

UTT/1045/11/DC (Saffron Walden)

(Council Application).

PROPOSAL: **Erection of steel framed industrial building.**

LOCATION: **Council Depot, Shire Hill Industrial Estate, Saffron Walden.**

APPLICANT: **Uttlesford District Council.**

AGENT: **Uttlesford District Council.**

GRID REFERENCE: **TL 547-379**

EXPIRY DATE: **21.7.2011**

CASE OFFICER: **Joe Mitson**

APPLICATION TYPE: **Minor**

1. NOTATION

1.1 Within Development Limits.

2. DESCRIPTION OF SITE

2.1 The site comprises an industrial yard with a modest brick building adjacent to the neighbouring industrial building. Access is to the east and the site borders a footpath to the west with industrial buildings to the north and east. The site currently operates as a Council Depot.

3. PROPOSAL

3.1 The proposal comprises the erection of a steel framed industrial building along the eastern boundary of the site. The building would measure 23 metres by 15 metres in ground area, an eaves height of 6 metres and a ridge height of 7.5 metres. The building would be clad with composite steel panels with roller shutter doors. The building is required for the maintenance of the Council's fleet of vehicles.

4. APPLICANT'S CASE

4.1 The site has been owned by the Council for many years and is used as the Council Depot with activities including street services and vehicle maintenance. The present access would remain and the site is surrounded by similar buildings to that proposed. There is an existing brick building on the site which provides adequate office, mess room, toilets and work related storage facilities.

4.2 It is not intended to change the use of the site, the building would not be obviously visible from outside the site, there would be no conflict with any other business on the estate and there is adequate parking on the site.

5. RELEVANT SITE HISTORY

5.1 There is no relevant history on the site.

6. POLICIES

6.1 **National Policies**

PPS1 - Delivering Sustainable Development.

6.2 East of England Plan 2006

E2 - Land for Employment.

6.3 Essex Replacement Structure Plan 2001

No policies relevant.

6.4 Uttlesford District Local Plan 2005

Policy GEN1 - Access.

Policy GEN2 - Design.

Policy GEN4 - Amenity.

Policy GEN8 - Vehicle Parking Standards.

Policy E2 - Safeguarding Employment Land.

Policy S1 - Development Limits for the Main Urban Areas.

7. TOWN COUNCIL COMMENTS

7.1 Saffron Walden Town Council did not object.

8. CONSULTATIONS

ECC Environmental Health.

8.1 No objection subject to conditions.

9. REPRESENTATIONS

9.1 Eight letters objecting on the grounds that the access road to the site is already very congested with vehicles parking for delivery and collection of children for the nursery school and the estate generates much traffic including some very large lorries, it would be unsafe to encourage more vehicles in the access road. Already aware of the movement of refuse lorries, the workshop has the potential to cause noise nuisance during the day and would need careful management, would prefer no noisy outside working, the roller shutters should be kept closed when noisy repairs are carried out and would not wish for any additional lighting as in winter months light shines into properties from the site. The visual aspect of the building would impact negatively on the residential area it borders as it is situated too close to the houses, noise would be directed towards the housing and there could be intensification in the use. Wildlife on adjacent sites would be adversely affected, air quality would be compromised and can sometimes already smell refuse and exhaust fumes. Insufficient information has been provided relating to the number of employees on the site and no information in relation to traffic generation. The building will impact on light to the adjacent building,

10. APPRAISAL

The issues to consider in the determination of the application are:

- A** The principle of the development (ULP Policies S1 and E2);
- B** Visual and residential amenity, (ULP Policies GEN2 and GEN4);
- C** Highway safety (ULP Policies GEN1 and GEN8).

A The principle of the development (ULP Policies S1 and E2);

10.1 The site is located on the established industrial estate within the settlement boundary and as such there is a presumption in favour of industrial development provided other issues are satisfactorily addressed. The proposal relates to the erection of an industrial building in connection with the existing depot use of the site and accords with the relevant land use policies.

B Visual and residential amenity, (ULP Policies GEN2 and GEN4);

10.2 The proposed building would be sited adjacent to an existing industrial building with further industrial units to the north. The site is well landscaped along the western boundary and as a result, despite the higher land level, the building would not be prominent when viewed from outside the site. The building would be in keeping with the character and appearance of the site and surroundings in terms of siting, design, size and materials.

10.3 The building would be sited 40 plus metres away from the western boundary where dwellings back onto the footpath a corridor of a further 15 metres wide at a lower level. Environmental Health stated that the application has the potential to cause noise disturbance to residential properties in Stanleys Farm Road to the south and west and that this could be controlled by conditions preventing the use of power tools, equipment or machinery other than within the building and that the roller shutters to the front of the building shall be kept closed other than to allow the entry and exit of vehicles.

10.4 Notwithstanding the objections received in relation to noise it is considered that the recommended conditions would ensure that the use of the building for the maintenance of vehicles would not result in undue noise and disturbance for residents of adjacent properties. It is also not considered that the use of the building would generate a level of air pollution or that the potential impact on adjacent units would be sufficient to resist the proposal.

C Highway Safety (GEN1 and GEN8).

10.5 The existing access would be used and the site would retain sufficient space for the parking of vehicles to ensure that there should not be any further parking beyond the site. Notwithstanding the objections received it is not considered that the proposal could be resisted parking and access issues.

11. CONCLUSION

The following is a summary of the main reasons for the recommendation:

A The proposal would be acceptable in land use terms and would be satisfactory in relation to visual and residential amenity, access and parking.

RECOMMENDATION –CONDITIONAL APPROVAL

Conditions:

1 Time limit for commencement of development

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: In order to comply with Section 91 (1) and (2) of the Town and Country Planning Act 1990 (as amended).

2 To be implemented in accordance with approved plans

The development hereby permitted shall be implemented in all respects strictly in accordance with the approved plans listed in the schedule of plans printed on this Decision Notice, unless agreed in writing by the local planning authority.

REASON: To ensure the scheme will be carried out as approved and because any changes must be agreed in advance in writing by the local planning authority

3 Details of materials

The development hereby permitted shall be carried out strictly in accordance with the materials specified in the application. Subsequently, the external surfaces shall not be changed without the prior written consent of the local planning authority.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity

4 No outdoor working

No power tools, equipment, machinery or plant of any kind shall be used at any time anywhere on the site except within the building hereby permitted.

REASON: To protect the amenities of the occupiers of adjoining properties.

5 Roller Shutters

The roller doors to the front of the building shall be kept closed except to allow the entry and exit of vehicles.

REASON: To protect the amenities of the occupiers of adjoining properties.



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