

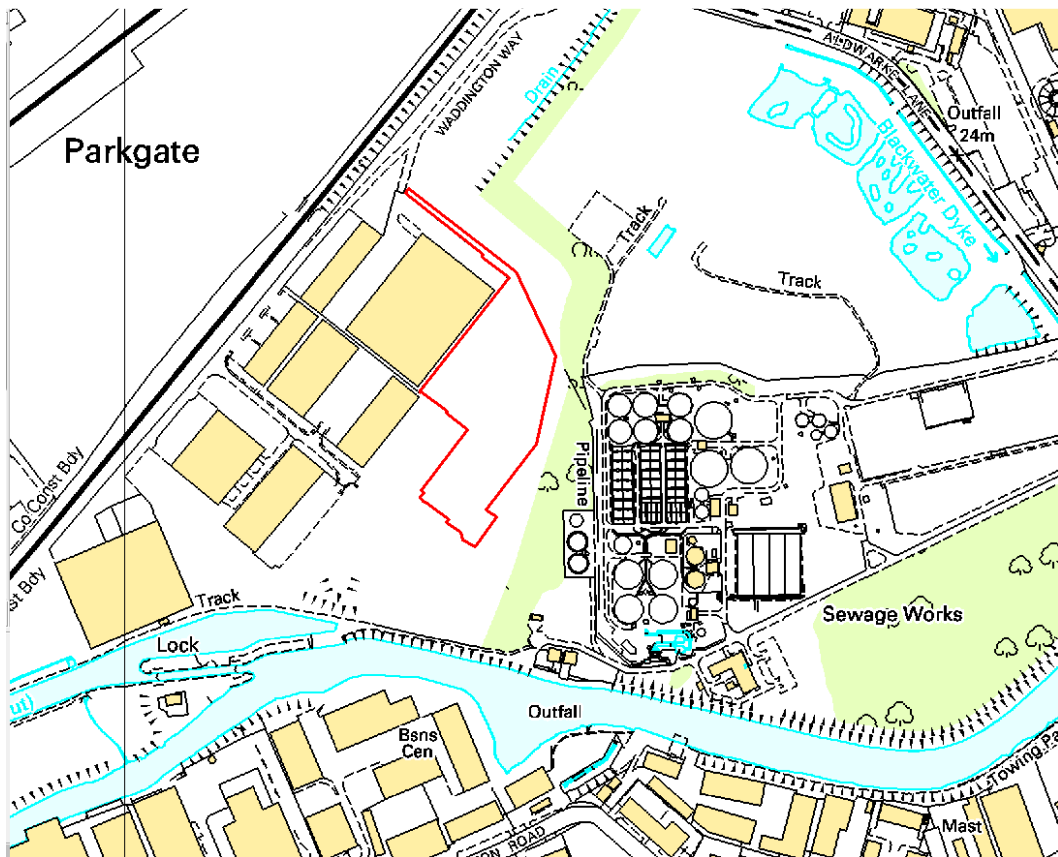
**REPORT TO THE PLANNING REGULATORY BOARD
TO BE HELD ON THURSDAY 14 MAY 2015**

The following applications are submitted for your consideration. It is recommended that decisions under the Town and Country Planning Act 1990 be recorded as indicated.

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RB2015/0320	Page 16
Application to vary condition 02 (approved plans) imposed by RB2013/1488 (Erection of 2 No. industrial buildings for use within classes B1(b), B1(C) B2 and B8) at 16 & 17 Waddington Way Aldwarke for E V Waddington Ltd	

Application Number	RB2015/0320
Proposal and Location	Application to vary Condition 2 (approved plans) imposed by RB2013/1488 (Erection of 2no. industrial buildings for use within classes B1 (b), B1 (c), B2 and B8 at 16 and 17 Waddington Way, Aldwarke, S65 3SH
Recommendation	Grant subject to conditions



Site Description & Location

The application site consists of a vacant plot to the south of the existing industrial estate on Waddington Way. The land surrounding the application site comprises of large scale modern industrial warehouse buildings. The River Don/Sheffield and South Yorkshire Navigation Canal lies directly to the south of the site and a waste water treatment facility lies to the east. The main Rotherham railway line lies to the west. The site is accessed via Waddington Way, a road which serves the surrounding modern industrial development and starts at Aldwarke Lane.

The site covers approximately 2.5ha.

Background

RB2013/1488 - Erection of 2 No. industrial buildings for use within classes B1(b), B1(c), B2 and B8 at land at Waddington Way, Aldwarke for EV Waddington Ltd – Granted Conditionally

Environmental Impact Assessment

The proposed development falls within the description contained at paragraph 10a of Schedule 2 to the 2011 Regulations and meets the criteria set out in column 2 of the table in that Schedule. However the Local Planning Authority, having taken into account the criteria set out in Schedule 3 to the 2011 Regulations, is of the opinion that the development would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

Accordingly it is considered that the development is not EIA development as defined in the 2011 Regulations.

Proposal

This application seeks to vary the approved plans listed in Condition No. 2 to allow for the car parking area adjacent to Unit 17 to be relocated from the rear of the building to the side. The reason stated by the applicant for the amendment is that the request has been made by the future tenant of the unit as the new position of the car park would be closer to the access door and would improve pedestrian safety.

Development Plan Allocation and Policy

The Core Strategy was adopted by the Council on the 10th September 2014 and forms part of Rotherham's Local Plan together with 'saved' policies from the Unitary Development Plan (UDP).

The application site is allocated for industrial and business use in the UDP. For the purposes of determining this application the following policies are considered to be of relevance:

Core Strategy policy(s):

CS28 'Sustainable Design'

Unitary Development Plan 'saved' policy(s):

EC3.1 'Land Identified for Industrial and Business Use'

Other Material Considerations

National Planning Policy Framework: The NPPF came into effect on March 27th 2012 and replaced all previous Government Planning Policy Guidance (PPGs) and most of the Planning Policy Statements (PPSs) that existed. It states that "Development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision.

The NPPF states that “due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).”

The Unitary Development Plan policies referred to above are consistent with the NPPF and have been given due weight in the determination of this application.

Publicity

The application has been advertised by way of a site notice, press notice and individual letters to neighbouring properties. No comments have been received.

Consultations

Environment Agency – no objection;
SYMAS – no objection;
Streetpride (Landscape Team) – no objection;
Streetpride (Transportation Unit) – no objection;
Coal Authority – no objection.

Appraisal

Where an application is made to a local planning authority for planning permission.....In dealing with such an application the authority shall have regard to

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- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations. - S. 70 (2) TCPA '90.

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 - S.38 (6) PCPA 2004.

The main considerations in the determination of this application are:

Principle
Impact on Visual Amenity
Highway Safety
Landscape Considerations

Principle

The principle of this development is established by the extant planning permission for this site. This application seeks to amend conditions to allow for a minor amendment to the site levels and to regularise a discrepancy with the approved drainage layout.

Impact on Visual Amenity

Paragraphs 56 and 57 of the NPPF state that:

“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people... It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.’

In addition, Policy CS28 of the Core Strategy aims to ensure to ensure that design always takes the opportunity to improve the character and quality of an area and the way it functions.

The only amendment which would have any visual impact proposed by this application is the change of the position of the car park. However, the amended position remains close to the building and indeed the hard surfaced area will be seen against the backdrop of the large scale industrial building. The amendment will result in less landscaping to the side of the building but the area previously identified as car parking will now be landscaped and this will allow a continuous belt of landscaping along the rear elevation of the building.

Overall, the proposed amendments are considered to be acceptable and in accordance with the above mentioned policies.

Highway Safety

In terms of highway safety the proposed application seeks to amend the position of the car parking area relevant to Unit 17, however, the number of spaces to be provided remains as approved and it is considered that the location is also appropriate. The reason for relocating the car parking area closer to the staff access door is accepted and overall it is considered that the proposed amendment is acceptable in highway safety terms.

Landscape Considerations

The proposed amended position of the car park will lie on an area previously identified for landscaping to the side of the building. Whilst this area will now be hard surfaced, the area that was previously identified for car parking will now be landscaped along the rear of the building meaning that overall the level of landscaping on the site will be preserved.

Conclusion

In conclusion it is considered that the proposed amendment to the siting of the car park to Unit 17 would not have a significant impact on the appearance of the site and will also retain an appropriate level of car parking in an acceptable position. Furthermore, the amended landscape details are considered to be acceptable with no loss in terms of the amount of landscaped area on the site.

Conditions

01

The development hereby permitted shall be commenced before 06 June 2017.

Reason

In order to comply with the requirements of the Town and Country Planning Act 1990.

02

The permission hereby granted shall relate to the area shown outlined in red on the approved site plan and the development shall only take place in accordance with the submitted details and specifications as shown on the approved plans (as set out below)

(Drawing numbers 36026/014 Rev A, 013 Rev A, 016 Rev C, 012 Rev H, 015 Rev C, 017 Rev B and ALD 19 Rev C)(received 6 November 2013, 14 February 2014, 26 March 2014, 10 April 2014 and 20 March 2015)

Reason

To define the permission and for the avoidance of doubt.

03

Unless otherwise agreed in writing by the local planning authority, no building or other obstruction shall be located over or within 5.0 (five) metres either side of the centre line of the sewers, which cross the site.

Reason

In order to allow sufficient access for maintenance and repair work at all times.

04

Unless otherwise approved in writing by the local planning authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

Reason

To ensure that no foul or surface water discharges take place until proper provision has been made for their disposal

05

The site shall be developed with separate systems of drainage for foul and surface water on and off site.

Reason

In the interest of satisfactory and sustainable drainage

06

Surface water from vehicle parking and hardstanding areas shall be passed through an interceptor of adequate capacity prior to discharge. Roof drainage should not be passed through any interceptor.

Reason

In the interest of satisfactory drainage.

07

Any liquid storage tanks should be located within a bund with a capacity of not less than 110% of the largest tank or largest combined volume of connected tanks.

Reason

To ensure that there are no discharges to the public sewerage system which may injure the sewer, interfere with free flow or prejudicially affect the treatment and disposal of its contents

08

Landscaping of the site as shown on the approved plan (drawing no. ALD19 Rev C) shall be carried out during the first available planting season after commencement of the development. Any plants or trees which within a period of 5 years from completion of planting die, are removed or damaged, or that fail to thrive shall be replaced within the next planting season. Assessment of requirements for replacement planting shall be carried out on an annual basis in September of each year and any defective work or materials discovered shall be rectified before 31st December of that year.

Reason

To ensure that there is a well laid out scheme of healthy trees and shrubs in the interests of amenity and in accordance with Core Strategy Policy CS28 and UDP Policies ENV3.2 'Minimising the Impact of Development' and ENV3.4 'Trees, Woodlands and Hedgerows'.

09

The development shall be carried out in accordance with the materials schedule submitted on 6 February 2015 under application to discharge conditions reference RB2015/0143.

Reason

To ensure that appropriate materials are used in the construction of the development in the interests of visual amenity and in accordance with Core Strategy Policy CS28.

10

The proposed footpath / cycleway linking the site and the canal towpath shall be a minimum 2.5 metres in width and shall be made available at all times.

Reason

In the interest of pedestrian safety.

11

Before the development is brought into use, that part of the site to be used by vehicles shall be constructed with either;

- a/ a permeable surface and associated water retention/collection drainage, or;
- b/ an impermeable surface with water collected and taken to a separately constructed water retention/discharge system within the site.

The area shall thereafter be maintained in a working condition.

Reason

To ensure that surface water can adequately be drained and to encourage drivers to make use of the parking spaces and to ensure that the use of the land for this purpose will not give rise to the deposit of mud and other extraneous material on the public highway in the interests of the adequate drainage of the site and road safety.

12

Before the development is brought into use the car parking area shown on the submitted plan shall be provided, marked out and thereafter maintained for car parking.

Reason

To ensure the provision of satisfactory garage/parking space and avoid the necessity for the parking of vehicles on the highway in the interests of road safety.

13

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) April 2014, reference GMS/MW/36026 Revision B by Eastwood & Partners and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the development so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site. This is to be achieved by draining to the existing pond on site.
2. Provision of compensatory flood storage as detailed on drawing no. 36026/010 Revision C.
3. Flood resilience measures are incorporated into the development as detailed on page 6 of the FRA.
4. Finished floor levels are set no lower than 24.05m above Ordnance Datum (AOD) for building no.16 and 24.60m AOD for building no.17.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To prevent (a) flooding by ensuring the satisfactory storage of/disposal of surface water from the site, (b) flooding elsewhere by ensuring that compensatory storage of flood water is provided (c) to reduce the impact of flooding to the proposed development and future occupants and (d) to reduce the risk of flooding to the proposed development and future occupants.

14

Surface water draining from areas of hardstanding shall be passed through an oil interceptor or series of oil interceptors, prior to being discharged into any watercourse, soakaway or surface water sewer. The interceptor(s) shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water shall not pass through the interceptor(s).

Reason

To reduce the risk of pollution to the water environment.

15

All downpipes carrying rain water from areas of roof shall be sealed at ground-level prior to the occupation of the development. The sealed construction shall thereafter be retained throughout the lifetime of the development.

Reason

To prevent the contamination of clean surface water run-off.

POSITIVE AND PROACTIVE STATEMENT

The applicant and the Local Planning Authority engaged in pre application discussions to consider the development before the submission of the planning application. The application was submitted on the basis of these discussions, or was amended to accord with them. It was considered to be in accordance with the principles of the National Planning Policy Framework.