

The application seeks full planning permission for the partial demolition of an existing warehouse, new two storey offices, new cladding and associated works.

The site, which extends to an area of approximately 1.95 hectares, lies within the Kidsgrove Neighbourhood and Urban Area on the Local Development Framework Proposals Map.

The 8 week period for this application expires on 29th March 2018.

RECOMMENDATION

PERMIT subject to conditions relating to:

- 1. Time limit**
- 2. Approved plans**
- 3. Prior approval of the external facing materials.**
- 4. Amended service area access**
- 5. Provision of accesses, parking, servicing, and turning areas prior to the development being brought into use.**
- 6. Existing site access to be permanently closed and reinstated as footway**
- 7. Provision of weatherproof parking for a minimum of 9 cycles**
- 8. Construction Method Statement**
- 9. Prior approval of any new external lighting**

Reason for Recommendation

The revisions sought to the approved plans result in a building that is acceptable in appearance and accords with national and local policy regarding design.

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

The proposal is considered to be a sustainable form of development in compliance with the provisions of the National Planning Policy Framework.

Key Issues

The application seeks full planning permission for the redevelopment of this now vacant site involving the partial demolition, extension and refurbishment of the existing building for use falling with Class B8 (Storage and Distribution), Class B2 (General Industrial) and Class B1 (Business).

The main issues to be addressed in the determination of this application are as follows:-

1. Is the proposed development acceptable in principle?
2. Is the proposed development acceptable in respect of its design and appearance?
3. Does the proposed development result in an unacceptable impact on residential amenity?
4. Does the proposed development raise any highway safety/parking concerns?

Principle of the proposed development

Policies of the CSS seeks to support and encourage economic development with Policy SP2 seeking to support economic development that results in improvement in the levels of productivity, modernisation and competitiveness of existing economic activities.

The current NPPF at paragraph 19 highlights that the Government is committed to ensuring that the planning system does everything it can to support 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 draft text of the NPPF which is currently out for consultation indicates that Government policy is not set to fundamentally change in the near future.

Whilst the proposal involves a two storey extension on the northern end of the building, overall the proposed development would result in a reduction in the amount of floorspace provided on the site as the floorspace lost to the demolition of the southern end of the building exceeds the floorspace that would be created. Notwithstanding this it is considered that the proposed development would accord with such local and national policies as it will enable the existing building on the site to be modernised and suitable for a variety of employment generating uses and thereby brought back into use

In principle therefore the proposed development is acceptable.

Design

The proposal involves the adaptation of a sizable building which is located within the context of an existing employment site.

The building, as existing, has three storey office accommodation along the front elevation. The proposed refurbished building and extension would result in the removal of such office accommodation. The proposed front elevation is to be clad in metal with a limited number of openings. To break up this elevation, visually, there are some sections of vertical cladding and some sections of horizontal cladding. The office floorspace at the southern end of the building, within a proposed extension, is also to be metal clad and includes a number of windows serving two floors providing some visual interest to the building.

In the context of this employment site it is considered that the design and appearance of the proposed building is acceptable.

Residential amenity

The nearest existing residential property is some distance from the site and whilst outline planning permission has been permitted on land which is closer to the application site it is considered to be at a sufficient distance for it to be concluded that residential amenity will not be adversely affected by the development, particularly bearing in mind the existing lawful use of the premises and that no increase in floorspace is proposed. It is noted that the Environmental Health Division have not objected

Highway safety/parking

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. The current NPPF, at paragraph 32, states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

In March 2015 the Secretary of State gave a statement on maximum parking standards indicating that the government is keen to ensure that there is adequate parking provision both in new residential developments and around town centres and high streets. This position is reflected in the draft NPPF which indicates, at paragraph 107, that maximum parking standards for residential and non-residential development should only be set where there is clear and compelling justification that they are necessary that they are necessary for managing the local road network.

In this case, the existing parking area to the rear of the building is to be retained and given that the amount of floorspace is to be reduced as part of this proposal it is considered that it could not be argued that the level of parking is unacceptable.

There are currently three vehicular access points onto the site. Two of these access will be retained, one serving the rear parking area and one serving the service area. The third access is to be closed and this could be considered to be a highway gain.

Subject to the conditions as recommended by the Highway Authority it is considered that the proposal is acceptable with regard to highway safety and parking.

APPENDIX

Policies and proposals in the approved development plan relevant to this decision:-

[Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy \(CSS\) 2006-2026](#)

Policy SP1: Spatial Principles of Targeted Regeneration
Policy SP2: Spatial Principles of Economic Development
Policy SP3: Spatial Principles of Movement and Access
Policy ASP5: Newcastle and Kidsgrove Urban Neighbourhoods Area Spatial Policy
Policy CSP1: Design Quality
Policy CSP3: Sustainability and Climate Change

[Newcastle-under-Lyme Local Plan \(NLP\) 2011](#)

Policy T16: Development – General Parking Requirements
Policy T18: Development – Servicing Requirements

Other Material Considerations include:

[National Planning Policy Framework \(NPPF\) \(2012\)](#)

[Planning Practice Guidance \(March 2014\)](#)

[Draft revised National Planning Policy Framework](#)

Relevant Planning History

10/00136/FUL Permitted - Generator and associated housing
11/00016/FUL Permitted - Generator and associated housing
11/00591/FUL Permitted - Relocation of existing test rig equipment with extension to recycling area
12/0379/FUL Permitted – Proposed alterations to loading bay
13/00195/FUL Permitted – Relocation of existing generator
14/00728/PLD Permitted - Application for a lawful development certificate for proposed remodelling of reception to office building, overcladding and upgrading/replacement of windows to the street elevations and roof to existing buildings. Erection of a screen wall to hide existing plant and machinery
14/00736/FUL Permitted – new industrial unit, link to existing unit, and associated service area and car parking
14/00738/FUL Permitted – alterations to existing car park and associated landscaping
17/00848/FUL Permitted – variation to condition 2 of 14/00736/FUL to allow for amendments to the approved elevations through the introduction of additional windows.

Views of Consultees

The **Coal Authority** has no objections.

The **Environmental Health Division** has no objections, subject to a condition requiring prior approval of external lighting.

The **Highway Authority** has no objections subject to conditions relating to the following:

- Amended service area access
- Provision of accesses, parking, servicing, and turning areas prior to the development being brought into use.
- Existing site access to be permanently closed and reinstated as footway
- Provision of weatherproof parking for a minimum of 9 cycles
- Construction Method Statement

The views of **Kidsgrove Town Council** have been sought, however as they have not responded by the due date it is assumed that they have no comments.

Representations received

None

Applicant's/Agent's submission

The application form and plan and supporting information are available for inspection at the Guildhall and on the website that can be accessed by following this link <http://publicaccess.newcastle-staffs.gov.uk/online-applications/PLAN/18/00029/FUL>

Background papers

Planning files referred to
Planning Documents referred to

Date report prepared

8th March 2018