

Planning proposal for a new Garage at Longson Old Transport Yard, Sheffield Rd. Chapel-en-le-Frith

SITE LOCATION & CONTEXT

The site is situated off Sheffield Road to the east of Chapel-en-le-Frith. The site is the former Longson's transport yard which comprises of a small industrial estate consisting of several stone buildings, a modern purpose-built premises and yard surrounding them. The site of the proposed building is situated in the north Eastern part of the land and measures approx. 112 m2.

The surrounding area consists of one and two storey buildings used for manufacturing, vehicle repair, warehouses and offices. A range of businesses are located adjacent including Natural Stone Surfaces to the north, Street Crane Company Ltd, Chapel Tool Hire and an Ex-MOT testing station to the east and some other small businesses. The whole site has large areas for parking and haulage. Access to the site is off Sheffield Road which links to Market Street and the A6 for good transport links. The application site is designated in the Primary Employment Zone, Land for Industry and within a Neighbourhood Plan Area in the adopted High Peak Local Plan (2016).



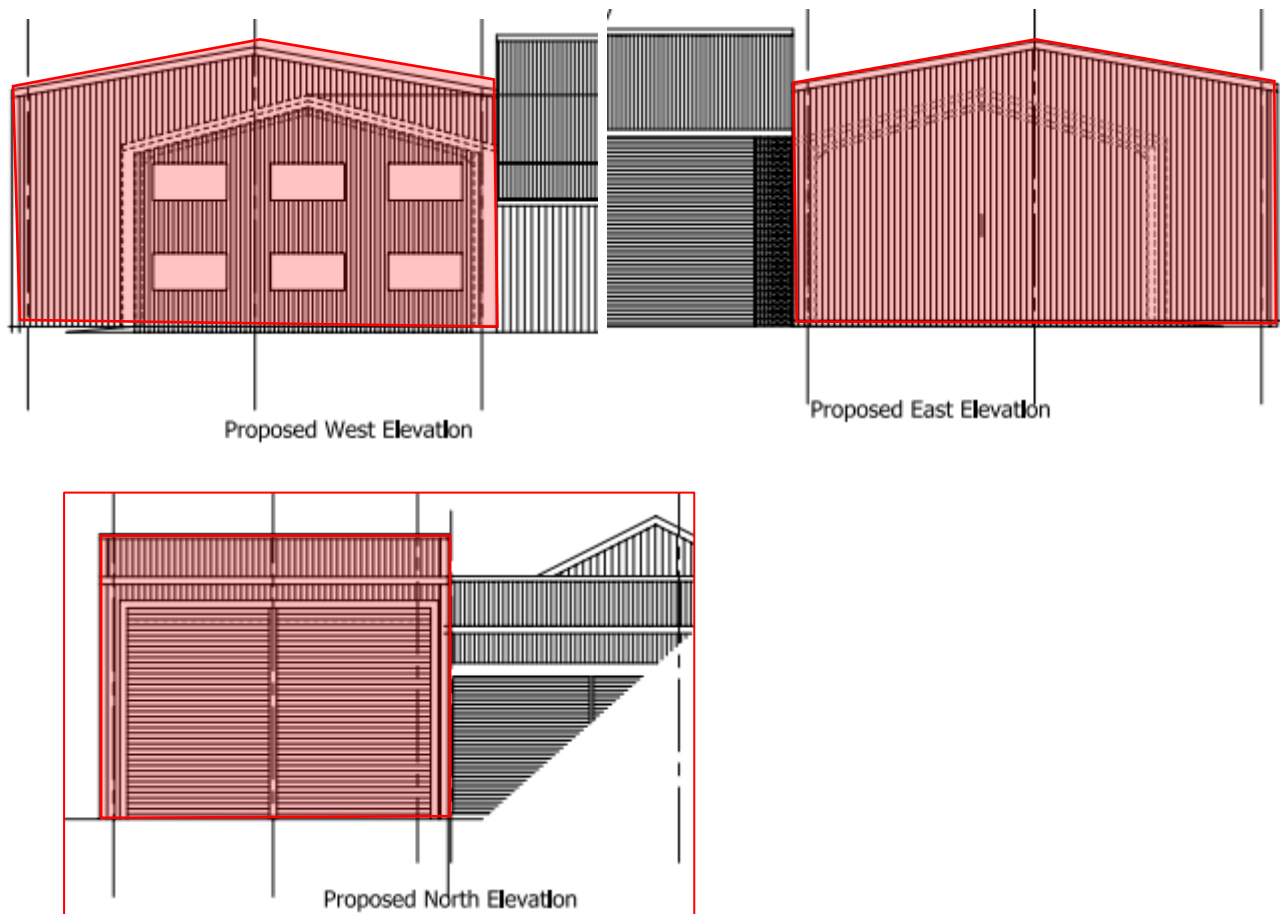
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PROPOSED DEVELOPMENT

Joule Brady Commercials have serviced HGV and PLG vehicles on site for several years and have grown a good customer base. They currently can't offer their customers MOT's. In recent years there has been marked reduction in MOT facilities in Chapel-en-le-frith and the surrounding villages causing people take their business out of the area. Other services that are currently offered by Joule Brady Commercials are hampered by the design and constraints of the old buildings. The proposed building will help modernise the facilities and ensure the company can meet its growing demands whilst maintaining the business in Chapel-en-le-Frith.

Proposed new building

The proposal is to erect a steel framed building measuring approx. 8.8m long x 12.75m wide with a 6.1m eaves. The internal floor space created will be approx. 105m². The height of the building is required to allow for HGV to pass through. The walls of the new building will be clad in an 80mm composite insulated cladding panel. The roof will be clad with 120mm composite insulated cladding panels with 20% translucent panels to allow for natural daylight. Two roller shutter doors are proposed on the North and one on the south side. The doors will provide access for both staff and vehicles. There will be an Internal door linking to the existing building. The proposed building is situated to the North of the existing site on an area that is surfaced in concrete and asphalt. This will be replaced with concrete as part of the foundations for the building.



Access

Access to the building is through the existing yard, which uses the access off Sheffield Road.

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Conservation Area

The application site lies near the Chapel-en-le-Frith – Town End conservation area. The small row of buildings at the southern end which are currently used as offices will remain unaffected. A footpath runs across the East side of the yard however, the footpath will be unaffected by the application. The Peak Tramway is further to the north of the site, again this will be unaffected by the development. For more details see Statement of significance.

Planning History

There have been numerous planning application for the various sections of the site.

Application:

Ref: HPK/2006/0704 Location: Town End Garage, Buxton Road, Chapel-en-le-Frith Description: Demolition of Toilet Block and construction of link corridor Decision: Approved, Date: 14/11/2006

Ref: HPK/0002/5598 Location: Longsons, Sheffield Road, Chapel En Le Frith, Description Extension To Existing Repair Shop To Allow Doors To Be Closed When Working On Long Vehicles. Decision: -Approved, Date: 23/07/1987

Ref: HPK/2012/0176 Location: Land Off Sheffield Road, Chapel-en-le-Frith Description: Proposed Residential Development Consisting of 53 no Dwellings. Decision: Withdrawn Decision Date: 24 July 2012

Ref: HPK/2013/0225 Location: Land adjacent to Chapel Tool Hire, Sheffield Road, Chapel-en-le-Frith Description: Proposed Residential Development. Decision: Refused Decision Date: 8 August 2013

These confirm that the site should be retained and used for employment and industry.

Pre App Application

A pre app application was submitted to the HPBC on Dec 2023 (ref: pad/2023/0029). Information regarding the site was received from the planning officer, with his over summary - "I can advise that the principle of development will be fully supported should you wish to submit a full application in due course"

Local Planning Policy

The development plan for Chapel-en-le-Frith comprises of the High Peak Local Plan (2016) and relevant planning guidance. The application site is designated in a Primary Employment Zone, Land for Industry and within the Neighbourhood Plan Area in the adopted High Peak Local Plan (2016). These plans provide site specific safeguarding for the ongoing employment use of the land and buildings

High Peak Local Plan (2016)

Within the High Peak Plan the site falls under Primary Employment Zone and Land for Industry. The local plan policy E3 and E5. Points for Policy E3 relates to Primary Employment Zones: • Planning permission will be granted for employment developments within Primary Employment Zones, including proposals within use classes B1b, B1c, B2 and B8 and other economic development as appropriate.

Chapel-en-le-Frith Neighbourhood Plan

EP2 relates to Existing Employment Sites- Proposals which lead to the improvement, modernisation

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or upgrading of current employment sites will be welcomed and supported, subject to there being no adverse impacts on the amenity of neighbours.

EP4 relates to Employment Land Allocation : - Subject to meeting the requirements of this Plan, as well as other relevant national and local planning policies, planning permission will be granted for employment use on each of the following sites all of which are identified on the map. ES1 Former Longsons Transport Yard.

EP5 relates to site specific requirements for application of Employment land ES1 Former Longsons Transport Yard.: - No unacceptable impact on neighbouring properties through noise, vibration, smell, smoke, dust, fumes, lighting, litter, traffic and other disturbance, and no unacceptable impact on residential amenity including consideration of hours of operation. - Minimisation of opportunities for crime and anti-social behaviour. - Improving the access from either Sheffield Road or Buxton Road. - The neighbouring historic Peak Forest Tramway must be protected in the form of a buffering zone

Trees

There are no protect trees within the area. The nearest trees are 25m away beyond the north west boundary, these are mostly large conifers

Boundary treatment

No boundary will be affected by this construction.

Surfacing

The area of the new building is currently concrete & Asphalt and will be replaced by te new concrete foundations. The surrounding area of existing hardstand of concrete and asphalt will remain untouched.

Impact on neighbouring properties

The proposed new building is will be in keeping with the other buildings around it and will be surrounded on three sides. From the northern view it will be visible but this will be obscured by the other industries in front of it. The proposed use will have a no worse impact on the neighbouring properties than the sites current use.

Sustainability & Environmental Measures

This proposal will enable Joule Brady Commercials to ensure their continued operation, growth and retention as a local employer. The proposed building will have modern composite insulated walls and roof along with a 20% translucent roof to help minimise the buildings environmental impact. The site is easily accessible by car and public transport.

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Access and Parking

The existing access will be maintained off Sheffield Road, parking will be provided within the existing area.

Flood risk

Although the Black brook is nearby and does create a flood risk zone (flood zones 2,3), the area for the proposed building is does not lie within these risk zones and is 2.5 m above the brook and will not be affected by the river.

CONCLUSION

In summary it is considered the principle of the new building, in the manner designed, should be considered acceptable. The proposal has been designed to respect the surroundings and business requirements in proportions and architectural style. The new building will allow for the continuing expansion of the business. The proposal is considered compliant with both national and local policies and has been considered to have minimal impact on the neighbouring surroundings and properties.