

DELEGATED DECISION REPORT

SMD/2024/0425
Valid 17/09/2024

CROWN GARAGE LEEK
ROAD
LEEKBROOK

DEMOLITION OF GARAGE
AND ERECTION OF
WORKSHOP

(FULL - MINOR)

MAIN ISSUES

- The principle of the proposal
- The impact on the character and appearance of the area
- The impact on residential amenity
- The impact on highway safety

DESCRIPTION OF SITE

The site is in the small village of Leekbrook but outside of the Development Boundaries of the District as shown in the Local Plan and so is therefore also deemed to be in the “countryside” despite being in a rather built-up and industrial area. It comprises a car repair garage which faces Cheadle Road, the A520 main road to the north-west. The buildings include a part brick-part metal clad warehouse type building and next to it a white render part flat-roof part pitched roof building, both of which are used for car repairs but the latter is also the reception area. There is petrol station forecourt with typical petrol station canopy to the front of the buildings. To the rear of the buildings is a parking yard and timber shed-like structure used for storage purposes. To the rear of the site is a brook to the south-west (with industrial units to the other side of it further to the south) and brick industrial/business units to the south-east (off Basford Lane). There are further industrial units to the north-east side of the site facing Cheadle Road and also to the other side of the main road to the north-west. On the south-west side of the site is a row of three dwellings also facing Cheadle Road, the end one of which is also a newsagents and off licence.

PROPOSAL

This is a full planning application for a new workshop building for further car repairs. It would replace the timber storage shed at the rear boundary and would occupy the same footprint but would also be larger with max approx. dimensions of 13 x 7 metres and a height of 6.3 metres (the current timber building has a height of approx. 2.5m). It would have goosewing grey metal cladding with blue trim to match the main car repairs building on site. It would have a roller shutter vehicular door to allow access for vehicles to be repaired inside it. There would be no changes to staff numbers as a result of the expansion of the garage floorspace. A Planning, Design & Access Statement and Flood Risk Assessment has been submitted with the application.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Local Plan (Adopted September 2020)

SS9 Small Villages Strategy
SS10 Other Rural Areas Strategy
E3 Existing Employment Areas, Premises and Allocations
DC1 – Design Considerations
T1 – Sustainable Transport

National Planning Policy Framework (Dec 2023)

Sections 6 (Economy) and 12 (Design).

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

SMD/2012/0679: Car repair/workshop building. Approved and built.

CONSULTATIONS

Publicity

Site Notice expiry date: 29.10.24
Neighbour notification expiry date: 29.10.24
Press advert: N/A

Public Comments

None.

Leek Town Council

No objection.

Local Highways Authority

No objection. Existing garage will be demolished and workshop constructed partially on the same site.
Site is an existing car maintenance workshop. Access to the site is off A520 Cheadle Road. Access is existing and will not be affected by this proposal. Addition of a workshop by partial replacement of an existing building will not have a severe effect on the highway.
Current records show that there was 1 personal injury collisions (PIC) on A520 Cheadle Road within 120metres either side of the proposal in the previous five years. Although all PICs are regrettable, the overall volume of collisions does not suggest there are any existing safety problems that would be exacerbated by the proposed development.

Environmental Health (EH)

No objection subject to conditions to protect nearby residents from noise and disturbance from car repair works, other plant and machinery, construction works, deliveries and also fumes/odours and external lighting and also to protect the area from contamination. The EH Section commented as follows:

The site is adjacent to an existing car repair workshop and industrial estate. There is no record of complaint on records against the maintenance workshop. The background noise levels are expected to be relatively high in this location due to commercial and road traffic noise. But this application if permitted may mean an intensification of operations and noise. There are a small number of neighbours in close proximity who may be adversely impacted if noise is not properly controlled. We would recommend the following conditions be applied to any permission granted to ensure noise control. We have advised a change to the application hours to match those of the Crown Garage - smd/2012/0679.

Asbestos: A Demolition or refurbishment asbestos survey and risk assessment should be carried out prior to the demolition/renovation of the existing buildings. The enforcing authority for this type of work is the Health and Safety Executive (HSE) and it is recommended that you contact them directly to discuss their requirements: <http://www.hse.gov.uk/>

Nuisance: The granting of planning permission does not in any way indemnify against statutory nuisance action being taken should substantiated complaints within the remit of part III of the Environmental Protection Act 1990 be received.

Contamination: The site is a former garage site and likely to be subject to some contamination, however it is going to a low sensitive end use with minimal ground intrusion/disturbance (as a portal frame), so the unexpected contamination condition be sufficient.

SCC Flood Team

This application is non statutory as the building to be demolished and subsequently re-built is less than 250m². As such, I have attached our standing advice for such applications and offer the following comments in good faith:

The application form states that the existing building is used as a vehicle garage and MOT Workshop (less vulnerable) and will be used as a workshop following demolition and re-construction works (also less vulnerable) so the proposals do not impart an increase in usage vulnerability.

The southern boundary of the site falls on the bank of an EA Main River, however, the Site lies in Flood Zone 1 and would not be at risk of fluvial flooding.

The Site is affected by surface water flooding from the 30-year event so the risk of surface water flooding is high.

As the proposals are not for residential purposes, I think the LPA can reasonably allow this application to go ahead, however, you will need the applicant to demonstrate 1 or other of the measures in the text box in the attached document.

The finished floor level of the building should either be raised above the surrounding ground but if this is not possible, the building should include flood resilient design techniques in the new workshop to keep the building safe over its lifetime.

Severn Trent Water

No objection subject to condition requiring details of the proposed foul and surface water drainage.

CPRE

No objection.

OFFICER COMMENTS

The proposal would amount to the small scale expansion or intensification of an existing car repair and MOT business. Although the site is outside of the Development Boundaries the principle of the limited expansion of existing industrial or employment premises is not unacceptable under Policy SS10 providing this does not harm the character and amenities of the area or lead to significant increased traffic. The site is a fairly sustainable location and the proposal would not lead to any increase in staff. It would be a relatively small addition to the built development of the site and would replace a building used for storage purposes. It would therefore not lead to any significant increase in vehicular movements to and from the site or traffic problems. I consider the principle of the building based on its scale, floorspace and use to be acceptable.

With regard to the visual amenities of the area, the design, height and materials would replicate to some extent the much larger main car repair workshop building that was approved in 2012 and built. Its siting to the rear of the main buildings would lead it to not be visible from Leek Road, screened by the other buildings. It would be visible from Basford Lane to the north but only between two much larger business/commercial buildings within the same view and the proposed building would not be harmfully prominent in relation to larger industrial/employment buildings also visible from the road. Overall, the proposed building would not harm the character and appearance of the area.

With regard to residential amenity, it is noted that the proposed building would be used for car repairs, replacing a much smaller shed which was used purely for storage purposes. It is also noted that the new building would be directly adjacent to the rear gardens of the dwellings to the south of the garage site. Despite the building height it would not appear visually intrusive or overdominant from the dwellings and would be partly screened from the adjacent dwelling by the presence of a domestic outbuilding. Additional noise could be a potential issue but the neighbouring dwelling to the south is already directly adjacent to one of the buildings used for car repairs (the one with a pitched roof next to the side boundary). The adjacent residential property is already affected by noise and disturbance from the long running garage use and the proposed new building would be further from the house than the existing repair workshop building. It is not considered the additional

noise and disturbance would be significant enough to lead to more harm to the residential amenities of the area, with the safeguard of conditions recommended by Environmental Health to restrict noise, the same conditions that were applied to the much larger workshop building approved in 2012. Overall, it is not considered the proposal would significantly harm the residential amenities of the area.

With regard to highway safety, there is no objection from the local highways authority. The proposed building would not significantly displace cars stored in the rear area of the premises, judging from my site visit inspection (there was some spare parking capacity) or lead to pressure to park vehicles on the main road whilst awaiting repairs. The proposal is also not linked to any increase in staff which may further increase the demand for space to park cars. Therefore the level of safety on adjacent roads would not be compromised and the proposal is therefore acceptable in highway safety terms.

There is brook directly behind the proposed building. However, the local flood authority do not raise any significant concerns and refer to the standing advice which includes some measures which could be incorporated to avoid flooding problems. Severn Trent Water recommend a condition is added requiring details of a foul and surface water drainage scheme and I consider this condition should be applied to ensure environmentally friendly drainage of the new development.

CONCLUSION / PLANNING BALANCE

The proposal is acceptable in principle and would not harm the visual or residential amenities of the area (with the safeguard of conditions) or affect highways safety. It would therefore comply with the Council's Local Plan and government planning guidance in the National Planning Policy Framework (NPPF).

OFFICER RECOMMENDATION : APPROVE

Case Officer: Chris Johnston

Recommendation Date: 12.11.24

X



Signed by: Jane Curley

On behalf of Staffordshire Moorlands District Council

