

Application Number 18/00142/FUL

Proposal Construction of steel arched building to be used as storage.

Site Tameside Transmissions, Albert Street, Droylsden

Applicant Mr S Halligan, Tameside Transmissions

Recommendation Approve, subject to conditions

Reason for report A Speakers Panel decision is required because, in accordance with the Council's Constitution, a member of the public has requested the opportunity to address the Panel before a decision is made. Accordingly, the applicant, or their agent, has been given the opportunity to speak also.

REPORT

1. APPLICATION DESCRIPTION

- 1.1 The application seeks full planning permission to develop a fourth building, to be used for storage purposes, within the applicant's existing site. Initially, a larger building was proposed and this would have occupied a significant portion of the southern part of the site and be built close up to the rear boundary fences of the gardens of the houses abutting the site's eastern boundary. The plans were amended during the process of dealing with the application and now it is proposed that the new building would be located on the southern side of an existing building on the site's western boundary where currently two storage containers are located, one on top of the other.
- 1.2 The proposed building would be constructed from galvanised steel panels, as is the existing building next to which it would be located. The new building would be approximately: 15m wide, fronting in to the site; 11m deep, protruding slightly further in to the site than does the existing building; and, 6.4m tall, approximately 1.5m taller than the existing building.
- 1.3 Three existing containers would be retained and relocated to the southern part of the site.
- 1.4 Car parking would then be rationalised in to a linear arrangement along the site's eastern boundary.

2. SITE & SURROUNDINGS

- 2.1 Situated approximately 120m to the east of Droylsden town centre, Tameside Transmissions, comprising a car repair workshop and storage unit with external car parking, occupies an approximately 0.25ha site, at the end of Albert Street, which is a no-through road, off Market Street. Access and egress to the site are from the end of Albert Street, which adjoins the site midway along the western boundary. The site is bounded by Dunkirk Street to the north, across which are terraced houses. Residential curtilages abut the site to the east. To south the site abuts a car park that serves a neighbouring 2-storey block of flats in Baguley Street. To the west: north of the access point, the site adjoins the curtilage of a church; and, south of the access point, a car park serving neighbouring commercial units. The mixed, surrounding uses reflect the edge of centre location.

- 2.2 The site currently accommodates three discrete buildings. The largest of the existing buildings is located in the northern-most portion of the site and backs on to Dunkirk Street. Next to this, a second building (building 2), runs parallel with the western boundary, north of the access point. The third building (building 3) is also located alongside the western boundary, immediately to the south of the site entrance.

3. RELEVANT PLANNING HISTORY

- 3.1 07/00543/FUL - Erection of industrial building (Retrospective Application) - approved 28/08/2007 (building 3)
- 3.2 16/01024/FUL - Construction of steel arched building to be used as a vehicle repair workshop - approved 23/12/2016 (building 2)

4. RELEVANT PLANNING POLICIES

4.1 Tameside Unitary Development Plan (UDP) Allocation

Unallocated

4.2 Part 1 Policies

Policy 1.1: Capturing Quality Jobs for Tameside People.
Policy 1.3: Creating a Cleaner and Greener Environment.
Policy 1.5: Following the Principles of Sustainable Development
Policy 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.3 Part 2 Policies

E5: Local Employment Opportunities and Mixed Uses
E6: Detailed Design of Employment Developments.
MW11: Contaminated Land.

4.4 Other Policies

Employment Land Supplementary Planning Document.

It is not considered there are any local finance considerations that are material to the application.

4.5 National Planning Policy Framework (NPPF)

Achieving sustainable development;
Section 1. Building a strong, competitive economy
Section 4. Promoting sustainable transport
Section 7. Requiring good design

4.6 Planning Practice Guidance (PPG)

This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in the Analysis section of the report, where appropriate.

5. PUBLICITY CARRIED OUT

- 5.1 The application has been advertised by means of neighbour notification letters dispatched on 13 March 2018 to 19 addresses in Dunkirk Street, Albert Street and Lines Road. Neighbours were re-notified on 13 April 2018 and again on 18 June following the plans being amended

6. RESPONSES FROM CONSULTEES

- 6.1 The Head of Environmental Services (Public Protection) has no objection to the proposal and suggested that condition a restricting the hours of construction work be attached to any permission.
- 6.2 The Head of Environmental Services (Highways) has raised no objections to the proposal

7. SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 Representations were received from 7 neighbours in response to notification of the original proposals. Of these 5 were objections: of the other 2; 1 expressed concerns about the existing situation regarding congestion along Dunkirk Street whilst the other raised no objection so long as the use of the building was for storage purposes only.

The reasons given for objecting are:

- impact on property values;
- the size of the building being out-of-keeping and dominating the site;
- the intensification of the use of the site would exacerbate existing problems of congestion and traffic flow along Dunkirk Street, as well as causing created disturbance through increased noise; and,
- the proximity of the buildings to gardens and houses causing over-shadowing and having an over-bearing impact.

- 7.2 Neighbours were re-notified following receipt of the first amended proposals and 2 objections, and the representation regarding the existing congestion along Dunkirk Street, were reiterated.

- 7.3 Four of the neighbours that objected originally objected again following the second amendment to the plans. The reasons given for objecting are:

- the building is designed to accommodate high-sided vehicles that will then be parked alongside the fence that bounds the bottom of gardens;
- there is already insufficient room within the site to park vehicles, which then overflow in to surrounding roads;

- resulting in an increase in vehicles visiting the site the proposal will add to air pollution;
- the appearance of the building is inappropriate;
- operations within the building will cause disturbance, particularly noise;
- the building will cause a loss of light to neighbouring houses; and,
- impact on property values.

8. ANALYSIS

8.1 The issue to be assessed in the determination of this planning application are:

- 1) The principle of development
- 2) The impact upon the residential amenity of neighbouring properties
- 3) The impact of the design and appearance of the building
- 4) The impact on highway safety

9. PRINCIPLE OF DEVELOPMENT

9.1 A key theme of the UDP is that attracting new, quality jobs into the Borough and securing the future of major existing employers must continue to be the priority, to offset expected further losses in mature industries and to diversify opportunities for local people. Flexibility to accommodate local employment initiatives, will contribute to this priority. To this end, according to UDP policy 1.1:

To counteract a continuing decline in the Borough's established employment base and to increase the earnings potential of work in the area, measures will be taken to create and maintain a healthy and diverse local economy and to attract quality jobs. ... This will include ... facilitating the retention of indigenous and expanding businesses.

9.2 With this aim UDP policy E5 states that:

The Council will permit developments ... which contribute to innovation, growth and diversity in the economy and generate local employment opportunities in areas of the Borough outside the "strategic employment sites" and "established employment areas" ... This is subject to the nature of the employment activities and the layout and design of any scheme not having an adverse effect on the amenities of surrounding residential areas or creating traffic problems.

9.3 The proposal would support the creation of at least 2 new full-time jobs and facilitate the retention and expansion of an existing indigenous business and so the proposal, on the unallocated site, can be considered acceptable and compliant with UDP policies 1.1 and E5, subject appraisal of the likely impact on existing residential amenities and highways issues. Although in an area of mixed uses, including residential, this is a long-established employment site and in this appraisal it is noteworthy that commercial operations on the site pre-date the neighbouring residential developments and the proposal does not represent the introduction of new commercial activities in to the locality where before there were none.

10. RESIDENTIAL AMENITY

- 10.1 The proposed building would be located on the opposite side of the site from the neighbouring houses and be separated from the neighbouring block of flats by the car park associated with these. There would then be a distances of more than 28m between the new building and habitable room windows in the nearest house, in Lines Road, and of approximately 30m between the new building and habitable room windows in the flats at Medlock Place in Baguley Street. The new building would stand more than 6m, but less than 7m, tall and so according to the SPD, to prevent undue over-shadowing of neighbouring residential properties, a minimum distance of 21m separation is required. Being compliant empirically with the SPD, the impact of the development on residential amenities in terms of over-shadowing is considered acceptable and compliant also with UDP policy E6 (d) and the core principles of the NPPF.
- 10.2 It is not anticipated that the proposed use of the building for storage purposes would give rise to any undue increase in noise emanating from the site and, indeed, having been consulted on the application, the Head of Environmental Services (Public Protection) has no objection to the proposal. The impact of the development on residential amenities in terms of noise generation is therefore considered acceptable and compliant with UDP policy E6 (d) and the core principles of the NPPF.

11. DESIGN AND APPEARANCE

- 11.1 Although taller, by approximately 1.5m, than the existing building next to which it would stand, the height of the proposed building is akin to the other steel portal frame building (building 2) on the site. The general design and appearance replicates that of both of existing portal frame buildings and is of a type one might reasonably expect to find in an established commercial site. It is therefore considered that the proposed development achieves the quality of design that is required by, and is compliant with, Section 7 of the NPPF, UDP policies 1.3, E6 (b) and the SPD.

12. HIGHWAY SAFETY

- 12.1 The proposed building would be used to provide storage space and so facilitate the removal of the existing stacked containers, and others, within the site. The rationalisation of the site would not only allow for its more efficient operation but also the better arrangement of car parking facilities. An existing 2.4m high, timber panel and concrete post fence along the boundary with gardens of adjacent houses would remain.
- 12.2 Having been consulted on the application the Head of Environmental Services (Highways) has raised no objection. Being designed to facilitate the improvement and rationalisation of the current operation it is not anticipated that the new building would have a significant impact on traffic generation whilst adequate internal servicing and maneuvering facilities would remain. The residual cumulative impacts of development not being severe it is considered that, in terms of the impact on the local highway network, would be acceptable and compliant with Section 4 of the NPPF and UDP policy E6 (a).

13. OTHER MATTERS

- 13.1 The issue raised by objectors about a possible impact on property prices is not a material consideration in determining the application.

14. CONCLUSION

- 14.1 In conclusion, the proposal would support and facilitate the retention of an existing business within the borough without impinging unduly on any existing residential amenities and so, being considered compliant with Section 1 of the NPPF and policy 1.1 of the UDP, as well as other relevant policies, the recommendation is for approval.

15. RECOMMENDATION

Grant planning permission subject to the following conditions:

1. The development must begin not later than the expiration of three years beginning with the date of this permission.
2. The development hereby permitted shall be carried out in accordance with the following approved plans:

The Location Plan, ref. 8117/Lpb, received on 30.03.2018

The General Arrangement Plan, ref. 8117/01 rev. E, received on 15.06.2018.

3. The materials to be used in the construction of the external surfaces of the building hereby approved shall match as closely as is practicable the corresponding materials in the existing steel arched buildings within the site.
4. No works other than the excavation of the foundations and/or piling works for the development shall be undertaken at the site until the CLS2A Contaminated Land Screening Form has been submitted to, and approved in writing by, the Council's Environmental Protection Unit (EPU). Where necessary, a scheme to deal with any contamination / potential contamination shall be submitted to, and approved in writing by the EPU. The scheme shall be appropriately implemented and a completion report demonstrating this and that the site is suitable for its intended use will be approved in writing by the EPU prior to occupation. The discharge of this planning condition will be given in writing by the Local Planning Authority (LPA) on completion of the development and once all information specified in this condition has been provided to the satisfaction of the EPU.
5. During construction no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.
6. The car parking facilities indicated shall be provided prior to the building hereby approved being first brought in to use and thereafter be kept available for the intended purpose at all times.
7. The existing close-boarded timber fence, or equivalent, at the boundary with houses in Lines Road, as indicated on the approved plan ref. 8117/01 rev. E, shall be maintained at all times.
8. The storage use hereby permitted shall be used only in association with, or ancillary to, the principle B2 use of the site.