

Application Number:	2022/0012	Application Type:	Full
Proposal:	Full: proposed extension to existing motor repair garage building to allow for an additional bay.	Location:	Coupland Street Garage, Coupland Street, Whitworth
Report of:	Planning Manager	Status:	For Publication
Report to:	Development Control Committee	Date:	15/03/2022
Applicant:	Mr Glenn Shiel	Determination Expiry Date:	18/03/2022
Agent:	Mr Jordan Walker		

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REASON FOR REPORTING	
Outside Officer Scheme of Delegation	N/A
Member Call-In Name of Member: Reason for Call-In:	N/A
3 or more objections received	Yes
Other (please state):	N/A

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 this report.

APPLICATION DETAILS

2. SITE

The application relates to a car repair/MOT garage located to the east side of Market Street (A671).

It is accessed via Coupland Street which serves also terraced houses to the south side. Coupland Close runs to the west of the site, giving access to the relatively modern semi-detached houses immediately to the north and the Sunnyside Rest Home/Day Care Centre. Neither Coupland Street nor Coupland Close are adopted highways. To the east of the application site is Horsecroft Farm.

The principal building on the application site is of 1.5 storeys in height, with red painted brick walls and a slate roof. It measures approximately 10.5m x 11.5m x 6m high.

In the north east corner of the yard is the MOT testing bay and associated customer waiting room / WC / office, resulting from implementation of Planning Permission 2014/0049 for erection of a 1-storey building. It measures 7.15m x 9m x 4.6m high. It is to this building that the current application relates.

The repair garage and the buildings that surround it are all within the Urban Boundary.

3. RELEVANT PLANNING HISTORY

2014/0049 - Erection of building to form MOT Testing Station (Approved)

2020/0410 - Single storey side extension to existing garage workshop to provide an additional car servicing bay (Approved)

4. PROPOSAL

Permission is sought to erect a single-storey lean-to extension to the building in the north east corner of the site. It would measure 2.8m x 10.8 x 3.9m high, and would be constructed of brick and slate to match the existing building.

The extension would serve as an additional MOT / repair bay, and would have a single roller shutter door facing the existing yard area.

Further to discussions between the case officer and the applicant's agent, amended plans have been received showing the proposed extension set slightly further forward into the yard, to maintain a gap between the extension and the site boundary where the adjacent land owner has a building constructed up to the boundary (to better facilitate maintenance of both buildings in future).

5. POLICY CONTEXT

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
Section 12 Achieving Well-Designed Places

Development Plan

Local Plan Policies

SS: Spatial Strategy
SD1: Presumption in Favour of Sustainable Development
EMP4: Development Criteria for Employment Generating Development
ENV1: High Quality Development in the Borough

Other material considerations

National Planning Practice Guidance
National Design Guide

6. CONSULTATION RESPONSES

Cadent	No comments received
Conservation Consultant	No objection
LCC Highways	No objection subject to conditions
United Utilities	No comments received
RBC Environmental Health	No objection

7. REPRESENTATIONS

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

Three objections have been received raising the following issues:

- Parking / highway safety issues
- Extension will make maintenance access to wall of neighbouring building difficult.

8. ASSESSMENT

In dealing with this application the main issues which need to be considered are:

- 1) Principle; 2) Visual Amenity; 3) Neighbour Amenity; 4) Access, Parking and Highway Safety

Principle

The application relates to an existing car repair/MOT garage in the Urban Boundary. It proposes an extension of modest size to an existing building, which would be in the same use – facilitating the growth of the small business based on the site. Accordingly, the proposal is considered to be acceptable in principle.

Visual Amenity

The proposed lean-to extension will be visible from Coupland Street/Coupland Close through the site entrance/over the boundary fence. However, it would be of appropriate design/facing materials, closely matching the existing building and would not appear incongruous on the site.

There would be no conflict with the aims of policy ENV1 of the Local Plan in this regard, and the proposal is considered to be acceptable in terms of visual amenity.

Neighbour Amenity

The proposed extension is not considered likely to significantly add to noise or disturbance for any neighbours, and would not (by virtue of its siting, design and scale) significantly reduce the daylight, outlook or privacy enjoyed by any nearby residential properties.

Further to discussions between the case officer and the applicant's agent, amended plans have been received showing the proposed extension set slightly further forward into the yard, to maintain a gap (of varying width) between the extension and the site boundary where the adjacent land owner has a building constructed up to the boundary (to better facilitate maintenance of both buildings in future).

The scheme is considered acceptable in terms of neighbour amenity.

Access, Parking and Highway Safety

Objectors' comments are noted and have been duly considered. However, the Local Highway Authority (Lancashire County Council) has been consulted on the application and has raised no objection to the proposals, subject to conditions relating to:

- Submission, approval and implementation of a Construction Management Plan / Method Statement
- Submission, approval and implementation of details of surfacing for the car parking area.

Subject to the above conditions, the scheme is considered acceptable in terms of access, parking and highway safety.

9. RECOMMENDATION

Approval subject to conditions.

10. SUMMARY REASON FOR APPROVAL

The proposed development is considered acceptable in principle and, subject to the conditions, would not unduly detract from visual and neighbour amenity or highway safety. It is considered that the development accords with the National Planning Policy Framework and Policies SS, SD1, EMP4 and ENV1 of the Council's Local Plan.

11. 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 shall be carried out in accordance with the following drawings, unless otherwise required by the conditions below:

- Submitted application form.
- Proposed Plans, Elevations and Roof Layout (JCBD-21-260 - 2. Rev01)
- Location Plan, Proposed Parking Plan, Existing and Proposed Site Plans (JCBD-21-260 - 5. Rev01)

Reason: For the avoidance of doubt.

3. The materials used in the facing of the elevations and roof of the extension hereby permitted shall match like for like those used on the existing (host) building.

Reason: In the interests of visual amenity.

4. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number.
- Details of the parking of vehicles of construction site operatives and visitors.
- Details of loading and unloading of plant and materials.
- Measures to protect vulnerable road users (pedestrians and cyclists).
- Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction.
- Measures to control the emission of dust and dirt during construction.
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.
- Delivery, demolition and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

5. No development hereby permitted shall be occupied or brought into use until the car parking area associated with the development has been surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan. The car parking area shall thereafter be kept free of obstruction and available for the parking cars at all times.

Reason: To allow for the effective use of the parking areas.

12. INFORMATIVES

1. The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.