

The application seeks full planning permission for an extension to an existing industrial warehouse unit on an established industrial estate in Talke. The proposed extension would have a floor area of 1045 square metres.

The site lies within the urban area of Newcastle which has no specific land-use designations as indicated on the Local Development Framework Proposals Map.

**The statutory 13 week determination period for the application expires on 9th December 2016**

### **RECOMMENDATION**

**PERMIT subject to the following conditions;**

- 1. Time limit**
- 2. Approved plans and details**
- 3. Materials as per the submission**
- 4. Provision of parking servicing and turning areas prior to the extension being brought into use**
- 5. The vehicular one way system shall be signed and marked out prior to use**
- 6. Submission and approval of secure weatherproof parking for a minimum of 10 cycles**

### **Reason for recommendation**

The development will bring about economic development and the principle of extending this industrial building for the purposes of increasing industrial floor space for the business is acceptable. The design is also considered to be acceptable in this location within an industrial estate, as is the level of parking proposed. Overall, the development would comply with the provisions of the Development Plan and the provisions of the National Planning Policy Framework.

### **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**

This application is for full planning permission for an extension to an existing industrial warehouse unit to provide an additional 1,045sqm of floor space of the building. The site is located on an established industrial estate that has no specific land use designations.

The existing access will continue to be utilised off Diglake Close.

The main issues to consider in this proposal, therefore, are as follows;

- Is the principle of a further extension to the building acceptable?
- Is the design of the extension acceptable? and
- Car parking and highway safety?

### **Is the principle of a further extension to the building acceptable?**

Paragraph 19 of the NPPF indicates that "The Government is committed to ensuring that the planning system does everything it can to support sustainable 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 application indicates that the proposed extension is now required to meet the demands of a growing business at the premises which operates as a metal storage and distribution business. Whilst the application indicates that there would be no additional employment opportunities created by the proposed extension the proposal would help the business to operate more functionally within the site and presumably negate the need to move premises.

Policies of the Core Spatial Strategy support proposals for employment provision and due to the location of the extension in an established employment area with good links to the transport system it is considered that the proposal would accord with the guidance and requirements of the NPPF.

#### Is the design of the extension acceptable?

The National Planning Policy Framework states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Policy CSP1 of the Core Spatial Strategy outlines how the design of new development is assessed which includes amongst other requirements the need to promote and respect the areas character and identity.

The existing building is large with a footprint of 5780 square metres and a double floor height (measuring approximately 7.2m to eaves and 12.2m to ridge). It has a functional appearance constructed mainly in facing brickwork, but also incorporating some sheet cladding at a high level. On the majority of the building is a corrugated fibre cement panel double pitched roof, incorporating polycarbonate roof lights. There is also a subordinate flat roofed single storey element of the existing building on part of the southern elevation of the building wrapping round on the eastern elevation.

The proposed extension would be located on the south elevation and would have a footprint of 1045 square metres. It has a shallow, mono-pitched roof that extends to just below the eaves of the double height building. The materials would fully match those of the original building but the extension would appear as a modern and functional extension. There would be very limited views of the proposal from outside of the site and none from any main vantage points.

Overall given the appearance of the existing building and its context, the design of the proposal is considered acceptable and would not harm the visual amenity of the area. The development is therefore considered to be in accordance with the guidance and requirements of the NPPF and policy CSP1 of the CSS.

#### Car parking and highway safety?

Saved Policy T16 of the Local Plan states that development which provides significantly less parking than the maximum specified levels will not be permitted if this would create or aggravate a local on-street parking or traffic problem, and furthermore that development may be permitted where local on-street problems can be overcome by measures to improve non-car modes of travel to the site and/or measures to control parking and waiting in nearby streets. Appendix 3 sets out maximum parking standards for different uses. For B8 uses it specifies a maximum of 1 space per 80m<sup>2</sup> which would equate to a maximum requirement of around 13 parking spaces for the additional floor space and a maximum of 75 parking spaces in total taking into account the existing floor space of the building.

The most up to date planning advice on highway safety matters is contained within the NPPF. The NPPF advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

The application has been supported by a transport statement that indicates that 69 parking spaces will be provided within the application site. A site traffic layout plan has been submitted to show how the 69 spaces can be accommodated and how cars and delivery vehicles will manoeuvre the site using a one way system. It is considered that it has been demonstrated that the level of parking proposed would not create or aggravate a local on-street parking or traffic problem. Subject to the conditions recommended by the Highway Authority, which are considered acceptable, the development is considered to comply with policy T16 of the local plan and the requirements and guidance of the NPPF.

## **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 SP2      Spatial Principles of Economic Development  
Policy SP3      Spatial Principles of Movement and Access  
Policy CSP1     Design Quality  
Policy CSP3     Sustainability and Climate Change

Newcastle-under-Lyme Local Plan 2011 (NLP)

Policy T16 – Development – General 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**

N2315 (1975)    Erection of offices            Permit

### **Views of Consultees**

The **Coal Authority** do not object to this planning application.

The **Highway Authority** raises no objections subject to conditions that secure the parking, turning and servicing areas prior to the use of the extension, the one way system being signed and marked out for the life of the development and the submission and approval of a secure weatherproof parking for a minimum of 10 cycles.

The **Environmental Health Division** raises no objections.

The **Waste Management Section** has been consulted on this application and has not responded by the due date of the 07.10.2016 and it is assumed that they have no comments to make on the application but any comments received prior to the committee meeting will be reported.

**Staffordshire County Council Flood Risk Team** have indicated that considering the scale of the development and existing site conditions, they have no comments to offer on this occasion.

### **Representations**

No representations have been received to date.

### **Applicant/agent's submission**

The application is supported by a design and access statement, transport statement and eh requisite plans.

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/16/00659/FUL>

### **Background Papers**

Planning File  
Development Plan

Date report prepared

14<sup>th</sup> October 2016