



St Edmundsbury
BOROUGH COUNCIL

DEV/SE/19/021

Development Control Committee 7 March 2019

Planning Application DC/18/1143/FUL – 2 Hollands Road, Haverhill

Date Registered: 29.6.2018 **Expiry Date:** 28.09.2018 (EOT 15.03.2019)

Case Officer: Ed Fosker **Recommendation:** Approve Application

Parish: Haverhill Town Council (EMAIL) **Ward:** Haverhill South

Proposal: Planning Application - (i) remodelling part of existing building to provide vehicle storage area and provision of additional office space; (ii) operational changes to the existing building and (iii) installation of fence and gates (part retrospective).

Site: 2 Hollands Road, Haverhill

Applicant: Clerkin Civils Limited - Mr Dean Clerkin

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 Development Control Committee as No. 2 Hollands Road is in the ownership of St Edmundsbury Borough Council and at the request of Ward Member (Haverhill South) Councillor Paula Fox.

Proposal:

1. The proposed development is for the remodelling of part of existing building to provide vehicle storage area and provision of additional office space, along with operational changes to the existing building and erection of fence and gates. As some of the development has already commenced, this application is part retrospective, as shown below:
 - New roof (retrospective);
 - Selected demolition and associated building operations (retrospective);
 - New office accommodation on lower ground floor;
 - New fence and gates around periphery of site;
 - New cladding on elevations of building.

2. The proposed development would facilitate office and operational space for Clerkin Civils which has recently consolidated operations and made their business headquarters at the site. This will allow them to more effectively serve their business needs and provide a platform for further growth. The site would be used for office space and storage of plant and vehicles, both within the building and within its curtilage. There would also be parking for office and visiting staff. The site would not be open to the public and there would be the need to store aggregate at the site, including gravel and sand.

Application Supporting Material:

- Application form
- Existing site layout plan
- Proposed site layout plan
- Existing and proposed elevations
- Sustainable drainage proforma
- Planning statement

Site Details:

3. No. 2 Hollands road is located on the corner of Hollands Road and Bumpstead Road within an established industrial estate situated within a General Employment Area. The site currently comprises a large industrial building with associated hard standing areas and car parking. Historically the building was used by Menta Business Centre, who provide business advice and business skills training for start-up businesses with opportunities to lease small business units. Neighbouring units to the south and west are also industrial in appearance, the closest residential properties are located on the eastern side of Bumpstead Road and are separated by the roads itself.

Planning History:

Reference	Proposal	Status	Decision Date
E/95/1137/P	Planning Application – Application Erection of extension to rear	Granted	23.03.1995

Consultations:

Environment Team: No objection, we requesting electric vehicle charge points are attached to the planning consent via condition, should planning be granted, to enhance the local air quality through the enabling and encouraging of zero emission vehicles. The condition requires at least 5% of car parking spaces shall be equipped with electric vehicle charge points. In this case, 5% of 41 spaces would be 2.05, and we would therefore accept 2 spaces.

Public Health & Housing: Do not object to the application however the agent has informed me the lorries will be leaving the yard at 6am. This may impact on the amenity of the nearby residents therefore we recommend the company implement a policy to ensure these vehicle movements are kept to a minimum and that drivers are advised to not leave vehicles idling, or to excessively rev the engines when leaving the site. Drivers to be advised to keep radios and conversation to a low volume during this time. To protect the amenity of the area.

Environment Agency: No formal comment to make.

Suffolk County Council Highways Authority: No objection, any permission should include conditions to control parking and manoeuvring, distance of gates from carriageway and cycle storage.

Suffolk County Council Floods and Water Engineer: The drainage strategy is satisfactory. The orifice plate is a little on the small side, but the overall risk to the site and surrounding areas if blockage occurs is small – any exceedance will use the highway. I am happy for the wash down facility to bypass the control device and the rest of the new hardstanding areas to be controlled to 5l/s.

Ramblers: No objection.

Tree Officer (Verbal with FS): No objection, requests root protection condition with regard to the trees positioned to the south west of the site given the location of the boundary fence.

Representations:

Ward Member: The reasons being that it is retrospective and it is a St Eds property I believe, therefore we would need complete transparency with one of our own properties. There has been no transport and construction plan put forward that we are aware of. No thought/consideration for noise and dust to the area which is just across the road from residential homes. Has an underground tank been installed to cope with any oil spillages that may occur as any pollutants should not enter any local storm drains.

Town Council: wishes to express considerable disappointment that these works were not subject to a proper planning process in advance of such works.

The apparent complete disregard for processes put in place to protect the environment and workers is astonishing. In particular:

- The potential for unlawful mishandling and disposal of asbestos believed to have been present.
- The failure to provide for mitigation against pollution due to an incomplete and ineffectual drainage assessment - spillages entering the highway surface water system can enter the Stour Brook without any mitigation.
- The failure by a Borough tenant to obtain landlord's permission before actually demolishing a publicly-owned building, as it is inconceivable that the Borough would not have advised the applicant of the need to obtain planning permission ahead of such works.

The Town Council wishes to also note that it is pleased that a local company is doing well and needs new facilities, congratulates Clerkins on their growth but the Borough should ensure new tenants follow due process and that when it comes to planning matters relating to Borough property, the approach is one as an exemplar to others'

Neighbours: No comments received.

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
- Policy DM46 Parking Standards
- Core Strategy Policy SCS3 Design Quality and Local Distinctiveness
- Policy HV9 General Employment Areas – Haverhill

Other Planning Policy:

National Planning Policy Framework (2018)

Officer Comment:

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

- Principle of development
 - Impact on residential amenity
 - Impact on street scene/character of the area
 - Design and form
 - Highways
 - Other matters
4. 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

5. Development at an existing commercial site is considered acceptable as a matter of principle provided that the proposal respects the character and appearance of the immediate and surrounding area, and providing that 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 recognise characteristics and local distinctiveness of the surrounding area.
6. The application site is contained 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. The building appears to have been within the use class B1 historically and the current use of the site involves the storage of civil engineering plant and aggregates with an office element, given the fact that B1, B2 and B8 are generally permitted within this area it is considered acceptable in principle within the General Employment Area.

Impact on residential amenity

7. The proposed development is not considered to adversely impact upon the residential amenity of occupants of nearby properties given the location or the building. The nearest residential properties are to the east of the site and separated by Bumpstead Road. The office element and car parking are located to the eastern side of the larger storage unit, and the boundary of the site fronting Bumpstead Road is well screened by the strong mature hedging. Public Health and Housing have also raised no objection to the proposal, but note that some lorries will be leaving the site at 6.30am and that vehicle movements should be kept to a minimum and that drivers are advised to not leave vehicles idling, or to excessively rev the engines when leaving the site. Also drivers to be advised to keep radios and conversation to a low volume during this time. Given the nature of the site and its relationship to any dwellings, and the fact that this site is located within an industrial estate and the access used by the lorries is located at the furthest point away from any residential properties, it is not considered that there would be any significant adverse impact on the residential amenity currently enjoyed by the occupiers of nearby properties, such that would otherwise justify a refusal, and the 06.00 starting time as conditioned is reasonable in order to ensure this.

Impact on street scene/character of the area

8. The proposed alterations are to the sides of the building which front Hollands Road and Bumpstead Road. The alterations to the building to the side facing Hollands Road comprise of the demolition of a sizable portion of the building, which in effect moves the element which is most visible further back from the road, the remaining side elevations are to be covered in grey composite

cladding. The works to the side of the building which faces Bumpstead Road comprise the infilling of the existing undercroft beneath the office element of the building which is currently utilised for parking, given that this part of the site is at a low level and the boundary well screened by the existing mature hedging only extremely limited views are likely to be afforded from the vehicular access.

9. Industrial units in and around this area of Hollands Road are of similar appearance and hold no real architectural merit. Given the fact that the largest and most prominent elevation of the building is being demolished and in effect will present as further away from the frontage of the site and the relatively minimal alterations to the side of the building which fronts Bumpstead Road it is not considered that there would be any adverse impact on the existing industrial character of the area.

Design and form

10. The alterations which comprise a sizable amount of demolition, modest infilling, extension to the roof above the workshop and new cladding to the external walls with a re-designed parking layout are considered to be relatively modest when taking into account the size of the existing building. Being flat roofed and industrial in nature with an office element, the alterations are an arguable improvement to the appearance of the building which is considered to be of an appropriate scale, form and design in an area where buildings are generally of a large but single storey nature, with flat or very shallow pitched roofs.

Highways

11. The site would be served by three gates, one to Bumpstead Road (serving the office) and two to Hollands Road (serving the office and storage unit and area, also a one-way system would be maintained within the site to safeguard operational activities. The proposed development will increase the number of car parking spaces on site from 36 to 41. Given that there are 41 available spaces, parking provision is considered ample for the scheme. This is also confirmed following a consultation response from Suffolk County Highways. The Highways Authority also recommend a conditions relating to retaining the space shown on the proposed site plan for parking and manoeuvring of vehicles and cycle storage provision. These conditions are considered reasonable to ensure that sufficient space for the on-site parking of vehicles and cycles is provided and maintained. This is therefore compliant with Policy DM46, Parking Standards.

Other matters

12. It is noted that the Ward member raised concern with regarding the fact that there has been no transport and construction plan put forward, No thought/consideration for noise and dust to the area which is just across the road from residential homes and questions if an underground tank been installed to cope with any oil spillages that may occur as any pollutants should not enter any local storm drains.
13. The demolition element of the scheme which would have benefited from a construction management plan has been completed prior to receiving this

application and with the remaining elements essentially amounting to what would be relatively modest alterations it would be unreasonable to ask for a construction management plan at this stage.

14. Clerkins Civils employs 10 full time staff at the site and the agent has confirmed that a maximum eight lorries in total could be leaving the site, with the earliest time being 6.30am and not returning before 4.30pm, turning right and existing through the industrial estate the Highways Authority have raised no concern with regard to this arrangement and have not deemed it necessary to request a transport plan.
15. With regard to drainage a 46mm orifice plate will be utilised in order to restrict the outfall rate to 5.0 l/s. This orifice plate will replace the existing 100mm hydrobrake. After passing through the orifice plate, the flow will then pass through a petrol interceptor before out falling via an existing connection to the Thames Water surface water sewer located to the East of the site. There is also an inspection pit located within the new concrete hardstanding, which will be used for inspecting and cleaning the vehicles chassis. Therefore, it is likely that the surface water runoff from the pit will contain a high amount of muck & silt which if allowed to pass through the orifice plate could result in blockages. As such the surface water runoff from the inspection pit will by bypass the orifice plate and will outfall unrestricted directly to the petrol interceptor. Suffolk County Council Floods and Water Engineer has confirmed that this is an acceptable arrangement.
16. The 2.75m high triple point palisade boundary fence is to be finished in green and the inwardly opening vehicular gates are 3m high double leaf palisade. The fencing is considered to be reasonable in appearance and respecting the applicants desire to secure the items of high value plant in this industrial location. Given the positioning of the three semi mature trees to the south western side of the site it is considered necessary to attach a condition to ensure the protection of these.

Conclusion:

17. 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:

18. It is recommended that planning permission be **APPROVED** subject to the following conditions:
 1. **Time limit** - The development hereby permitted shall be begun not later than 3 years from the date of this permission.
 2. **Compliance with plans** - The development hereby permitted shall not be carried out except in complete accordance with the details shown on the following approved plans and documents:
 3. **Materials as detailed** - The development hereby permitted shall be constructed entirely of the materials detailed on the submitted plans – application form

4. **Parking/manoeuvring to be provided** – Within three months of the granting of consent, the area(s) within the site shown on Drawing No. C556/P-06 Rev C for the purposes of [LOADING, UNLOADING,] manoeuvring and parking of vehicles has been provided and thereafter that area(s) shall be retained and used for no other purposes.

Reason: 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.

5. Gates shall be set back a minimum distance of 5 metres from the edge of the carriageway and shall open only into the site and not over any area of the highway.

Reason: In the interests of road safety.

6. The Details of the areas to be provided for secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety within three months of the granting of consent, and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long-term maintenance of adequate on-site space for secure cycle storage.

7. The strategy for the disposal of surface water (dated 4/10/18, ref: SK02 by EAS) shall be implemented as approved in writing by the local planning authority. The strategy shall thereafter be managed and maintained in accordance with the approved strategy.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained.

8. Within three months of the granting of consent, at least 5% of car parking spaces shall be equipped with working electric vehicle charge points, which shall be provided for staff and/or visitor use at locations reasonably accessible from car parking spaces. The Electric Vehicle Charge Points shall be retained thereafter.

Reason: To promote and facilitate the uptake of electric vehicles on the site in order to minimise emissions and enhance local air quality in line with the National Planning Policy Framework (NPPF) paragraph 35; Policy DM14 of the Joint Development Management Policies Document, Policy CS2 (E) of the Core Strategy and the Suffolk Parking Standards.

9. The opening hours of the premises shall be restricted to the following hours:

06.00 to 19.00; Monday - Friday

The premises shall not be open at any time on Sundays, Bank or Public Holidays

Reason: To minimise the impact of the development on the locality in the interests of amenity in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.

10. Prior to installation of the boundary fence a scheme for the protection during construction of the trees on the sites south western side, in accordance with BS 5837:2012 - Trees in relation to construction - Recommendations, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show the extent of root protection areas and details of ground protection measures and fencing to be erected around the trees, including the type and position of these. The protective measures contained with the scheme shall be implemented prior to the installation of the boundary fence, and shall be maintained and retained until the development is completed. Within the root protection areas the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant, machinery or surplus soil shall be placed or stored thereon. If any trenches for services are required within the fenced areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25mm or more shall be left unsevered.

Reason: To ensure that the trees are adequately protected, to safeguard the character and appearance of the area, in accordance with policy DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement of development to ensure that existing trees are adequately protected prior to any ground disturbance.

Documents:

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

<https://planning.westsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PA7R9PPDGUI00>