

The application seeks planning permission for the change of use of Unit B, Dalewood Road, Chesterton, from a mobile switching centre to a use falling within Class B1 (c) (light industry), B2 (general industrial) and/or B8 (storage and distribution).

The application site lies within the urban area of Newcastle as indicated on the Local Development Framework Proposals Map.

The statutory 13 week determination period for the application expires on 12th December 2016

RECOMMENDATION

Subject to no representations/consultation responses being received by 14th October that raises issues that haven't been addressed within this report and which cannot be dealt with by the use of appropriate conditions, the Head of Planning be given the delegated Authority to PERMIT the application subject the following conditions and any further conditions as recommended by consultees:

- 1. Time limit**
- 2. Approved plans**
- 3. Prior approval of plan showing secure weatherproof cycle parking for 8 cycles**
- 4. Prior approval of plan showing 30 car parking spaces to then be marked out prior to occupation**

Reason for recommendation

The principle of the change of use back to the original use of the premises for B1 (c), B2 and/or B8 use is considered acceptable in this established industrial area of Lymedale Business Park, and there would be no significant highway safety or car parking issues generated by the proposed development. The development would comply with the aims and objectives of the National Planning Policy Framework, which seeks to promote and encourage economic development

Statement as to how the Local Planning Authority has worked in a positive and proactive manner in dealing with this application

This is considered to be a sustainable form of development and so complies with the provisions of the National Planning Policy Framework.

KEY ISSUES

Full planning permission is sought for the change of use of Unit B on Dalewood Road, Chesterton, from a mobile switching centre to a mixed use of B1 (c) light industrial, B2 general industrial and B8 storage and distribution. The unit is located on Lymedale Business Park which is an established area of business and industrial development.

The property was built in 2000 for a B1, B2 and B8 use, and then the use was changed that year to a mobile switching centre. It has remained in this use since the year 2000.

The only access into the site is shared with the neighbouring industrial unit (unit C), and there is an existing car parking and servicing area.

The key issues in the determination of the application are:

- The principle of the change of use to the mixed industrial use
- The impact on highway safety and car parking

- Any environmental health and waste storage and collection implications of the proposed development

The principle of the change of use to mixed industrial use

The property was granted a change of use to mobile switching centre from a mixed industrial use soon after it was constructed in the year 2000. The NPPF sets out that the Government is committed to securing economic growth in order to create jobs and prosperity, and that the planning system should do everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth, and significant weight should be given to the need to support economic growth through the planning system.

Policy SP2 of the Core Spatial Strategy supports economic development in existing industrial areas.

The proposal to change the use of the property back to a mixed industrial use is considered to comply with the development plan and the aims and objectives of the National Planning Policy Framework, and there are no policy reasons why the change of use back to its original use should be prevented in principle.

The impact of the development in terms of highway safety and car parking

The application proposes 30 car parking spaces, which includes 2 disabled car parking bays.

The Newcastle under Lyme Local Plan 2011 saved policy T16 indicates that development will not be permitted to provide more parking than the maximum level set out in appendix 3 and that development will not be permitted if significantly less parking than the maximum is provided and this would create or aggravate a local on street parking or traffic problem. Appendix 3 includes parking standards for B1 and B2/B8. The maximum vehicle parking standard for B1 uses is set at the highest level at 1 space per 30m² while the maximum standard for B2/B8 is 1 space per 80 m². Based on these standards, the proposed development should have between 23 and 62 car parking spaces depending on the final occupant use.

The current use of the property is for a mobile switching centre, which is similar to a Class B1(c) use, and as such the maximum level of parking required by policy is 62 spaces. This use was permitted with 25 car parking spaces, less than half of the maximum parking level. The current proposal increases the level of parking provided on site and therefore improves parking provision. Therefore the proposal should be viewed as a highway gain as it could be put to a similar B1 (c) use to the current use but with improved parking provision. The level of proposed car parking would be acceptable for the B2 and B8 uses proposed, which require fewer parking spaces in accordance with policy.

8 cycle spaces are required to be provided for the development, contrary to the 5 spaces which the agent advises will be provided in line with the local plan cycle standards.

Overall, the application is considered acceptable in terms of highway safety and car parking and the development would comply with the aims and objectives of the National Planning Policy Framework.

APPENDIX

Policies and Proposals in the approved Development Plan relevant to this decision:-

Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy 2006 - 2026 (Adopted 2009) (CSS)

Policy CSP1: Design Quality
Policy CSP2: Historic Environment
Policy ASP5: Newcastle and Kidsgrove Urban Area

Newcastle-under-Lyme Local Plan 2011 (NLP)

Policy T16: Development and general car parking requirements
Policy T18: Development and servicing requirements

Other material considerations include:

National Planning Policy Framework (March 2012)

Planning Practice Guidance (2014)

Newcastle-under-Lyme and Stoke on Trent Urban Design Guidance (adopted December 2010)

Relevant Planning History

00/00128/FUL	Permitted	Erection of an industrial unit for Class B1, B2 and B8 use
00/00380/COU	Permitted	Change of use to mobile switching centre
00/00550/FUL	Permitted	External alterations to existing building
00/00551/FUL	Permitted	Formation of external plant compound

Views of Consultees

The **Highway Authority** has no objections to the application, subject to conditions relating to details of parking provision for 30 spaces to be submitted and approved prior to use of the development, and that notwithstanding the transport statement, plans for the secure weatherproof parking for 8 cycles are submitted to, approved and provided prior to use.

The **Environmental Health** Division has no objections

The **Waste Division** and the **Locality Area Partnership** have also been consulted, and have until 7th October 2106 to comment. Any comments received will be reported.

Representations

No representations have been received to date. Any comments will be reported and taken into consideration.

Applicant/agent's submission

The application is accompanied by a Transport Statement and a covering letter.

All of the application documents can be viewed at the Guildhall or using the following link.

<http://publicaccess.newcastle-staffs.gov.uk/online-applications/PLAN/16/00732/COU>

Background Papers
Planning File
Development Plan

Date report prepared

22nd September 2016