

BOROUGH OF KETTERING

Committee	Full Planning Committee - 11/02/2020	Item No: 5.1
Report Originator	Natalie Westgate Senior Development Officer	Application No: KET/2019/0262
Wards Affected	Welland	
Location	Unit 3B, Woodside, Stoke Albany Road, Desborough	
Proposal	Full Application: Change of use from storage to the repair and maintenance of cars (Retrospective)	
Applicant	Mr D Frayne D Frayne Haulage Ltd	

1. PURPOSE OF REPORT

- To describe the above proposals
- To identify and report on the issues arising from it
- To state a recommendation on the application

2. RECOMMENDATION

THE DEVELOPMENT CONTROL MANAGER RECOMMENDS that this application be APPROVED subject to the following Condition(s):-

1. The development hereby permitted shall not be carried out other than in accordance with the approved plans and details listed below.

REASON: In the interest of securing an appropriate form of development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

2. The use hereby permitted shall exclude the keeping of or work to HGV's in the Unit 3B or within parking areas numbered 3-8 on Plan Ref. 1105/P/SP/00B.

REASON: In recognition of the space limitations of the site.

3. No body work repairs including panel beating and paint spraying shall be carried out at the site.

REASON: To protect the amenities of nearby occupiers in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

4. No equipment, materials, products, parts, containers, waste or any other articles shall be stacked or stored on the site at any time except within the building.

REASON: To ensure the site remains functional for parking and access and in the interests of visual amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

5. The parking spaces hereby approved on Plan Ref.1105/P/SP/00B shall be marked on site and made available for parking within 1 month of the date of this permission and shall be permanently retained and kept available for the parking of vehicles.

REASON: To ensure adequate on-site parking provision for the approved unit in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

6. Hours of work shall not occur outside of the times Monday to Friday 08.00 to 18.00 hrs, Saturday 08.00 to 13.00 hrs and at no time whatsoever on Sundays or Public/Bank Holidays. This includes deliveries to the site and any work undertaken.

REASON: In the interests of safeguarding residential amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

Officers Report for KET/2019/0262

This application is reported for Committee decision because there are unresolved, material objections to the proposal.

3.0 Information

Relevant Planning History

There is a long planning history at the Woodside Business Park dating back to the 1980s; various planning approvals have been granted for commercial uses.

Unit 3A: KET/2016/0255: Change of use for the repair and maintenance of commercial HGV's. Approved.

Site Visit

Officer's site inspection was carried out on 31/05/2019 and 27/09/2019.

Site Description

The site constitutes a single-storey, industrial unit located within the Woodside Business Park, which is situated off Stoke Albany Road outside of the settlement boundary of Desborough. There are a variety of general industrial operations within the Woodside Business Park. The site is behind a gated external yard to its frontage that is shared with the neighbouring units 3A and 3C.

This unit would sit in between a unit for the repair and maintenance of commercial HGVs (Use Class B2: General Industrial) and a unit for storage. Nearby unit 3 is for repair and maintenance of cars. Close by or adjacent are some residential properties. Consent has also been given for traveller caravans on the area's adjacent to the industrial uses.

Proposed Development

It is proposed that the use of the unit be changed from storage to allow for the repair and maintenance of cars. It would provide 80sq.m. of gross internal floorspace.

Any Constraints Affecting the Site

None

4.0 Consultation and Customer Impact

Cadent Gas

No objection. The works should not interfere with operational gas apparatus within the site. Any works which may affect gas apparatus then the agent should notify Cadent Gas.

Highway Authority

Cannot support the scheme as no details on the existing access from Stoke Albany Road. There should be 4 parking spaces within the site.

Environmental Protection Officer

As the site is within residential and industrial use, the working hours condition should be attached restricting working hours to 8am - 6pm on Monday – Friday, 8am - 1pm on Saturday and not on Sunday or Bank Holidays.

Neighbours

There were 2 responses to objections relating to concerns on increase in parking in the area and operating long hours near to residents and a nearby stable. There has been no further comment on operating hours since the proposed operating hours have been reduced during the course of the application. There is concern of use of car spraying nearby the stables.

5.0 Planning Policy

National Planning Policy Framework

Policy 6: Building a strong, competitive economy

Policy 12: Achieving well-designed Places

Development Plan Policies

North Northamptonshire Joint Core Strategy

Policy 6: Development on Brownfield Land and Land affected by contamination

Policy 8: North Northamptonshire Place Shaping Principles

Policy 11: The Network of Urban and Rural Areas

Policy 13: Rural Exceptions

Policy 22: Delivering Economic Prosperity

Policy 23: Distribution of New Jobs

Policy 25: Rural Economic Development and Diversification

6.0 Financial/Resource Implications

None

7.0 Climate Change Implications

Addressing climate change is one of the core land use planning principles which the National Planning Policy Framework expects to underpin both plan-making and decision-taking. The National Planning Policy Framework emphasises that responding to climate change is central to the economic, social and environmental dimensions of sustainable development. National planning policy and guidance is clear that effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. In doing so, local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment. The adopted Development Plan for Kettering Borough is consistent with and supports these national policy aims and objectives.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise. The development plan comprising the North Northamptonshire Joint Core Strategy, Local Plan and Kettering Town Centre Action Plan makes clear the importance of climate change and seeks to create more sustainable places that are naturally resilient to future climate change. This will be further amplified by the emerging Site Specific Part 2 Local Plan once adopted which is being prepared within this context. Policies contained within the Part 2 Local Plan will help contribute towards a reduction in greenhouse gas emissions and will secure that the development and use of land contributes to the mitigation of, and adaption to, climate change.

8.0 Planning Considerations

The key issues for consideration in this application are:-

1. Principle of development
2. Design and character
3. Access, parking and highway safety
4. Impact upon neighbours

1. Principle of development

The application site is located outside of any settlement boundary and therefore constitutes open countryside. The NPPF supports a positive approach to sustainable new development in rural areas in order to support a strong rural economy. Policy 11 of the Joint Core Strategy states that development in rural areas will be limited to that required to support a prosperous rural economy or to meet a locally arising need and re-use of buildings will be supported. Policy 13 offers exception criteria for rural development; e.g. where the form and scale of the development meets a rural need and where the site is well-related to a settlement and employment,

appropriate to the surroundings and accessible by sustainable forms of transportation.

Notwithstanding the site's open countryside location, it is positioned within an established employment site outside of Desborough. Policy 22 of the Joint Core Strategy looks to safeguard and enhance existing sites for employment use. Policy 23 seeks new employment within the rural area to be of an appropriate scale and type. Policy 25 supports sustainable opportunities to develop and diversify the rural economy when at an appropriate scale and character to its location.

The application describes the existing use as storage, though the proposed use had commenced in April 2019.

The unit would remain in employment use. The proposed vehicle-related use of the site would respect the industrial character of the business park, which is already occupied by a number of similar vehicle-related businesses including the adjacent units 3 and 3A.

The proposal for the change of use on an existing industrial unit would support a rural economy without requiring the need for further built development in the open countryside and the proposed development would be appropriate to its surroundings. The proposals are therefore considered to be compliant with national and local policy.

2. Design and character

Section 12 of the NPPF requires good design while Policy 8d) of the JCS requires development respond to the site's immediate and wider context, to be of a high standard of design and landscaping and to respect and enhance the character of its surroundings.

There would be no external changes.

The proposals would therefore not affect the character and appearance of its surroundings in visual terms in compliance with Policy 8 of the Joint Core Strategy.

3. Access, parking and highway safety

Policy 8b) of the JCS requires development to make safe and pleasant streets by ensuring a satisfactory means of access and provision for parking, serving and manoeuvring.

It is proposed that existing access arrangements be retained as existing. These consist of a private driveway (of wide width and with good visibility at

its connection with Stoke Albany Road), a gated private access point at the entrance to the actual site and a hard-surfaced yard area adjacent to the building.

As reflected in the description of development, the facility would be used to repair and service cars (so not as a base for distribution, for example); the associated vehicles movements can be expected to be low therefore, the applicant states there would be 2 full time and 1 part-time staff and 3/4 visitors a week.

The Highways Authority requires 4 parking spaces and plan no.1106 P/SP/00B demonstrates 8 parking space so there would be adequate provision of parking within the site. There is a condition for the parking layout to be implemented within the site. There would be space within the site if there was a need to store a bicycle.

The scheme would not have an adverse impact upon the highway network and would not prejudice highway safety in compliance with Policy 8 of the Joint Core Strategy.

4. Impact upon neighbours

Policy 8e) of the JCS requires new development to not have an unacceptable impact upon the amenities of neighbours or the wider areas as result of noise, smell, loss of light or overlooking among other factors.

The site is located in an area typified by industrial premises and the building is orientated so as to face southwards into the business estate. There is however a residential presence in the wider vicinity of the site (to the north and south). It is therefore important to consider the potential impact of the proposed change of use upon the amenities of neighbouring residential occupiers.

The assessment of the effects of the use on the close by existing residential properties, and the sites permitted for (a total) of 3 traveller caravans/and subject to the conditions excluding body work repairs/spraying, with a general proposal to use hand tools, the impact on residential amenity is not expected to be made worse.

There was an objection relating to concerns on operating long hours. There has been no further comment on operating hours since the proposed operating hours have been reduced during the course of the application. The applicant has stated there will be no spraying and hand tools will be used and there is a condition attached to restrict working hours to reasonable hours given its location near to residential units.

The proposals subject to conditions, would therefore respect the residential amenity levels of neighbouring properties in compliance with Policy 8 of the Joint Core Strategy.

Conclusion

The proposed development would appropriately support a strong local economy, be in keeping with the character of its surroundings, safeguard residential amenity and would not prejudice highway safety in compliance with Policy 8 of the Joint Core Strategy.

Background Papers

Title of Document:

Date:

Contact Officer:

Natalie Westgate, Senior Development Officer on 01536 534316

Previous Reports/Minutes

Ref:

Date:

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