

Planning Application Assessment Sheet

Application Number: 13/0672

Case Officer: CJ

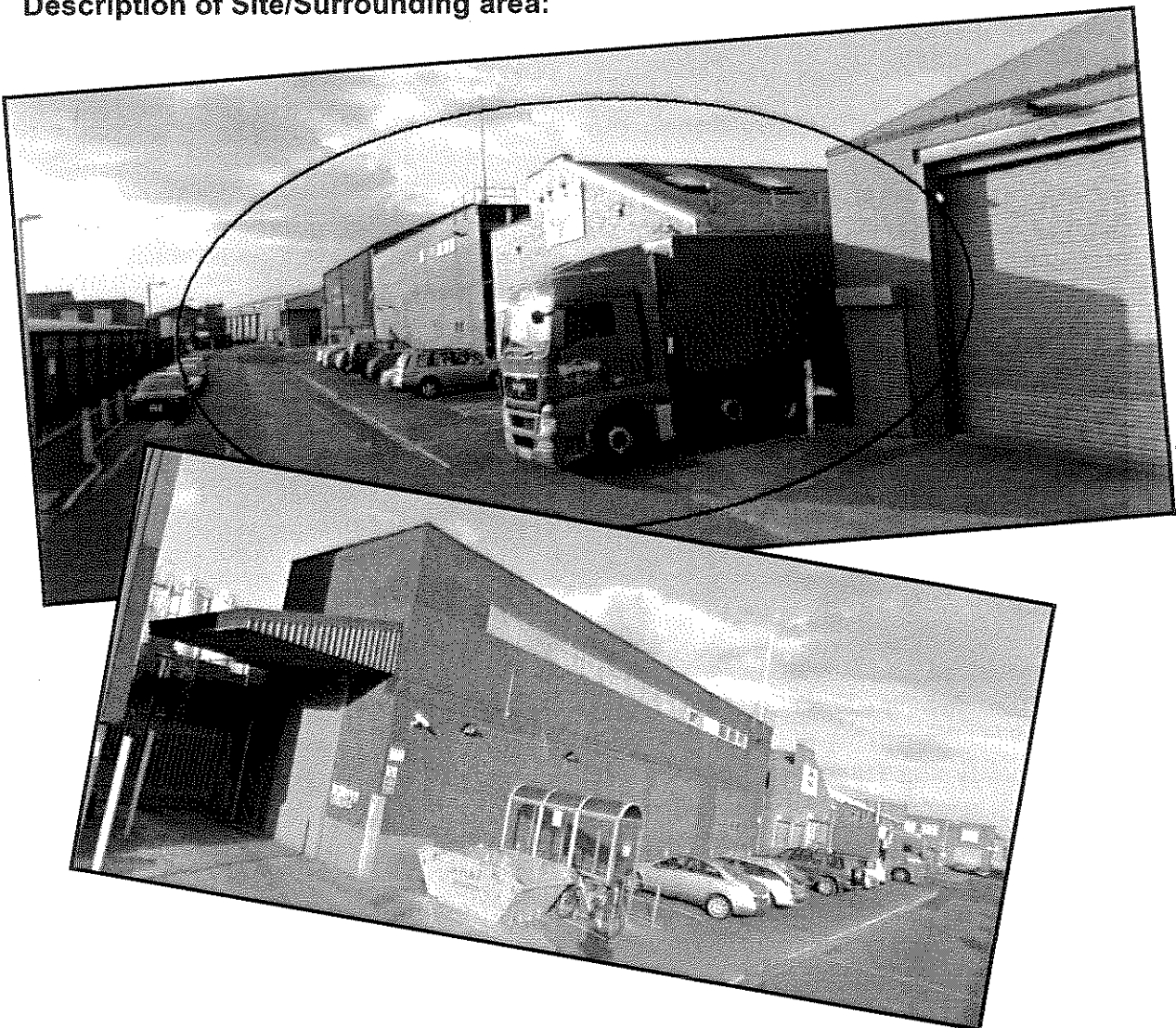
Location: Warburtons Ltd, Brinwell Road

Site Visit: 06/11/2013

Proposal: External alterations including part demolition of existing premises and associated outbuildings, installation of external staircase to rear and new vehicular access doors to all elevations, and use of premises as altered as 12 industrial/storage/business units within Use Classes B1/B2 and B8 with associated access road, car parking and service areas.

The largest unit would be 201 sqm and the smallest would be 76 sqm. The average size of the units would be 129.75 sqm. 35 parking spaces would be provided.

Description of Site/Surrounding area:



Brinwell Road is allocated under the Local Plan as Industrial and Business Land. The un-adopted road runs at a 'dogs leg' angle between Cornford Road to the east and Clifton Road to the north.

The application site would have originally been two separate industrial looking buildings which have been extended to provide a single unit. The building has a total

floor space of approximately 2380 sqm and is largely single storey (1950 sqm) with some office and staff facilities provided at first floor (430 sqm).

There are 12 parking spaces and a covered cycle shelter on a shallow forecourt in front of the building. On the road opposite the site, there are signs suggesting that there are approximately 10 on-street parking spaces reserved for 'Warburtons Personnel'. However, these are not marked out and are not within the red edge on the submitted location plans.

To the north west of the building there is a narrow vehicle access which leads to a loading bay, a rear yard area and stores. To the south east there is vehicle access to a loading bay.

The building is unremarkable in appearance with little architectural merit externally and appears as a purely functional industrial unit.

Surrounding properties are all industrial/business uses and there are no residential uses in the vicinity.

Enforcement/Appeal/History/Background:

84/1102 – Use of premises as a bakery. GTD 21/09/1984

85/0057 – Erection of link between existing bakery and adjacent building. GTD 11/03/1985

870063 – Erection of extension to side to form despatch area. GTD 15/10/1987

91/0751 – Erection of single storey side extension to form new despatch and loading facility. GTD 07/08/1991

98/0141 - Erection of first floor extension and external staircase. GTD 22/04/1998

99/0059 - Erection of single storey rear extension. GTD 10/03/1999

08/0503 - Erection of two new flour silos to rear. GTD 23/07/2008

Relevant Policies/SPD's:

NPPF paragraphs 56-68.

DE1 Industrial and Business Land Provision

NE6 Protected Species

LQ1 Lifting the quality of design

LQ8 Energy and Resource Conservation

LQ14 Extensions and Alterations

BH3 Residential and Visitor Amenity

BH4 Public Health and Safety

AS1 General Development Requirements

Representation/Consultation response:

The Head of Transportation - Brinwell Road is an un-adopted road which links Clifton Road with Cornford Road and the use of the surrounding premises is a currently a mixture of industrial, storage and business. The proposal seeks to introduce similar uses for the site which would be ok, however the proposal is intensive and vehicle trips associated with this proposal due to the scale may create block back and conflict between different users. This however is unlikely to affect the public highway. The

volume of trips associated with this proposal maybe similar to that off the previous use, no supporting information has been provided though, however the pattern of trips will be different.

The layout for some of the parking areas will result in vehicles parked in spaces adjacent to the building being blocked-in. This is more of a management issue for the end user/operator should the car parking layout be retained.

Servicing areas proposed are unlikely to cater for vehicle larger than a transit and service vehicles left on the road for loading and unloading may interfere with vehicular movements for short periods.

The turning areas shown appear to be sub-standard and larger vehicles will have to undertake a multitude of movements to be able to drive out in forward gear. The other option would be to reverse a significant distance which is not good and could lead to highway safety issues.

A less intensive proposal would be better with access and car parking being improved.

Environmental Protection (contaminated land) - Due to the historic land uses of the site a Phase 1 study will need to be submitted, If this shows a likelihood of contamination to be present a Phase 2 Desk Study will need to be provided to the Contaminated Land Officer. If the Phase 2 shows that there are elevated concentrations of contaminates a remediation strategy shall be submitted and approved before works takes place. Please note that certain industrial uses will require permits under the Environmental Permitting Regulations 2010.

Assessment:

1. Policy – principle of development

The building is currently unoccupied but the last use was as a B2 bakery. The principle of industrial/storage/business uses (B1/B2 and B8) are considered acceptable in industrial areas. Extensions and alterations to facilitate bringing empty industrial units back into use are also considered to be acceptable in principle subject to design, amenity and highway safety considerations.

Policy DE1 states that within the industrial sites around Clifton Road, offices, research/development, light/general industry and warehousing uses would be permitted in principle.

The proposal involves demolition and although it is unlikely that there are bats present, bats are fully protected by the Wildlife and Countryside Act 1981. Circular 06/2005: Biodiversity and Geological Conservation – Statutory Obligations and their impact within the Planning System (paragraph 99) states 'Bearing in mind the delay and cost that may be involved, developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by the development.' As such, a full bat survey isn't considered necessary in this instance unless a licensed bat worker identifies evidence of the presence of bats. A condition requiring that the property is inspected by a bat worker is considered necessary and if there is evidence of bats at the property, a full

Bat Survey and Bat Mitigation Plan should be submitted and agreed prior to the commencement of any works, in accordance with Policy NE6 of the Local Plan.

2. Amenity

There are no nearby residential uses which could be affected by the proposed development. As such it is not considered necessary to restrict the hours that the units could operate.

The proposal involves partial demolition of part of the front, side and rear elevations to provide more external space for parking, servicing and vehicle manoeuvring. The proposal would have little impact on visual amenity in the area.

No refuse storage facilities are shown on the plans and a condition requiring these details to be submitted before the units are occupied is considered necessary in the interests of visual amenity and to ensure each unit has access to recycling facilities. An Environmental Protection Officer has requested a phase 1 desk top study to be undertaken and submitted and this should be required by condition to ensure there are no land contaminants which could affect human health or damage the environment.

3. Design

The current building has been extended to the side and rear and is not particularly attractive. The loss of single storey side extensions to the side and rear and the partial demolition of the front of the building and creating a new elevation is considered acceptable in design terms. Replacement walls would be constructed in matching brickwork and metal profile cladding which is acceptable in an industrial area.

The first floor is not included in this application. An informative stating that bringing the first floor back in to use may require planning permission should be included on the decision notice.

4. Highways

The Head of Transportation has not objected to the proposal but has stated that a less intense scheme would be better. The former bakery was operating 24 hours a day with deliveries and collections made by multiple HGV wagons on a daily basis. Creating smaller units would have the potential to be more intense if all of the units became B1 offices. However, this is unlikely and in any case, would not attract HGV's. Furthermore, given the size of the units (average 129.75 sqm of floor space), it's unlikely that multiple B2 industrial units would require regular HGV visits.

The size of the units would suggest they would be serviced/ visited by long wheel based trucks and transit type vans rather than HGV's. Visits to the site could become more frequent but the nature of the traffic would be more suitable on a relatively narrow side street compared with multiple HGV trips.

The car parking layout is in places awkward with vehicles being blocked in by other vehicles. However, the Head of Transportation has confirmed that this is more of a

management issue for the end user and has not suggested that this should be a reason for refusing the application.

The maximum car parking level requirements for a low accessibility B1 office use is 1:40 which in this case would be 39 parking spaces. 35 parking spaces would be provided and it is likely that the use of the building would be a mix of B1, B2 and B8 uses rather than only B1 uses. It is considered that 35 parking spaces would be sufficient for the proposed mix of uses given that the site is reasonably accessible and near a bus route. However, a condition requiring details of cycle storage is considered necessary to ensure the site can be accessed by a sustainable mode of transport.

Although the car parking layout and access isn't ideal, it isn't considered to be significantly worse than the previous bakery use. Furthermore, it's considered that the benefits of bringing the building back in to use and in the interests of the sustainability of the wider industrial estate, outweigh the minor issues with 5 of the 35 parking spaces proposed.

5 Crime and Disorder

No issues.

6. Human Rights - There are no human rights implications raised by this proposal.