

**Application Reference:** 2025/0782

**Site Address:** Billington Holdings, Shafton Park Engine Lane, Shafton, S72 8SP

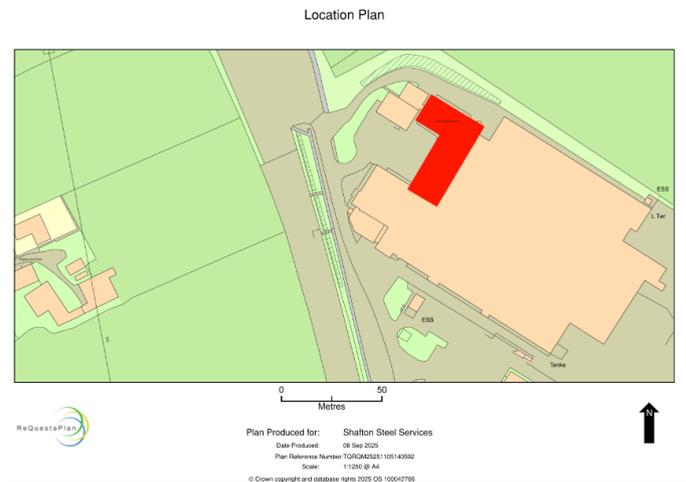
**Introduction:**

This application seeks Prior Notification for the demolition of redundant offices/ workshop.

**Relevant Site Characteristics**

The site is situated off Engine Lane in Shafton. The site is industrial and is the home of Shafton Steel Services which is a large steel works located in Shafton. The site is made up of two large buildings containing industrial workshops and offices. The site is surrounded by green belt with some residential dwellings nearby. The majority of the site is bound by trees and vegetation resulting in restricted views into the site.

The site which is subject to this prior approval is located at the far north and involves the demolition of a small proportion of the northern building. The building is currently made up of industrial workshops and offices. The demolition will allow space for yard storage.



**Site History**

There has only been one application within the last 20 years:

<b>Application Reference</b>	<b>Description</b>	<b>Status (Approved/Refused)</b>
B/05/0799/HR	Formation of loading bay to industrial unit	Approve with conditions

**Detailed description of Proposed Works**

The application was submitted as a Prior Notification of the intended demolition of the building under proposed works under Part 11 'Heritage and Demolition', Class B of the Town and Country Planning (General Permitted Development) Order 2015. Under this procedure the Council had 28 days for consider whether or not Prior Approval was required for the proposed method of demolition and means of site restoration.

The site is not set within the Conservation Area nor is the building Listed.

The drawings and application form indicate the existing buildings to be demolished and removed from site are redundant and the land will be retained for storage purposes. In terms of the proposal, sequence of demolition and restoration of the site the applicant has provided the following information:

“The work onsite generally includes the demolition to underside of slab and foundation level of the redundant offices and part of the workshop at Shafton Steel. A demolition split will be carried out to divorce away from the existing building. The slab will be floor saw cut at the interface with the existing building. All mechanical demolition will be completed by a 14-21t demolition machine with selector grab attachment. RHDL will use a self-contained bowser/hose for dust suppression where it is needed.

#### Sequence:

Pull out and remove the West gable end tin/wood wall to open the end of the workshop building. Sort through the waste and load into skips.

Grab hold & remove any accessible remaining internal waste following the strip out & load into skip.

Grab a hold and remove the timber roof in small machine manageable pieces, working bay by bay & back to the next truss along. Waste will be lowered to ground, sorted into felt/wood and disposed separately.

The North and South side walls will be removed progressively with the roof. Remove windows and cladding and dispose into skip, brick walls will be reduced into the building plan area and stockpiled for later disposal into lorries.

Repeat by bay (the machine continually tracking onto the footprint of the building demolished) until the workshop has been demolished completely & waste loaded into skip.

Make sure a separation has been created in the office building at the intersection with the existing workshop building at the rear (see green line on demolition plan below).

Reduce the brick side walls to open the office building and provide access to the timber roof. The bricks will be stockpiled for later loading out into lorries & removal off site. The timber roof will be removed in manageable pieces, eased away from the existing workshop side and lowered to ground for further processing & loading into wood skip.

Continue removing the timber roof, working North-South and reducing the West side brick wall into the building plan area – sort through all the waste, moving wood/felt to separate skip and stockpile brick for later loading out into lorries.

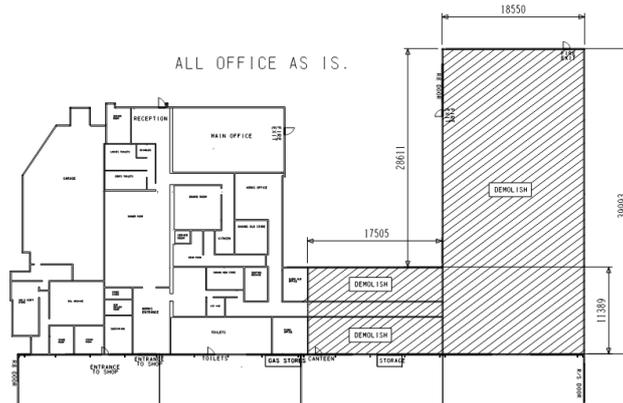
Continuing the above, working back to the split point created previously. Note that the East side wall divides the demolition area with the existing workshop is to remain.

The demolition material will be cleared progressively to expose the slab.

All demolition arisings will be loaded into skips/lorries & cleared off the site.

#### Restoration of the site:

All tarmac is to remain – the application proposes to remove the concrete to the building footprint (and the footprint of the old buildings) only. This will then be resurfaced.



## Relevant policies

### Local Plan Policy

In respect of this prior approval application, the only matters under considerations are the method of demolition and means of site restoration.

### National Planning Policy Framework (NPPF) and the National Planning Practice Guidance

In December 2024, The Government published a revised National Planning Policy Framework ("NPPF") which is the most recent revision of the original Framework, published first in 2012 and updated a number of times, providing the overarching planning framework for England. It sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. This revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development which is at the heart of the framework (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). The NPPF confirms that there are three dimensions to sustainable development: economic, social, and environmental; each of these aspects are mutually dependent.

The National Design Guidance (2019) is a material consideration and sets out ten characteristics of well-designed places based on planning policy expectations. A written ministerial statement states that local planning authorities should take it into account when taking decisions.

### **Consultations**

Highways DC – No comments received

Pollution Control – No objections subject to conditions and informative

### **Representations**

No representations have been received.

## **Planning Assessment**

### **Principle**

The site is not set within the Conservation Area nor are any of the buildings listed.

Demolition is a form of permitted development under Part 11 'Heritage and Demolition', Class B of the Town and Country Planning (General Permitted Development) Order 2015 and so there are no grounds to oppose the demolition of the buildings in principle, which are not listed or located within a Conservation Area. The only considerations are the method of demolition and means of site restoration

Notice has to be given regarding the proposal. The contractor will have to adhere to Health and Safety Legislation set out by the Health and Safety Executive and Environment Agency.

### Scale, Design and Impact on the Character

There are no implications for visual amenity through the loss of part of the building, as the building does not have any special or significant architectural merit and is partly redundant. The land is to be tarmacked and used as storage associated with the business. The building is located within the confines of the site and is not expected to be viewable from public vantage points. The proposal is acceptable in terms of visual amenity and in terms of site restoration.

### Impact on Neighbouring Amenity

There are some distant surrounding residential properties, and it is expected that there would be some noise and disturbance as a result of the proposed demolition works, however, long standing residential amenity issues are not envisaged once all the materials have been removed. The approved contractor would need to work in accordance with Building Regulations and Health and Safety Legislation. As such the method of demolition is not expected to impact in any significant way on neighbouring amenities and is acceptable.

### Highways

The highways department have not submitted any comments with regards to the proposal. The building is located within the site boundary and is not expected to impact the local highway network. The proposal is acceptable in terms of highway safety.

### Planning Balance and Conclusion

The method of demolition and means of site restoration are considered acceptable and are not considered to be detrimental to residential amenity, highway safety or visual amenity.

## **RECOMMENDATION: Prior Approval Not Required**

### **Justification**

### **STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015**

It was not necessary to make contact with the applicant to request amendments to the proposal during the consideration of the application.

**Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering objections, the determination of the application and the resulting recommendation. it is considered**

**that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home, and his correspondence.**