



St Edmundsbury
BOROUGH COUNCIL

DEV/SE/18/049

Development Control Committee 6 December 2018

Planning Application DC/18/1862/FUL – Prospect House, 57 Hollands Road, Haverhill

Date Registered: 21.09.2018 **Expiry Date:** 16.11.2018

Case Officer: Savannah Cobbold **Recommendation:** Approve Application

Parish: Haverhill **Ward:** Haverhill South

Proposal: Planning Application - 1 no. Portacabin to be used as treatment room

Site: Prospect House, 57 Hollands Road, Haverhill

Applicant: Mr Lee Button

Synopsis:

Application under the Town and Country Planning Act 1990 and the (Listed Building and Conservation Areas) Act 1990 and Associated matters.

Recommendation:

It is recommended that the Committee determine the attached application and associated matters.

CONTACT CASE OFFICER:

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Background:

The application is referred to the Development Control Committee as a Borough Councillor (Councillor John Burns) has partial interest in this application given part ownership of the business.

Proposal:

1. The application seeks planning permission for the construction of portacabin to be used as a treatment room. The proposed cabin will sit forward of the front elevation of Prospect House and measure 7.6 metres by 3.5 metres and 2.6 metres in height, incorporating a flat roof.

Application Supporting Material:

- Application form
- Photographs
- Block plan
- Location plan
- Proposed elevations and floor plans
- Planning statement
- Details of materials

Site Details:

2. The application site is located within an established industrial estate. Prospect House is a detached building located along Hollands Road which currently accommodates "Real Bodies" gym. In 2013, planning permission was granted, allowing for the construction of a single storey extension to provide a new exercise studio and the formation of additional car parking spaces. Neighbouring buildings are industrial/commercial in nature with a car dealership towards the north of the site.

Planning History:

Reference	Proposal	Status	Decision Date
DC/13/0331/FUL	Planning Application - Erection of single storey extension to provide new exercise studio and formation of additional car parking spaces. As amended by drawing no. 01B received on 26 November 2013.	Application Granted	27.11.2013
DC/18/1862/FUL	Planning Application - 1 no. Portacabin to be used as treatment room	Pending Decision	
SE/01/1517/P	Planning Application - Change of use of building from office to health and fitness club	Application Granted	24.05.2001

E/87/3981/P	Erection of factory office and workshop units with construction of vehicular access as amended by plans received 2nd arch 1988	Application Granted	10.03.1988
E/78/3225/P	ERECTION OF EXTENSION TO FACTORY AND CAR PARK AND LANDSCAPE STRIP	Application Granted	22.06.1979

Consultations:

3. Highways: 7th November 2018 – The planning statement refers to no loss of parking as a result of this application but it is not clear how parking provision can be maintained at the existing level if the portacabin is provided. The Highways Authority request that the applicant provides further information, either showing a layout of the proposed parking spaces or evidence that there is spare capacity in the existing car park spaces under the control of the applicant.
4. 13th November – An amended block plan was submitted to the Local Planning Authority by the applicant on 12th November which was sent to the Highways Authority. Following review of this, the Highways Authority do not hold an objections, subject to a standard condition relating to the retention of space shown on the block plan for parking and manoeuvring of vehicles.
5. Suffolk Fire and Rescue: No objections – set out standard notes relating to access and firefighting facilities and water supplies.

Representations:

6. Town Council: No objections.
7. Neighbours: The following representation was received from Bolt House, Powerdrive Tools:
 - We have no objections to the principle of the application.
 - The maximum parking spaces currently available is 21 (or less depending on determination of space required per vehicle). This figure includes the area on which the proposed portacabin would be erected.
 - The statement that it is to be erected on unused land is therefore incorrect, and the available parking would be reduced.
 - The open air gym areas have already significantly compromised their available parking space.
 - We (their neighbours) have a legal right of parking for several vehicles on their parking area. There is no reciprocal right.
8. **Policy**: The following policies of the Joint Development Management Policies Document, the St Edmundsbury Core Strategy 2010 & Vision 2031 Documents have been taken into account in the consideration of this application:
 - Policy DM1 Presumption in Favour of Sustainable Development

- Policy DM2 Creating Places, Development Principles and Local Distinctiveness
- DM46 Parking Standards
- Policy HV9 General Employment Areas – Haverhill

Other Planning Policy:

9. National Planning Policy Framework (2018)

Officer Comment:

10. The issues to be considered in the determination of the application are:

- Revised NPPF
- Principle of development
- Impact on residential amenity
- Impact on street scene/character of area
- Design and form
- Highways issues
- Other matters

Revised NPPF:

11. The NPPF was revised in July 2018 and is a material consideration in decision making from the day of its publication. Paragraph 213 is clear however that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the revised NPPF. Due weight should be given to them according to their degree of consistency with the Framework; the closer the policies in the plan to the policies in the Framework, the greater weight that may be given. The Policies set out within the Joint Development Management Policies have been assessed in detail and are considered sufficiently aligned with the provisions of the 2018 NPPF that full weight can be attached to them in the decision making process.

Principle of development:

12. Development at an existing commercial site within the settlement boundary is acceptable as a matter of principle provided that the proposal respects the character and appearance of the immediate and surrounding area, and providing there is not an adverse impact upon residential amenity, highway safety or important trees within the street scene. Along with CS3, DM2 requires development to conserve and, where possible, enhance the character and local distinctiveness of the area.

13. The application site is located within the General Employment Area and Policy HV9 within the Haverhill Vision 2031 document states that proposals for industrial and business development within the use classes B1, B2 and B8 for Haverhill Industrial Estate will be permitted providing that space requirements, parking, access, travel and general environmental considerations can be met. Although "Real Bodies" currently operates a D2 use, this use has already been established and the proposed cabin is merely a small expansion to this business. Therefore, it is considered acceptable within the General Employment Area.

14. It is also stated within the planning statement that the creation of the cabin will create 2 full-time positions along with the opportunity for apprentice

positions therefore expanding potential employment opportunities within Haverhill.

Impact on residential amenity:

15. The proposed development is considered to have no adverse impact upon the residential amenity of occupants of any nearby properties given the location of the proposed structure. The proposed structure is to be located forward of the front elevation of Prospect House and given that the closest neighbouring properties are located towards the north-west of the site, the proposed structure will be screened by the bulk of the Electricity Distribution Site, Eastern Electricity, and the Arriva Vauxhall car dealership. Taking this into consideration, views of the proposed development from neighbouring properties 11 – 37 Duddery Hill will be extremely limited or even non-existent.

Design and Forms and Impact on street scene/character of the area:

16. The proposed development comprises the construction of a single storey, flat roof cabin to be used as a treatment room in association with "Real Bodies" gym. The design of the structure consists of a timber construction and a flat roof which is generally considered to be appropriate for the area.
17. Although the proposed cabin structure will be visible from the Hollands Road, no harm is considered to arise upon the street scene. This is because the area is characterised by industrial units of varying sizes and designs. When travelling south down Hollands Road towards Prospect House, views of the proposed development will be limited until approach of the application building. There is a high brick wall towards the northern boundary of the site, which gradually degrades in height. This is in place to support the bank given the significant increase in ground level towards the motor car garage. There is also vegetation along this boundary which contributes to the screening of this proposal. Views of the proposed development will be obscured by the gradient of the hill on land contained by the car dealership towards the north and vegetation also along this boundary. Although views may be more readily available when travelling north along Hollands Road, no harm is considered to arise upon the street scene. This is because, on balance, the wider area is generally mixed given the industrial appearance of the estate – there is no real defined character to the area. The proposed cabin is considered to be fairly discrete within the local area and therefore will not adversely affect the character and appearance of the immediate and surrounding area notwithstanding its generally utilitarian appearance and its location forward of the host building. In addition to this, the proposed development will be of single storey nature and incorporate a flat roof, making views minimal. The area is characterised by units with flat roofs and shallow pitch roofs.

Highways issues:

18. It is noted that the proposed cabin will jeopardise the use of four existing car parking spaces. However the proposed block plan shows that three of

these parking spaces will be orientated at a different angle in order to accommodate the proposed structure. It also includes the addition of a drop off point. The Highways Authority were consulted for a 21 day period and firstly requested more information in regards to parking provision being maintained at the existing level if the portacabin is provided. They required a layout plan of the proposed parking spaces or evidence showing that there is spare capacity in the existing car park spaces under control of the applicant. An amended block plan was submitted to the Local Planning Authority on 12th November which was sent to the Highways Authority for consideration. Further comments were received on 13th November indicating no objections to the proposed development subject to a standard condition relating to retaining space for the parking and manoeuvring of vehicles as shown on the amended proposed block plan. It is considered this condition is required to ensure that sufficient space for the on-site parking of vehicles is provided and maintained in order to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.

19. Following this, a further amended block plan was then received, noting that, of the four car parking spaces to be relocated, one of these was inaccessible. This space has been omitted from the plans and replaced by secure cycle storage. Consultations have taken place on this amended plan with SCC and it was confirmed in an email dated 20th November that this option is more practical and that the Highways Authority would not change their position on this proposal.
20. Given the above, the proposal is considered to comply with Policy DM46, Parking Standards.

Other matters:

21. A letter of representation was received from the neighbouring industrial unit, Powerdrive Tools. The representation states that the maximum number of car parking spaces available is currently 21. This figure includes the area on which the proposed portacabin is to be erected. The statement that it is to be erected on unused land is therefore incorrect, and the available parking will be reduced.
22. The proposed block plan submitted shows that there will be additional car parking towards the front of the cabin, including two car parking spaces and a drop off point. Car parking towards this area has therefore been reduced by one parking space. However, the proposed block plan confirms that additional spaces will be added to the car park towards the south of the gym. The Highways Authority have been consulted on this application and raise no objections to the scheme, subject to a standard condition. Taking this into consideration, it is considered that there will be no detrimental impact upon car parking.
23. The letter of representation also states that the open air gym areas have already significantly comprised their available car parking space. The proposed block plan submitted confirms that the open air gym will be removed from the site, therefore making cycle storage towards the rear of the newer exercise studio available. The removal of the open air gym has

also been confirmed by the applicant in an email dated 14th November 2018. This can also be secured through condition.

24.They also state that they have a legal right of parking of several vehicles on their parking area and that there is no reciprocal right. This is not a planning consideration and is a civil issue between the applicant and neighbour, noting that the Authority has control over the available parking for this proposal, given its location within the submitted blue line plan.

Conclusion:

25.In conclusion, the principle and detail of the development is considered to be acceptable and in compliance with relevant development plan policies and the National Planning Policy Framework.

Recommendation:

26.It is recommended that planning permission be **APPROVED** subject to the following conditions:

1. Time limit
2. Compliance with plans
3. Materials as specified
4. Parking/Manoeuvring to be provided (including the removal of the outdoor gym equipment)
5. Cycle storage to be provided and thereafter retained in accordance with details which shall first have been submitted to and approved in writing by the LPA.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online