

**DELEGATED**

**AGENDA NO.**

**REPORT TO PLANNING COMMITTEE**

**DATE: 6 December 2006**

**REPORT OF THE DIRECTOR OF  
DEVELOPMENT AND  
NEIGHBOURHOOD SERVICES**

**06/3137/COU**

**Former MFI Plc, Concorde Way, Stockton on Tees**

**Change of use from B2 use to B8 Storage and Distribution with ancillary B1 office use. Works to include part demolition & re-cladding of sub-division of the existing units and creation of new entrance**

**Expiry date: 19<sup>th</sup> December 2006**

**Summary:**

The application site is formed by a collection of industrial units located in the southeastern part of Preston Farm Industrial Estate. The site is bounded to the north by Concorde Way, to the east by Lockhead Close and to the west by Handley Close. Other industrial and office uses are sited adjacent to the premises.

The applicant seeks permission for the Change of use from B2 use to B8 Storage and Distribution with ancillary B1 office use. Works will include part demolition & re-cladding and sub-division of the existing units and creation of a new entrance.

The main planning considerations in respect of this proposal relate to the impact of this proposal on the industrial estate and the surrounding area.

There have been objections raised by the Head of Integrated Transport and Environmental Policy. The applicant has been notified of these objections and has been given time to address them. Once these are received they will be considered and an update report will be written prior to Committee.

Given that the area is a designated for industrial use in the Adopted Local Plan and the previous activities on site operated by MFI / Hygena and the layout of the proposal it is not envisaged that there will be a detrimental impact on the adjacent properties by granting approval to this application.

It is considered that the proposal accords with adopted local plan policy and is recommended that planning permission be granted subject to the amendments requested by The Head of Integrated Transport and Environmental Policy.

**RECOMMENDATION**

***Subject to the submission of a revised scheme satisfactorily addressing the concerns raised by the Head Of Integrated Transport and Environmental Policy, it is recommended that the application (06/3137/COU) be approved subject to the following conditions and any other considered relevant and necessary:***

- 01. The development hereby approved shall be carried out in accordance with the following approved plan(s): unless otherwise agreed in writing with the Local Planning Authority.  
Drawing Number(s): - SBC001, 633-PL-13, 633-PL-05, 633-PL-14, 633-PL-15**

**Reason: To define the consent.**

- 02. Details of all finishing materials shall be submitted to and approved in writing by the Local Planning Authority prior to work being carried out on site. Development shall be carried out in accordance with the approved details.**

**Reason: To enable the Local Planning Authority to control details of the proposed development.**

The decision to grant planning permission has been taken having regard to the policies and proposals in the Structure Plan and Stockton on Tees Local Plan Policy/Policies: GP1 and IN1 (c.)

## **BACKGROUND**

1. The existing development has operated as a manufacturing plant for MFI / Hygena for many years but ceased operation on 26<sup>th</sup> May 2006. Since this time the unit has remained vacant. This development proposes to bring the unit back into use.
2. There are three buildings on site, which are predominantly single storey framed structures with relatively shallow pitched roofs covered with profiled metal cladding. The external walls are similarly clad except for a base of facing brickwork, which extends up to single storey level in height.

## **THE PROPOSAL**

3. The application seeks consent for the subdivision of the former MFI / Hygena site including the establishment of new entrances to the subdivided space and loading doors.
4. The use of the unit will be changed from B2 (General Industrial) to B8 Storage and Distribution) use with ancillary office use.
5. Minor works will also be carried out with respect to the part demolition and re-cladding of the existing units on site. This work includes the creation of new service docks, new pedestrian entrances to the building, new windows and new fire escape doors. New cladding will be placed in areas that have been altered and any existing cladding will be painted to match.

## **PUBLICITY**

6. The adjacent properties have been notified individually. The neighbour consultation period expired on the 20<sup>th</sup> November 2006. One letter of

representation has been received to the proposed development from the adjacent properties and four letters of representation have been received from relevant consultees and one objection has been received. The comments received are summarised below;

### **Highways Agency**

7. The Highways Agency has no objection in principle to the above being granted planning consent, however the views of the local Highways Authority's Highway development control team should be taken into account.

### **Campaign to Protect Rural England**

8. We welcome this opportunity to enhance this industrial site and to bring the services provided more in line with other users of this industrial estate. Given the developments on adjacent sites and the access to good road systems this seems a much more appropriate use of this redundant building, and the loss of noisy manufacturing processes should mean a more qualitative environment for other local users.

### **Development Plans**

9. Preston Farm is allocated under IN (c.) of the adopted Local Plan, for the B1 and B2 uses and can therefore accommodate a mix of business and industrial companies providing they operate without any adverse impact on the adjacent users. The proposal falls out of the B1 and B2 use class but given the previous activities on the site I do not envisage that there will be a significant impact on adjacent properties.

### **Environmental Health Unit**

10. Further to your memorandum regarding the above, I have no objection to this application.

### **Head of Integrated Transport**

11. The parking provision is substandard for each unit and there is no provision for disabled car parking. The cycle bays provided are inadequate. Internal bins store collection points are not shown on the plans provided. Space between car parking rows is shown as 5m, which is inadequate. Clarification is required on whether the access onto Concord Way is to be closed or not. Access off Handley Close is unacceptable in terms of kerb radius road width, junction spacing and lack of pedestrian footway. No internal footpath links within the site.

### **Keely Malcolm – George Wimpey North Yorkshire**

12. With reference to the above application we do not wish to object, however, would advise that they increase the number of proposed car parking bays to avoid parking on Lockheed Close, where the situation with parking is currently poor.

## **PLANNING POLICY CONSIDERATIONS**

13. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise. In this case the relevant Development Plans are the Tees Valley Structure Plan (TVSP) and the Stockton on Tees Local Plan (STLP).
14. The following planning policies are considered to be relevant to the consideration of this application:

### **Adopted Stockton-on-Tees Local Plan**

#### Policy GP1

Proposals for development will be assessed in relation to the policies of the Cleveland Structure Plan and the following criteria as appropriate:

- (i) The external appearance of the development and its relationship with the surrounding area;
- (ii) The effect on the amenities of the occupiers of nearby properties;
- (iii) The provision of satisfactory access and parking arrangements;
- (iv) The contribution of existing trees and landscape features;
- (v) The need for a high standard of landscaping;
- (vi) The desire to reduce opportunities for crime;
- (vii) The intention to make development as accessible as possible to everyone;
- (viii) The quality, character and sensitivity of existing landscapes and buildings;
- (ix) The effect upon wildlife habitats;
- (x) The effect upon the public rights of way network.

#### Policy IN1 (c.)

Land is allocated for business and general industrial uses (Classes B1 and B2) at the following locations:

- (c.) Preston Farm Industrial Estate, Stockton

### **MATERIAL PLANNING CONSIDERATIONS**

15. The main planning consideration in respect of this proposal is the impact of this proposal on the industrial estate and the surrounding area.
16. The Adopted Local Plan states that the Council aims to increase opportunities for Investment and employment, and also to promote urban and rural regeneration. Generally, the Council considers that particular sites have qualities which prove attractive to certain types of industry and these are grouped accordingly.
17. It is considered that many types of industry and businesses can all co-exist in the immediate vicinity of each other. B1, B2 and B8 uses may all co-exist on industrial estates provided that the amenity of the adjacent properties is not adversely affected and high standards of amenity are met.
18. Preston Farm is allocated under IN (c.) of the adopted Local Plan, for the B1 and B2 uses and can therefore accommodate a mix of business and industrial companies providing they operate without any adverse impact on the adjacent users. The proposal falls out of the B1 and B2 use class but given

the previous activities on the site it is not envisaged that there will be a significant impact on adjacent properties.

19. Storage and distribution uses (B8) generate a large volume of traffic so the Highways Agency and the Head of Integrated Transport has been consulted with regards to any potential impact on the highways network. George Wimpey North Yorkshire has expressed concerns regarding a possible increase in on street car parking in the immediate vicinity. The applicant has submitted information with regards to levels of parking, traffic generation from the proposal and access to and from the site. This information has been forwarded to the Highways Agency and The Head of Integrated Transport to determine whether the proposal is acceptable. Responses have been received and no objections have been raised from the Highways Agency but an objection was received from the Head of Integrated Transport and Environmental Policy. His objections are summarised above. It is considered that these concerns can be overcome so the applicant has been invited to submit amended prior to committee. Once these are received The Head of Integrated Transport will be consulted and an update report will be produced that addresses the concerns raised.
20. Consultation has also taken place with Environmental Health and The Campaign for the Protection of Rural England and no objections were made (as summarised above).
21. Minor works will also be carried out on site with respect to the part demolition and re-cladding of the existing units on site. This work includes the creation of new service docks, new pedestrian entrances to the building, new windows and new fire escape doors. New cladding will be placed in areas that have been altered and any existing cladding will be painted to match. It is considered that this will improve the appearance of the buildings and will have a beneficial impact on the streetscene. The exact finishing materials and colour have been conditioned to enable to the Local Authority to maintain control over the development.

## **CONCLUSION**

22. Given that the area is a designated for industrial use in the Adopted Local Plan and taking into account the previous activities on site operated by MFI / Hygena and the layout of the proposal, it is not envisaged that there will be a detrimental impact on the adjacent properties by granting approval to this application subject to the amendments requested.
23. In light of the above assessment it is considered that the proposed development accords with adopted Stockton on Tees Local Plan policies GP1 and IN1 (c.) and is therefore considered acceptable.
24. Accordingly, it is recommended that planning permission be granted subject to the agreement on the amendments requested by The Head of Integrated Transport and Environmental Policy.

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**Financial Implications**

As report.

**Environmental Implications**

As Report

**Community Safety Implications**

N/A

**Human Rights Implications**

The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report.

**Background Papers**

Stockton-on-Tees Local Plan

<b>Ward</b>	Parkfield and Oxbridge
<b>Ward Councillors</b>	Councillor R Rox Councillor C Coombs