

**17. FULL APPLICATION – DEMOLITION OF EXISTING SHED AND REPLACEMENT WITH SINGLE STOREY OFFICE BLOCK AT MAIN ROAD, HASSOP ROAD, CALVER (NP/DDD/0815/0782, P.9612, 423888 / 376403, 18/11/2015/AM)**

**APPLICANT: MR D DUROE**

**Site and Surroundings**

The application site is within Calver, approximately 44m to the south of Calver Crossroads at the A623/B6001 junction and outside of the designated Calver Conservation Area.

The site is occupied by a corrugated black metal sheet building which was used a number of years ago for vehicle repairs but has more recently been used for storage. The building has large sliding doors on the roadside elevation to provide access.

The nearest neighbouring properties are the 'Little Shop' to the north of the building and Calver Nurseries to the south west. A bowling green is located to the rear (north west). Single storey domestic properties are located to the south east of the adjacent highway, set back from the roadside. There are a number of commercial properties located around this traffic light controlled main road junction.

**Proposal**

This application seeks planning permission for the demolition of the existing building and the erection of a new single storey office building.

The amended plans submitted by the agent show that the proposed building would occupy the entire site and measure 12m long with a gable wall width of 6.8m. A single storey element under a 'lean-to' roof would extend a further 2.2m to the rear of the site, inset from each of the main gable walls by 0.6m. The external walls of the building would be clad with natural gritstone under a blue slate pitched roof with a maximum eaves height of 2.6m and a ridge height of 4.6m.

The openings would be limited to two openings on the roadside (east) elevation which would be provided with dark grey coloured aluminium window and door frames. Two smaller window openings are proposed on the rear (west) elevation along with four roof lights.

The building would be split into two self-contained office units, each measuring 35m<sup>2</sup> in floor area. Each unit would also be provided with a toilet and kitchen area.

No off-street parking spaces are proposed on the site. The application instead proposes that space to park four vehicles would be provided on the existing parking area adjacent to Polly Froggatt Field, (Calver village football field) approximately 200m to the north of the application site, on the northern side of the road junction. A letter from the treasurer of Calver & District Sports Association has also been submitted agreeing to this proposal which would be subject to a legal agreement.

**RECOMMENDATION:**

**That subject to the prior entry into a planning obligation under section 106 to secure the permanent provision of four parking spaces on the car park adjacent to Polly Froggatt Field that the application be approved subject to the following conditions:**

- 1. Statutory time limit for implementation.**

2. **Development to be carried out in accordance with specified amended plans.**
3. **No development shall take place until a scheme showing how the site compound, site operatives' vehicles, delivery vehicles and demolition/construction works are likely to affect the adjacent classified road, pedestrian footway, cycle facility and other premises in the vicinity, including locations and traffic management has been submitted to and approved in writing by the Authority. The approved scheme shall be implemented in full and be maintained for the duration of the demolition and construction works.**
4. **No development shall take place until the dropped vehicular crossing has been removed and the footway re-instated in accordance with a scheme which shall have first been submitted to and approved in writing by the National Park Authority.**
5. **Prior to the first occupation of the development a scheme for bin storage shall be submitted to and approved in writing by the Authority. The scheme shall be implemented and maintained thorough the lifetime of the development.**
6. **Conditions to secure architectural details and material specifications including natural limestone walls, gritstone detailing, finish of window and door frames, roof lights and verge details.**
7. **The building which is the subject of this application, shall be used for offices only and for no other purposes (including any other purpose in Class B1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).**

### **Key Issues**

- Whether the development is acceptable in principle.
- Whether the design of the proposed building is acceptable.
- Whether the proposed development would harm the amenity, security or privacy of neighbouring properties or highway safety.

### **History**

2014: NP/DDD/0914/0973: Planning permission refused for the demolition of shed and replacement with two storey new office block. The reasons for refusal were:

1. *“The proposed building would have a dominant and poor design which by virtue of its size, form, massing and detailing would harm the character and appearance of the local area contrary to Core Strategy policy GSP3, saved Local Plan Policy LC4, the Authority's supplementary planning guidance 'design guide' and paragraph 64 of the National Planning Policy Framework.”*
2. *“Insufficient space has been provided to allow vehicles to enter and exit the proposed parking spaces in a forward gear. Vehicles utilising the parking spaces would need to either enter or exit the parking spaces in reverse gear over the highway and intervening footway and cycle way, a manoeuvre which would be likely to adversely affect the safe movement of pedestrians and vehicles on the highway. Therefore it is considered that the development would not be served by safe access contrary to Core Strategy policy GSP3 and saved Local Plan policy LE6 and LT18.”*

## **Consultations**

Highway Authority – No objection subject to imposition of conditions and make the following comment.

The current application seeks a reduced scale office development (2 offices only) with no on-site parking. The applicant has a written agreement with the local sports association to provide four off street parking spaces in an existing car parking facility. This Authority would recommend that this parking is secured by an appropriate legally binding agreement (e.g. Section 106 Agreement) for the lifetime of the development. Whilst remote from the offices the applicant has demonstrated a suitable level of parking and as such an objection would be unlikely to be sustainable at appeal.

It is recommended that the dropped vehicular crossing at this location is removed and the footway and grass verge formally reinstated, including the installation of full height kerbs, to reduce the likelihood of vehicles being parked on the footway at this location.

This Authority would not wish to see obstruction of the public highway in close proximity to the signalised junction. The applicant should be asked to provide a demolition/construction method statement details should include material equipment/storage areas and traffic management etc.

District Council – No response to date.

Parish Council – The Parish Council raises serious reservations about the application on the following grounds.

- It is highly unlikely that the proposed parking arrangement to support this development at the Calver Sports Association ground would be utilised in view of its distance away from the development which would involve crossing two main roads. It is highly likely that individuals would either park closer either on the main road adjacent to the site or on Sough Lane which is already congested in association with parking for access to the supermarket at Calver Crossroads.
- Question the need for more office accommodation in Calver.
- Inaccuracies on the submitted application form.

## **Representations**

One representation letter has been received. The letter objects to the proposed development for reasons summarised below. The letter can be read in full on the Authority's website.

- The whole of the site area is to be re-developed which leaves no space for surface water disposal or waste storage on the applicant's land.
- On three sides of the building the adjacent land is not in the applicant's ownership. There are several obstacles abutting the development including a holly tree and a shed used for storage by the bowling club.
- The proposed aluminium window and doors are out of keeping with other properties in this location.
- Surface water currently is discharged to a soak away on the neighbouring property. The proposed guttering would discharge to this soak away and not contained within the curtilage of the new development.

- There is no provision for bins or skips within the development.
- There is no provision for visitor parking within the development.
- There is no proven demand for offices within the area.

### **Main Policies**

Relevant Core Strategy policies: GSP3, DS1 and E1

Relevant Local Plan policies: LC4, LE6, LT10 and LT18

The Authority's development strategy (DS1) says that in named settlements development for business uses is acceptable in principle. E1 is directly relevant for business development and E1 A says that new sites and buildings will be permitted within or on the edge of the named settlements provided that the proposal is of a scale that is consistent with the needs of the local population. Wherever possible proposals must reuse existing traditional buildings or previously developed sites, and take up opportunities for enhancement.

GSP3 and LC4 say that all development must conserve and enhance all valued characteristics of the site and buildings and that particular attention will be paid (amongst other things) to siting, landscaping and building materials, design in accordance with the design guide, impact on living conditions of communities and access and traffic levels.

LE6 is more specific, relating directly to employment sites and says that where development is acceptable in principle, it will only be permitted provided that every practicable means is used to minimise any adverse impact, paying particular attention to (amongst other things) visibility, site access and parking.

The relevant development plan policies are considered to be up-to-date and in accordance with the more recently published National Planning Policy Framework (the Framework) because both documents seek to promote appropriate sustainable economic development in rural areas which conserves and enhances the National Park.

### **Assessment**

The application site is located within Calver which is a named settlement for the purposes of the Authority's development plan. The existing metal sheet building takes up the entire application site and is of no architectural or historic merit and therefore the demolition of the existing building and its replacement with a new office building, which enhances the site and of a size consistent with the needs of the local population would be acceptable in principle.

The submitted application proposes a building to house two offices (each with a floor space of approximately 35m<sup>2</sup>) each with ancillary kitchen and toilet. In this case, no specific justification or explanation for the need for the office space has been provided, and it is assumed that the development is speculative. The Parish Council has raised concerns that there is no identified need for the offices.

Policy E1 requires development to be consistent with the needs of the local population. Officers have taken into account the concerns raised but consider that the proposed floor space is relatively modest and can be considered to be consistent with the likely needs of the local population, especially taking into account that the development would replace the existing building.

The proposed development would therefore be acceptable in principle provided that the

development enhances the site and was acceptable in all other respects.

The design of the proposed building has been revised following the refusal of the last application in 2014. The proposed building has followed Officers' advice in that the building is now single storey and has been designed to reflect a simple traditional building clad in natural materials. The width of the gable wall has been further reduced and the pitch of the roof increased following negotiations with the agent which will significantly reduce the massing of the building on the site. The two proposed openings on the front elevation reflect the type of openings found under the eaves of outbuildings and are acceptable. The proposed roof lights have been moved to the rear roof slope to minimise their visual impact.

It is therefore considered that the revised design is acceptable and is in accordance with GSP3 and LC4. The proposed building would be smaller and also a significant visual enhancement in materials and appearance within the street scene as compared to the existing metal sheet building. If permission is granted conditions are recommended to secure architectural details and specifications for materials. In particular Officers would recommend that the walls of the building are clad with roughly coursed limestone rather than coursed gritstone because this is the predominant building material within Calver. The use of powder coated aluminium frames deeply recessed behind the external face of the wall is considered to be acceptable subject to an appropriate frame detail and recessive colour finish.

The application site does not include any space for off-street parking for occupants, deliveries or other visitors. The applicant proposes that four off-street spaces would be retained for use at the existing car park adjacent to Polly Froggatt field and proposes that a planning obligation under Section 106 can be used to secure this.

The highway at this point (the B6001) is relatively busy and the site is located within 50m of its junction with the A623. The footway at this point is also relatively well used by customers visiting the adjacent shop and nursery. It is therefore considered that any manoeuvres by vehicles either reversing into or out of the site or parking on the footway could potentially harm the safety of pedestrians, cyclists and vehicles using the highway.

Concern has been raised by the Parish Council that the four proposed parking spaces would be too distant from the site and that it is likely that occupants and visitors would park on the adjacent highway or on Sough Lane. The proposed parking areas are approximately 200m from the application site and having walked the route and carefully considered the issue Officers, on balance, agree with the Highway Authority that the proposed parking areas would be suitable and would not be so far from the site that occupants and visitors would be discouraged from using them.

As the car park at Polly Froggatt field is outside of the application site and the applicant's control it is not possible to impose a planning condition requiring the permanent provision and maintenance of the proposed parking spaces. It would be necessary for the applicant to enter into a planning obligation with the owner of the car park and the Authority prior to the issuing of any final decision to ensure that the parking spaces are provided and maintained in perpetuity.

Officers also agree with the Highway Authority that a condition to agree a site construction compound is necessary to ensure that construction vehicles, plant and materials are managed in a way which avoids obstruction of the highway and any other highway safety issues. A condition to remove the dropped kerb and re-instate a full-height kerb along with the footway and a grass verge is also considered to be necessary to prevent and discourage vehicles parking on the footway. A scheme for the storage of any bins within the building would also be necessary to prevent bins being stored on the adjacent footway.

Subject to the prior entry into a planning obligation and imposition of the above planning conditions it is considered that the proposed development would be served with adequate

parking and that the development would not harm highway safety in accordance with LT11 and LT18.

The proposed building would be on a similar footprint to the existing building and would have a lower eaves and ridge height, so there are no concerns that the development would lead to any loss of light or have an overbearing impact upon any neighbouring properties. There are no concerns that the proposal would lead to any over-looking as the front openings face towards the road and the two small rear windows face towards the bowling green.

The proposed office use would be acceptable on this site and would not give rise to any noise or other disturbance which could harm the amenity of the area. Given the location of the building and the distance from any neighbouring residential property it is not considered necessary to restrict the hours of operation of the development or delivery / servicing activities. Given the concerns about parking it is considered necessary to restrict the use of the building to offices only because other uses could give rise to additional parking or servicing requirements. The change of use to a market dwelling would also be contrary to policy HC1.

The proposed building would have a connection to the main sewer which is acceptable. Surface water would drain through the existing drainage which serves the main building. There is no evidence that this drainage has caused any flooding or is unacceptable from a planning point of view. It is also noted that there is a small holly tree adjacent to the site. The holly tree is not significant in the street scene and appears to have grown around and away from the existing building, therefore the development would be unlikely to have any harmful impact upon the tree.

It is therefore considered that the proposed development would not harm the privacy, security or amenity of the local area.

### **Conclusion**

The proposed development is acceptable in principle and the amended design is of a high quality and in accordance with relevant development plan policies and the adopted design guide. The proposal would not harm the amenity of any neighbouring property or other land uses and subject to the prior entry into a legal agreement to secure parking spaces it is considered that the development would not harm highway safety.

Therefore subject to prior entry into a legal agreement and the conditions outlined in the report it is considered that the proposal is in accordance with the development plan. Relevant policies are in accordance with the Framework and, in the absence of any further material considerations, the proposal is therefore recommended for approval.

### **Human Rights**

Any human rights issues have been considered and addressed in the preparation of this report.

### **List of Background Papers (not previously published)**

Nil