

DELEGATED DECISION REPORT

HPK/2023/0136
VALID 10/05/2023

RAILWAY STABLES,
SURREY STREET,
GLOSSOP, DERBYSHIRE,
SK13 7AJ

NEW STORAGE WORKSHOP
UNIT FOR USE ANCILLARY TO
EXISTING INDUSTRIAL
PROCESSES ON SITE
(FULL - MINOR)

MAIN ISSUES

- Principle of Development
- Design Considerations
- Impact upon Residential Amenity
- Highway Safety
- Other Matters

DESCRIPTION OF SITE

The application site lies within the development boundary for Glossop, which lies within the Glossopdale Sub Area as defined by the Local Plan policies map. The site relates to an industrial unit and associated curtilage, comprising hardstanding and landscaped areas. The existing building lies on the junction of Surrey Street and Arundel Street with its associated land running linear to a railway line to the north. Access to the site is from Arundel Street with land levels rising before levelling out. The site lies within a primary employment zone, known as Surrey Street, Glossop. The land also lies within the Manchester to Sheffield Railway Historic Environment Record.

PROPOSAL

Planning permission is sought for the construction of a workshop building associated with an existing industrial use. The building would be approximately 28m in length and 8m in width. A dual pitched roof is proposed with height to eaves and ridge of approximately 4.3m and 7.7m respectively. The building would comprise blockwork to its lower level and cladding to the remaining walls and roof. A roller shutter door, and personnel access door are proposed within the western elevation. A series of roof lights are proposed in both roof slopes.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

High Peak Local Plan (Adopted 2016)

- S1 Sustainable Development Principles
- S1a Presumption in Favour of Sustainable Development
- S2 Settlement Hierarchy
- S4 Maintaining and Enhancing an Economic Base
- S5 Glossopdale Sub-area Strategy

EQ1 Climate Change
EQ6 Design and Place Making
EQ7 Built and Historic Environment
EQ8 Green Infrastructure
EQ9 Trees, woodland and hedgerows
E1 New Employment Development
E3 Primary Employment Zones
E5 Regenerating an Industrial Legacy
CF6 Accessibility and Transport

Supplementary Planning Guidance/Documents

High Peak Design Guide (2018)

National Planning Policy Framework

Section 6: Building a strong and competitive economy
Section 8: Promoting healthy and safe communities
Section 9: Promoting sustainable transport
Section 12: Achieving Well-designed Places

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

Various historic applications

CONSULTATIONS

Publicity

Site Notice expiry date: 04/07/23
Neighbour consultation period ends: 08/06/23
Press Advert: N/A

Public Comments

One letter of objection received on following grounds:
Noise impact
Loss of privacy
Impact on trees and wildlife
Impact on outlook

Town / Parish Comments

N/A.

Derbyshire County Council Highways

It is noted that the application proposes no additional employees and that the proposed unit is to replace current containers/storage facilities; however, if not already available within the site, can the applicant be requested to provide secure

and covered cycle parking provision in line with paragraphs 104 and 110 of the NPPF for the promotion of sustainable transport? If these can be indicated on a revised plan and submitted, further comments will then be provided.

High Peak Borough Council – Environmental Health

None received

High Peak Borough Council – Arboriculture Officer

None received

AES

No comments to make

United Utilities

Recommend drainage condition

Network Rail

Network Rail is objecting to the proposal.

The applicant has included NR land within the red line boundary and appears to include a section of NR land upon which they are proposing to construct the new workshop. Also the applicant is proposing to construct the proposal hard against the boundary with NR. This is not acceptable to NR. The applicant is requested to revise their proposal and this must be done to ensure that NR land is excluded from the red line boundary area. NR will not allow any of our land to be included as part of the proposal or be built on by an outside party

OFFICER COMMENTS

Principle of Development

The application proposes new industrial development within the Surrey Street, Glossop Primary Employment Zone.

Policy S5 seeks to encourage the growth of local employment opportunities and supporting the diversification and growth of local business which will be achieved by, inter alia, safeguarding existing employment sites for industrial and business use unless specifically allocated for an alternative use.

Policy S4 seeks to maintenance and enhance the economic base of the Plan area, and supports the appropriate improvement, enhancement and expansion of existing businesses.

Policy E3 states that planning permission will be granted for new employment development in Primary Employment Zones, and that these will generally be retained for business, industry and other economic development.

The Development Plan supports the principle of employment development in this location and is therefore considered to be acceptable, subject to compliance with other policies within the Development Plan.

Design Considerations

Policy EQ 6 requires that all development should be well designed and be of high quality which responds positively to its environment while contributing to local distinctiveness and sense of place.

The siting of the building would be located on land which is at a higher land level than Arundel Street. Views of the site from the north include the railway line gantry, with existing mature vegetation, the latter of which helps to screen the employment development from these vantage points. Existing storage occurs on this land although this is not apparent. This vantage point also includes Ladybower Court which is a three storey apartment building. Views are also available across the sports ground which is characterised by a largely vegetated green corridor adjacent to the railway, which is a positive characteristic of the surrounding area.

The proposed building is of some considerable length and height, and would have a stark industrial appearance. Due to the land level of the site and its siting immediately adjacent to the railway line, it is considered that the building would be a prominent new form of development on the streetscene. This would be exacerbated by the land levels which would add prominence to the scale of the building. It is considered that this would contrast significantly with the green corridor to the detriment of the character and appearance of the building.

Policy EQ9 seeks to protect existing trees, woodlands and hedgerows from loss of deterioration. This will be achieved by requiring trees and woodlands to be retained within new development, and where appropriate provide new tree planting and soft landscaping. As mentioned above there are a number of trees in this area which lie both on and off site. These offer important screening of the existing buildings and uses of the site which are not prominent when viewed from the north. The submitted Design and Access Statement indicates that trees will not be affected. However, given the proximity of the development to existing trees, without appropriate supporting documentation, the LPA cannot be confident that all trees will remain, the extent of any removals which may be necessary and any mitigation measures which may be required. Due to the proximity of the development to the railway boundary, there would be no opportunity for additional screening to be provided.

There is a significant lack of information, through no Tree Survey/AIA, or any visuals to enable the LPA to be confident that such a building, in this location could be assimilated into the area without causing undue harm to the character and appearance of the area.

Amenity

Policy EQ6 requires development achieve a satisfactory relationship to adjacent development and not cause unacceptable effects by reason of visual intrusion, overlooking, shadowing, overbearing effect, noise, light pollution or other adverse impacts on local character and amenity.

To nature of the existing use of the site is such that it has the potential to affect neighbouring properties, particularly through noise and disturbance. There are residential properties in close proximity to the site. The site could operate in a manner, as existing which has the potential to give rise to such effects. Nonetheless, conditions could be attached to any development ensuring that the building operates in a manner which attenuates any noise disturbance, with details of a scheme to be provided.

With regard to loss of light and overshadowing the building is located a sufficient distance away from residential properties not to result in an adverse effect on living conditions. With regard to outlook, as mentioned above, there are concerns with regard to the scale and siting of the building and its impact on the character of the area. The building would be visible from residential properties and the outlook of residents would be affected.

Highway Safety

Policy CF 6 seeks to ensure that development can be safely accessed in a sustainable manner. Proposals should aim to minimise the need to travel through unsustainable modes. Proposals should also ensure that development does not lead to an increase in on street parking to the detriment of the free and safe flow of traffic.

The application indicates that there would be no uplift in employees, while no changes to the access arrangements would arise. DCC Highways have advised that they would require details of cycle parking to be provided, which could be secured by condition. Additionally, the site is within a sustainable and accessible location close to different modes of public transport. It is considered that the application complies with Policy CF6 of the Local Plan.

Impact on Network Rail Land

Policy S1, requires development to have an efficient use of land which is informed by the surrounding environment and that safe working environment is provided and the risks from potential hazards are minimised. Policy CF3, which relates to Local Infrastructure Provision, states that suitable arrangements will be put in place which improves local infrastructure provision, and that consideration will be given to ensuring that any adverse impacts arising are minimised. Policy EQ6 requires that development achieves a satisfactory relationship to adjacent development and does not cause unacceptable effects.

The application development is proposed immediately adjacent to an existing railway land which is operated by Network Rail. Network Rail have identified that part of the red edge included within the application is within their ownership which is unacceptable as a matter of principle. Furthermore, the development is proposed on

the railway boundary, this is also unacceptable to Network Rail as it would affect their asset for various construction, maintenance and safety reasons. In such circumstances, Network Rail require a buffer of at least 3m from their boundary which has not been provided.

The proposed development therefore fails to provide appropriate buffer from Network Rail land and, as such, has the potential to adversely affect the function of transport infrastructure network.

CONCLUSION / PLANNING BALANCE

There is support for the proposed development insofar as it would deliver employment development on allocated employment land. This brings economic and social benefits of the development. However, the design of the development is such that it would have an adverse effect on the character and appearance of the area. Furthermore, without supporting information to the contrary, the potential for the loss of trees would further affect the character and appearance of the area. Finally, the development is unacceptably close to Network Rail assets and has the potential to adversely affect the local transport infrastructure. The proposals therefore have social and environmental disbenefits which demonstrably outweigh the benefits of the scheme. It is considered that the proposals would fail to comply with the policies contained within the Development Plan, which considered as a whole, and the guidance within the NPPF and, as such, it is recommended that the application be approved.

OFFICER RECOMMENDATION: REFUSE

Case Officer: Declan Cleary

Recommendation Date: 04/07/23

X 

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council