Policy Framework. This indicates that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, minimising impacts on biodiversity and providing net gains where possible.

6.6.2 An ecology appraisal has been submitted in support of the application which takes into account the ecological work already undertaken to relocate the population of great crested newts from the site of the new building. The survey did not show any evidence of badgers; although bats and nesting birds could be using the area no trees with the potential to support bat roosts would be removed but there may be some impact on nesting birds. As such the report recommends work outside bird nesting season or checks being undertaken.

6.6.3 The Council Ecologist has been consulted on the application but at the time of writing the report has not provided any comments. Officers will update members at the committee meeting to advise if there are any issues with the submitted report.

6.7 **Drainage**

6.7.1 Policy CS18 'Sustainable Water Management' of the Shropshire Core Strategy indicates that development should integrate measures of sustainable water management to reduce flood risk, avoid an adverse impact on water quality and quantity. The application form does not provide any detail on how surface water is to be dealt with and although it is noted in the road safety audit that surface water collecting on the structure and dripping onto the road may cause a problem it is also acknowledged that design solutions are available. The Council Drainage Engineer has confirmed that drainage details will need to be provided but that these can be conditioned.

7.0 **CONCLUSION**

7.1 National and local policy support expansion of existing business and the NPPF sets a presumption in favour of sustainable development and a commitment to economic growth. It is considered that the proposed bridge link development will enable the building approved north of the A53 to be linked to the existing Muller factory and provide a physical and functional link between the two facilities. The form of the link, going over the road, is financially viable and not precluded by any policy. Officers consider that the scale and design, whilst visible from the A53 corridor and one other viewpoint identified, is not substantially or demonstrably harmful and that the design detailing will provide some interest and detailing to the structure where it crosses the road.

7.2 As such it is considered that the proposed development complies with policies CS5, CS6, CS17 and CS18 of the Shropshire Core Strategy, saved policy E3 of the North Shropshire Local Plan and the National Planning Policy Framework.

8.0 RISK ASSESSMENT AND OPPORTUNITIES APPRAISAL

8.1 Risk Management

There are two principal risks associated with this recommendation as follows:

As with any planning decision the applicant has a right of appeal if they disagree with the decision and/or the imposition of conditions. Costs can be awarded irrespective of the mechanism for hearing the appeal - written representations, a hearing or inquiry.

The decision is challenged by way of a Judicial Review by a third party. The courts become involved when there is a misinterpretation or misapplication of policy or some breach of the rules of procedure or the principles of natural justice. However their role is to review the way the authorities reach decisions, rather than to make a decision on the planning issues themselves, although they will interfere where the decision is so unreasonable as to be irrational or perverse. Therefore they are concerned with the legality of the decision, not its planning merits. A challenge by way of Judicial Review must be a) promptly and b) in any event not later than three months after the grounds to make the claim first arose.

Both of these risks need to be balanced against the risk of not proceeding to determine the application. In this scenario there is also a right of appeal against non-determination for application for which costs can also be awarded.

8.2 Human Rights

Article 8 give the right to respect for private and family life and First Protocol Article 1 allows for the peaceful enjoyment of possessions. These have to be balanced against the rights and freedoms of others and the orderly development of the County in the interests of the Community.

First Protocol Article 1 requires that the desires of landowners must be balanced against the impact on residents.

This legislation has been taken into account in arriving at the above recommendation.

8.3 Equalities

The concern of planning law is to regulate the use of land in the interests of the public at large, rather than those of any particular group. Equality will be one of a number of 'relevant considerations' that need to be weighed in planning committee members' minds under section 70(2) of the Town and Country Planning Act 1970.

9.0 FINANCIAL IMPLICATIONS

9.1 There are likely financial implications of the decision and/or imposition of conditions if challenged by a planning appeal or judicial review. The costs of defending any decision will be met by the authority and will vary dependant on the scale and nature of the proposal. Local financial considerations are capable of

being taken into account when determining this planning application – in so far as they are material to the application. The weight given to this issue is a matter for the decision maker.

10.0 BACKGROUND

10.1 Relevant Planning Policies

Central Government Guidance:
NPPF - National Planning Policy Framework

Core Strategy and Saved Policies:
CS05 - Countryside and Greenbelt
CS06 - Sustainable Design and Development Principles
CS17 - Environmental Networks
CS18 - Sustainable Water Management

10.2 Relevant planning history

NS/07/02018/EIA - Outline application (vehicular access, layout) for the erection of new manufacture and distribution buildings; formation of parking areas and lorry turning areas; alterations to existing road layout; formation of new vehicular access; landscaping scheme; to include diversion of public right of way GRANTED 27.03.2009

11/00527/REM Application for Reserved Matters (scale, appearance, landscaping) pursuant to 07/02018/EIA for the erection of manufacturing facility to include a production building, high-bay warehouse, distribution buildings; associated on-site road layout and parking areas/lorry turning areas; alterations to existing road layout; formation of new vehicular access; landscaping scheme; to include diversion of public right of way GRANTED 21.12.11

13/03542/FUL Erection of weighbridge and associated equipment; alterations to existing kerblines; landscaping and Armco sections to form appropriate driver protection; alterations/improvements surrounding the existing security lodge/entrance and traffic management barriers to improve parking provision and pedestrian routes GRANT 15th October 2013

13/03306/VAR Variation of Condition 2 (approved plans) attached to planning application reference 13/00322/FUL to allow for various design amendments GRANT 24th September 2013

13/00322/FUL Refurbishment/remodelling of an existing unit to create butter making facility; erection of two extensions to the east side; blocking up/forming new openings to the west elevation; roof alterations to the west and northeast side; a silo complex comprising of 14 silos to the west side; relocation of the emergency external escape stairs to the south elevation GRANT 15th March 2013

11/05137/FUL Proposed new vehicle security barriers, personnel gate and fencing. GRANT 21st December 2011

11/00948/FUL Erection of a new waste building to house existing food waste collection and storage processes GRANT 26th April 2011

11/00802/FUL Erection of new security fence. GRANT 12th April 2011

10/00175/FUL Installation of an external 300KVA generator set on concrete pad
GRANTED 30th March 2010

09/01928/FUL Erection of single storey extension to existing transport office GRANTED
1st October 2009

09/01695/FUL Proposed Welfare Facility Extension to existing industrial distribution
building. GRANTED 8th September 2009

09/01694/FUL Proposed Welding Bay extension to existing Workshop & Office Building.
GRANTED 8th September 2009

09/00147/FUL Proposed platform to accommodate new air cooled chiller plant and new
G.R.P. enclosure to serve existing Production 1 Building. GRANTED 22nd June 2009

NS/08/00269/FUL Erection of extension to existing transport office GRANTED 18th
March 2008

NS/06/01850/FUL Improvements to effluent treatment plant to include erection of plant
room building, formation of internal roadway and relocation of storage tank GRANTED
27th September 2006

NS/05/01047/FUL Erection of building to accommodate bottling plant (Phase 3)
GRANTED 18th July 2005

NS/04/01270/FUL Extension to dairy to provide a product development facility
(retrospective application) GRANTED 24th January 2005

NS/04/00075/FUL Proposed erection of a temporary building to provide a transport
office, locker room and staff facilities GRANTED 25th February 2004

NS/03/00896/FUL Extension of first and second floors of the link to provide
kitchen/dining facility, laboratories and workwear rooms GRANTED 10th September
2003

NS/03/00166/FUL Bottling plant production - Phase 2 - 2 storey building manufacturing
bottles from raw materials with high level conveyor link to production building CONAPP
23rd April 2003

NS/03/00165/FUL Bottling plant production - Phase 1 - single storey building with high
level conveyor link to existing building CONAPP 23rd April 2003

NS/02/00853/FUL Extension to existing car park involving construction of new estate road, erection of
fencing, installation of floodlights and CCTV and landscaping works CONAPP 14th
January 2003

NS/01/00868/ADV Display of 2 non-illuminated name signs on front and rear elevations
of new production building CONAPP 27th November 2001

NS/01/01085/FUL Erection of an anaerobic digester tank together with pump house,
boiler house and control room (Retrospective Application) CONAPP 13th March 2002

NS/91/00726/FUL Temporary use of on site concrete plant to supply off site
developments when not being fully utilised by on site construction works. REFUSE 18th
September 1991

NS/91/00398/ADV Display of one non illuminated pole mounted and one free standing
non illuminated sign. GRANTED 24th June 1991

NS/91/00001/OUT Erection of factory for the manufacture of dairy products and
construction of vehicle and pedestrian accesses. GRANTED 3rd April 1991

NS/91/00003/FUL Erection of factory for the manufacture of dairy products and
construction of vehicular and pedestrian accesses (phase 1). GRANTED 3rd April 1991

NS/89/00399/OUT Business light industrial, storage and distribution (use classes B1 and
B8) GRANTED 11th September 1989

NS/89/00399/FUL Landscaping works and planting. GRANTED 9th November 1989

NS/89/00400/FUL Road and Sewers. GRANTED 5th June 1990

NS/92/00465/FUL erection of first floor extension over linkway to future cold store
CONAPP 19th May 1992

NS/92/00466/FUL variation of conditions 9 and 11 (granted under pp n/91/2/md/1701) to provide 4.5 m x 90 m visibility splay to service access to muller site from business park estate CONAPP 9th December 1992

NS/93/00437/FUL siting of temp portable buildings for changing facilities & offices (1st floor) staff canteen contractors facilities temp loading dock & palette hoist permanent car Park CONAPP 31st January 1994

NS/93/00438/DET erection of an electrical repair workshop (3 m x 18.3 m x 7.4 m high) (plot 3a) CONAPP 19th April 1993

NS/95/00476/FUL erection of two yoghurt silos in concrete bunded area CONAPP 13th June 1995

NS/96/00440/FUL erection of a cold store, freezer store, distribution warehouse, loading bay, assoc offices, exten to exist offices, link block, security hut, maintenance garage, wat CONAPP 15th October 1996

NS/96/00441/FUL temporary permission for portable office, contractors cabin, storage buildings and permanent permission for loading bay and stores link extension and pallet lift CONAPP 31st July 1996

NS/97/00480/FUL proposed erection of extension to distribution building, extended loading bays and fire escape stair/lift shaft CONAPP 9th May 1997

NS/97/00481/FUL erection of an extension to existing office building CONAPP 17th June 1997

NS/97/00482/FUL erection of temporary storage building and retrospective approval of effluent treatment plant CONAPP 5th August 1997

NS/98/00494/FUL erection of an extension to form frozen fruit qa laboratory and detached fork lift truck garage (12.194 m x 8.858 m x 4.950 m high) CONAPP 1st September 1998

NS/98/00495/FUL erection of chilled store building for the storage of chilled products CONAPP 8th December 1998

NS/98/00496/ADV display of advertisements, two post mounted curved panels, three wall mounted folded panels and one wall mounted curved panel CONAPP 19th January 1999

NS/99/10469/FUL erection of new production building with construction of car park including landscaping, road crossing, junction, fencing, turnstiles, lighting and cctv CONAPP 12th July 1999

NS/99/10470/FUL erection of an additional gas fired boiler chimney, installation of 4 new silo's and one existing silo re-located, alteration/installation of platforms and stairways CONAPP 3rd September 1999

11.0 Additional Information

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)
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Cabinet Member (Portfolio Holder) Cllr M. Price
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Local Member Cllr Roger Hughes

Cllr David Minnery

Appendices
APPENDIX 1 - Conditions

APPENDIX 1**Conditions****STANDARD CONDITION(S)**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act, 1990 (As amended).

2. The development shall be carried out strictly in accordance with the approved plans and drawings.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and details.

CONDITION(S) THAT REQUIRE APPROVAL BEFORE THE DEVELOPMENT COMMENCES

3. No built development shall commence until samples of all external materials have been first submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained as such for the lifetime of the development.

Reason: To ensure that the external appearance of the development is satisfactory.

4. No development shall take place until a scheme for dealing with surface water drainage has been submitted to, and approved by the Local Planning Authority. The approved scheme shall be completed before the development is first brought into use.

Reason: To ensure satisfactory drainage of the development and to avoid highway safety implications.

CONDITION(S) THAT ARE RELEVANT FOR THE LIFETIME OF THE DEVELOPMENT

5. All development, demolition or site clearance procedures on the site to which this consent applies shall be undertaken in line with the Ecological Appraisal Report submitted dated December 2013 by SLR.

Reason: To ensure the protection of statutorily protected species.

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