

Application Number:	2019/0266	Application Type:	Full
Proposal:	Change of use from bus depot to furniture manufacturing business (B2)	Location:	Former Bus Depot, Knowsley Park Way, Haslingden
Report of:	Planning Manager	Status:	For Publication
Report to:	Development Control Committee	Date:	27 August 2019
Applicant:	Foremost Furniture Ltd	Determination Expiry Date:	30 August 2019
Agent:			

Contact Officer:	Neil Birtles	Telephone:	01706-238645
Email:	planning@rossendalebc.gov.uk		

REASON FOR REPORTING	
Outside Officer Scheme of Delegation	
Member Call-In Name of Member: Reason for Call-In:	
3 or more objections received	
Other (please state):	Council-Owned Land

HUMAN RIGHTS

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-

Article 8

The right to respect for private and family life, home and correspondence.

Article 1 of Protocol 1

The right of peaceful enjoyment of possessions and protection of property.

1. RECOMMENDATION

Approval, subject to the Conditions set out in Section 11 of the report.

2. SITE

The application relates to the site fronting Knowsley Park Way formerly occupied by Rossendale Transport Ltd (and before this by Camfil).

The site is occupied by a substantial building (45m x 95m) of 2-storeys in height, incorporating offices at that end facing towards Knowsley Park Way. The offices are fronted by a car park. A separate vehicular access gives access to a service yard to the south-west side of the building; there are a series of bay doors in the elevation of the building facing the yard.

Although the site is accessed from Broadway through an Industrial Estate - with commercial premises to each side and to the opposite side of Knowsley Park Way - it is bounded to the rear by houses that front to Devon Crescent/Chester Crescent.

The site is within the Urban Boundary of Haslingden as identified on the Proposals Map accompanying the adopted Core Strategy (2011). In the new Local Plan being produced the site is within an area which it proposes be retained for Employment.

3. RELEVANT PLANNING HISTORY

2008/0072 Change of Use from Class B1 (Business) with ancillary Offices to Bus Garage/Maintenance Workshop (Sui Generis) operating 24 Hours with ancillary Offices; Associated works to service yard and erection of acoustic wall
Approved

4. PROPOSAL

Foremost Furniture Limited specialises in the production of handmade timber furniture and fittings for use by the Pub, Restaurant & Hotel industries and in educational & leisure establishments. It presently operates from premises on Carrs Industrial Estate, employing 60 people full-time and 5 part-time.

It wishes to relocate to the application site, which is occupied by a more modern building, intending to retain as offices that part of the building previously used as such and split almost equally the rest of the space within the building between manufacturing and storage.

It anticipates employing 70 people full-time and 10 part-time, with operating hours of 8am-5pm Monday-Friday and 8am-1pm on Weekends/Bank Holidays.

It proposes no changes to the layout of the 50-space car park or service yard.

5. POLICY CONTEXT

National

National Planning Policy Framework

- Section 2 Achieving Sustainable Development
- Section 6 Building a Strong, Competitive Economy
- Section 9 Promoting Sustainable Transport
- Section 11 Making Effective Use of Land

Development Plan Policies

Rossendale Core Strategy (2011)

- AVP6 Area Vision for Haslingden & Rising Bridge
- Policy 1 General Development Locations and Principles
- Policy 8 Transport (inc Appendix 1 Parking Standards)

Other Material Considerations

National Planning Policy Guidance
RBC Emerging Local Plan (2019)

6. CONSULTATION RESPONSES

RBC Economic Development

Support

RBC Environmental Health

No objection.

LCC Highways

No objection subject to Conditions.

7. REPRESENTATIONS

To accord with the General Development Procedure Order a site notice was posted and letters were sent to neighbours.

No comments have been received.

8. ASSESSMENT

The main considerations in determining the application are :

- 1) Principle; 2) Visual Amenity; 3) Neighbour Amenity; & 4) Access/Parking

Principle

The proposal will result in return of an industrial unit on an Industrial Estate to manufacturing use after a period in which it was used by Rossendale Transport Ltd.

National Planning Policy Framework and Core Strategy policies are supportive of proposals which will add to economic activity/employment.

The Council's Economic Development Team has expressed its support for the proposal. In amplification it has stated:

"We welcome the expansion into the building of a furniture manufacturing business with 70 full time and 10 part-time jobs; this will bring the substantial 0.87ha site back into productive use and fulfil its role as an employment site. This development complements the Councils Priority 2: A connected and successful Rossendale that welcomes sustainable growth; and the Economic Development Strategy priority 2 and 3, supporting inward investment and business growth."

Accordingly, there is no objection in principle to the proposal.

Visual Amenity

The proposal entails neither extension/alteration of the building, nor changes to the 1.7m high green palisade fences/gates on the frontage to Knowsley Park Way.

Accordingly, the proposal will not result in detriment to the street-scene or the visual amenity of the area.

Neighbour Amenity

To the north, east and west sides of the application site are other commercial premises; no objections to the proposal have been received from their occupiers.

To the south side the application site abuts the rear gardens of houses that front to Devon Crescent/Chester Crescent. The hours at which buses could be under-going repair/maintenance in the building and manoeuvring in the yard was such that the permission granted in 2008 for the Bus Depot required that the noise-insulation properties of the south-east and south-west walls of the building be enhanced, the bay-doors fitted with rapid shutter doors, vehicle movements within the southern yard prohibited between 2300 & 0700, acoustic-fence erected along the southern edge of this yard and the margin of land between the acoustic-fence and gardens of the houses fronting Devon Crescent/Chester Crescent be planted with shrubs.

These requirements have been implemented/adhered to. The buffer planting now far exceeds a height of 3m for most of its length. To protect the amenities of local residents it is considered appropriate to condition that vehicle movements within the southern yard are prohibited between 2300 & 0700, and any door giving access to it also remain closed between these hours.

The Environmental Health Unit has advised that operation of the Bus Depot did not give rise to complaints from residents about noise in its latter years and it has no objection to the application proposal; no objections to the proposal have been received from local residents.

Access/Parking

LCC Highways is satisfied that the proposed development will not add to the volume, or alter the nature of traffic, on the local highway network to an unacceptable extent. Accordingly it has raised no objection in principle to the proposal.

However, it has advised that:

“The proposed change of use will require a significantly higher number of parking spaces to that of the existing 50 parking spaces available at the site. The proposal will also require a provision for mobility impaired parking, covered and secure motor cycle parking, cycle storage and electric vehicle charging points. The applicant should also provide a marked out pedestrian walkway within the site to provide a designated route from the car parking areas.

With a significant shortfall in the required parking provision, the Local Highway Authority will require a Travel Plan which will demonstrate how the proposal will support the sustainable travel options available for its employees.”

Accordingly, it has recommended that permission be granted subject to Conditions that before first use of the premises by the applicant:

1. The car parking spaces and manoeuvring areas are laid out in accordance with an approved plan.
2. Cycling facilities are provided in accordance with an approved scheme.
3. An Interim Travel Plan has been submitted to and approved in writing by the Local Planning Authority, the provisions of which are to be implemented and operated in accordance with the timetable contained therein.

10. SUMMARY REASON FOR APPROVAL

The proposed development is appropriate in principle for premises located within an Industrial Estate and, subject to the conditions, is not considered likely to detract to an unacceptable extent from visual and neighbour amenity or highway safety. It is considered that the development is in accordance with the National Planning Policy Framework, and Policies AVP6 / 1 / 8 / 10 / 23 of the Council's adopted Core Strategy DPD (2011).

11. RECOMMENDATION

Approve

Conditions

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

Reason: To accord with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2) The development hereby permitted shall be carried out in accordance with the following drawings, unless otherwise required by the conditions below:

<u>Drawing Title</u>	<u>Drwg No</u>	<u>Date Rec'd</u>
Location Plan	-	27 / 06 / 19
Proposed Parking & Service Yard Plan	-	27 / 06 / 19

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development.

- 3) Prior to first use of the building as hereby permitted :
 - a. The parking spaces for cars & motor-cycles, and associated manoeuvring areas, shall be laid out in accordance with a plan which has first been submitted to and approved in writing by the Local Planning Authority.
 - b. Secure, covered cycle storage facilities shall be provided in accordance with a scheme which has first been submitted to and approved in writing by the Local Planning Authority.
 - c. An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority, the provisions of which shall be implemented and operated in accordance with the timetable contained therein.

Reason: In the interests of highway safety and sustainable travel.

- 4) Vehicle movements within the southern yard (edged blue on Aerial Photo 1) shall be prohibited between 2300 & 0700, and any door giving access to this yard shall also remain closed between these hours. Furthermore, there shall be no vehicular or pedestrian access between this yard and Devon Crescent/Chester Crescent.

Reason: To protect the amenities of local residents.