

Planning Services

COMMITTEE REPORT

APPLICATION DETAILS

APPLICATION NO: 7/2011/0046/DM
FULL APPLICATION DESCRIPTION: ERECTION OF NEW INDUSTRIAL BUILDING TO REPLACE FIRE DAMAGED UNIT
NAME OF APPLICANT: MR ISRAEL FRANK
ADDRESS: STILLER GROUP, RIDGEWAY, AYCLIFFE BUSINESS PARK
ELECTORAL DIVISION: AYCLIFFE EAST
DAVID GIBSON
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DESCRIPTION OF THE SITE AND PROPOSALS

1. The application site is located on Ridgeway within the Aycliffe Industrial Estate. The application site consists of a large area of hardstanding that once was the site of a large industrial unit that was destroyed by fire in 2010. The subsequent materials have been removed from the site with the site now being totally cleared, leaving only the concrete base. This will not be removed during construction, with the new building simply placed on top of the existing base.
2. The applicant seeks planning permission for the rebuild of the fire damaged unit. The building is to be reinstated on a like for like basis and there will be no change in the style, design or size of the building. The proposed building will have a floor space of approximately 7,900 sq. metres. It will measure 9.5m to the eaves and an overall height of 11.5 metres.
3. This application is reported to committee as it falls within the definition of a major development.

PLANNING HISTORY

4. Planning permission was granted in 1999 (1999/0536/DM) for the erection of a warehouse. This building recently burnt down.

PLANNING POLICY

5. National Policy:

Planning Policy Statement 1: Delivering Sustainable Development sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system.

Planning Policy Statement 4: Sustainable Economic Development sets out the Government's comprehensive policy framework for planning for sustainable economic development in urban and rural areas.

Planning Policy Guidance note 13: Transport sets out the government's policies on transport with particular emphasis on reducing the dependence on the use of the private car.

Planning Policy Statement 22: Renewable Energy sets out the governments policies on the use of renewable energies.

6. Regional Policy:

The North East of England Plan - Regional Spatial Strategy to 2021 (RSS) July 2008, sets out the broad spatial development strategy for the North East region for the period of 2004 to 2021. The RSS sets out the region's housing provision and the priorities in economic development, retail growth, transport investment, the environment, minerals and waste treatment and disposal. Some policies have an end date of 2021 but the overall vision, strategy, and general policies will guide development over a longer timescale.

Policy 2 (Sustainable Development) sets out that proposals should seek to promote sustainable development through social, economic and environmental objectives.

Policy 3 (Climate Change) sets out the regional policy on contributing to the mitigation of climate change and assisting adaptation to the impacts of climate change.

Policy 4 (Sequential Approach to Development) provides that a sequential approach to the identification of land for development should be adopted to give priority to previously developed land and buildings in the most sustainable locations.

Policy 7 (Connectivity and Accessibility) seeks to minimize the need to travel by promoting public transport, travel plans, cycling and walking. Green Travel Plans are encouraged.

Policy 24 (Delivering Sustainable Communities) seeks to ensure that all development within the Region should be designed and located to deliver sustainable communities.

Policy 38 (Sustainable Construction) sets out the regional policy to support sustainable construction in planning proposals.

Policy 39 (Renewable Energy Generation) requires at least 10% of the energy requirements of development proposals to be met by decentralized and renewable or low carbon sources.

7. Local Plan Policy

Policy D1 General Principles for the Layout and Design of New Developments sets out several key principles for the layout and design of new developments.

Policy D2 Design for People requires developments to take account of personal safety and security of property, access needs of users and provision of appropriate facilities such as toilets, baby changing facilities, public seating etc.

Policy D3 Designed with pedestrians, cyclists, public transport aims to ensure that new developments are accessible and safe for pedestrians, cyclists, public transport, cars and other vehicles.

Policy IB2 Designation of Types of Industrial Areas. This site falls within the General Industrial Estate.

Policy IB6 Acceptable uses in General Industrial Areas states that new industrial and

business areas will be supported in certain locations.

CONSULTATION AND PUBLICITY RESPONSES

8. EXTERNAL/STATUTORY RESPONSE

The Highway Authority has no objections to the development as it will replace an existing building on the site.

Great Aycliffe Town Council has no objections to the development.

Northumbrian Water Limited has no objections to the development.

9. INTERNAL CONSULTEES

There have been no internal responses.

10. PUBLIC RESPONSES

The application was advertised in the press, site notices were placed around the site and the local residents were consulted via direct neighbour notification. No objections were received with regards to the scheme.

APPLICANTS STATEMENT

11. The applicant has not provided a statement in support of this application.

PLANNING CONSIDERATIONS AND ASSESSMENT

12. In assessing the proposals against the requirements of the aforementioned planning policies, and having regard to all material planning considerations the main planning considerations in this case concern the principle of the development, the impacts on the neighbouring properties and the impact of the development on the surrounding environment and the impacts on the highway network.

Principle of the development

13. The applicant seeks planning permission for the erection of a unit that will be a like for like replacement of a unit that was damaged by a recent fire. The site lies within the area defined by Policy IB2 of the Adopted Local Plan which is a General Industrial Estate.

14. PPS4 states that Local Planning Authorities should plan for and facilitate a supply of land which will be able to cater for the differing needs to businesses and the employment needs of the whole community.

15. As stated above, the development is replacing an existing building which was damaged by fire. Local Plan Policy IB6 lists the acceptable uses in General Industrial Estates. This development will be for storage and distribution, as was the original development on the site. It is therefore considered that the scheme is consistent with the contents of Local Plan Policy IB6 and PPS4. This scheme would develop allocated employment land to provide employment opportunities in an area where they are needed and where they can contribute to a sustainable pattern of development. This location is accessible by public transport so therefore accords with PPG13.

16. In planning policy terms it is considered that this development is acceptable in principle as it accords with Policy IB6 of the Local Plan and national policy contained in PPS4 and PPG13.

Design

17. Policy D4 states that the layout and design of new industrial development will normally be expected to have a standard of building comparable to the type of estate in which it is located. Although this development is located within the General Industrial Estate (rather than a Prestige Industrial Estate) a good design and an attractive environment is still important as the proposed development will be located in a relatively prominent location.
18. It is considered that the layout of the units is sympathetic to that of existing buildings in the area. The size and form of the buildings will also be in keeping with the surrounding buildings and it is considered they will assimilate well into the industrial estate. The development is therefore considered to accord with Policy D4 of the Local Plan.

Highways

19. Policy D1 seeks to ensure that new development will not have an adverse impact on highway and pedestrian safety and to ensure that the development would not generate traffic that would create significant impact on the conditions of the neighbouring properties. Traffic generated by a development is an important consideration in determining a planning application. A proposal that would be harmful to highway safety or that would generate traffic movements that would affect the environment of the locality will not normally be permitted.
20. The Highway Authority has raised no objection to the proposals, noting that the scheme will not differ from the previously approved scheme in terms of highway impacts, as it will only be replacing the fire damaged building.
21. Overall, it is considered that the development is acceptable from a highway safety perspective and therefore accords with Policy D1 of the Local Plan.

Impacts on neighbouring land users

22. Policy D4 states that landscaping on industrial areas will soften the edge of new developments and will help screen unsightly areas. The policy goes on to say that the landscaping will help to lessen air pollution, reduce the effect of noise on neighbouring uses and provide shelter.
23. This development benefits from existing screening of the site which screened the original building. It is not considered necessary to increase the level of landscaping on site. The existing screening combined with the limited height of the building successfully limited the impacts on the development on the neighbouring land users.
24. It is therefore considered that the development will not have an adverse impact on the surrounding land users as the development accords with Policy D4 of the Local Plan.

Energy Efficiency

25. The application makes no detailed reference to the inclusion of embedded renewable energy generation nor does it demonstrate how the development would assist in reducing energy consumption. This is not in accordance with the policies contained

within the Regional Spatial Strategy which requires the incorporation of 10% embedded renewable energy in major new developments of all types. This proposal would therefore benefit from the incorporation of energy efficiency measures and embedded renewable energy generation and this could be achieved by imposition of an appropriate condition as suggested by the Low Carbon Section. This is in accordance with Policy 39 (Renewable Energy Generation) of the Regional Spatial Strategy.

CONCLUSION

26. In conclusion, it is considered that the development is acceptable as it will not have an adverse impact on the highway network and will not have an adverse impact on the surrounding units. The rebuilding of the fire damaged unit will help to safeguard the existing jobs and help the Stiller Group regain full working capacity. This will help to ensure the future of the business in this tough economic climate. Therefore the development is considered to accord with Policies IB2, IB6, D1, D2, D3 of the Adopted Local Plan and Policies 2, 3, 4, 7, 8, 24, 38, and 39 of the North East of England Plan - Regional Spatial Strategy to 2021.

RECOMMENDATION

That the application be **APPROVED** subject to the following conditions:

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

6059 – 002

6059 – 003

6059 – 004

6059 – 005

6059 – 006

6059 – 007

3. Notwithstanding any description of the materials in the application, no development shall be commenced until details of the materials and detailing to be used for the external surfaces, including the roof and render colour, of the building have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details to the satisfaction of the Local Planning Authority.

4. Prior to commencement of development a scheme to minimise energy consumption shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for 10% embedded renewable energy. Thereafter the development shall operate in accordance with the approved scheme unless otherwise agreed in writing.

REASONS FOR THE RECOMMENDATION

The proposed development comprising an industrial unit would represent the efficient and effective use of previously-developed land in a sustainable and accessible location within a designated industrial estate. The proposals are of an appropriate design, scale, layout and materials which would not result in significant adverse affects upon the character of the area, the amenity of adjoining land users, or detriment to highway safety. As such the proposals are considered to comply with of Policies, IB2, IB6, D1, D2 and D3 of the Sedgefield Borough Local Plan (which is a saved plan in accordance with the Secretary of States Direction under paragraph 1 (3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004), and Policies 2, 3, 4, 7, 8, 24, 35, 38, and 39 of the North East of England Plan - Regional Spatial Strategy to 2021.

BACKGROUND PAPERS

- Submitted Application Forms and Plans
 - Sedgefield Borough Local Plan 1996
 - Planning Policy Statements/Guidance notes: PPS1, PPS4, PPG13 and PPS22
 - Regional Spatial Strategy
 - Responses from Highway Authority, Great Aycliffe Town Council and Northumbrian Water
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