

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	MP	08/10/18
Planning Development Manager authorisation:	AN	15/10/18
Admin checks / despatch completed	AN	16/10/18

Application: 18/01212/FUL

Town / Parish: Ramsey & Parkeston Parish Council

Applicant: Mr Dave Williams - IT Fleet Automotive

Address: IT Fleet Automotive 47 West Dock Road Parkeston

Development: Proposed erection of industrial unit.

1. Town / Parish Council

Ramsey & Parkeston Parish Council

The view of the Ramsey & Parkeston Parish Council is No Objection to the application.

2. Consultation Responses

Health and Safety Executive

No comment.

ECC Highways Dept

The Highway Authority observes that the proposed industrial building will be subject of Use Class B1 (C) and no automotive repairs or maintenance activities will take place here and the sole use will be the secure storage of motor vehicles, therefore does not object to the proposals as submitted.

Informative1: All work within or affecting the highway is to be laid out and constructed by prior arrangement with and to the requirements and specifications of the Highway Authority; all details shall be agreed before the commencement of works.

3. Planning History

06/00144/FUL	Erection of 1000m warehouse for storage purposes.	Approved	28.04.2006
11/01211/FUL	Erection of new 1000m ² warehouse building for storage purposes.	Approved	30.01.2012

4. Relevant Policies / Government Guidance

NPPF National Planning Policy Framework July 2018

National Planning Practice Guidance

Tendring District Local Plan 2007

QL9 Design of New Development

QL10 Designing New Development to Meet Functional Needs

QL11 Environmental Impacts and Compatibility of Uses

TR1A Development Affecting Highways

Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017)

SPL3 Sustainable Design

Status of the Local Plan

The 'development plan' for Tendring is the 2007 'adopted' Local Plan. Paragraph 213 of the NPPF (2018) allows local planning authorities to give due weight to adopted albeit outdated policies according to their degree of consistency with the policies in the NPPF. Paragraph 48 of the NPPF also allows weight to be given to policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency with national policy. As of 16th June 2017, the emerging Local Plan for Tendring is the Tendring District Local Plan 2013-2033 and Beyond Publication Draft.

Section 1 of the Local Plan (which sets out the strategy for growth across North Essex including Tendring, Colchester and Braintree) was examined in January and May 2018 and the Inspector's initial findings were published in June 2018. They raise concerns, very specifically, about the three 'Garden Communities' proposed in north Essex along the A120 designed to deliver longer-term sustainable growth in the latter half of the plan period and beyond 2033. Further work is required to address the Inspector's concerns and the North Essex Authorities are considering how best to proceed.

With more work required to demonstrate the soundness of the Local Plan, its policies cannot yet carry the full weight of adopted policy, however they can carry some weight in the determination of planning applications. The examination of Section 2 of the Local Plan will progress once matters in relation to Section 1 have been resolved. Where emerging policies are particularly relevant to a planning application and can be given some weight in line with the principles set out in paragraph 48 of the NPPF, they will be considered and, where appropriate, referred to in decision notices. In general terms however, more weight will be given to policies in the NPPF and the adopted Local Plan.

5. Officer Appraisal

Site Description

The application site is located off West Dock Road, Parkeston, Harwich. The area forms part of the wider area of land containing uses either directly or indirectly related to the Port of Harwich. The majority of built form is warehousing of a style associated with such locations. At present the site is hardstanding used primarily for parking and movement of vehicles, both staff and HGVs associated with the use. The site is located within the Settlement Development Boundary for Harwich, as agreed within both the Adopted Tendring Local Plan 2007 and the Emerging 2013-2033 Tendring Local Plan Publication Draft.

The site falls adjacent to, but outside of Flood Zones 2 and 3.

Proposal

This application seeks planning permission for the erection of an industrial unit, measuring 5.8m height, 9.9m width and 19m depth.

The building is to be used for car storage (Use Class B1c) and will be constructed with corrugated steel sheet cladding for the external walls and corrugated steel/cement cladding to the roof.

Assessment

1. Principle of Development

The application is for the erection of an industrial unit of a similar size to one to the east approved under 11/01211/FUL. The use is considered acceptable within the location and would be commensurate with the established character of the area. Therefore the principle of such a building is acceptable subject to the detailed consideration below.

2. Visual Impact

The adopted Tendring District Local Plan (2007) "Saved" Policies QL9, QL10 and QL11 seek to ensure that all new development makes a positive contribution to the quality of the local environment and character, by ensuring that proposals are well designed, relate satisfactorily to their setting and are of a suitable scale, mass and form. These sentiments are carried forward in Policy SPL3 of the Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017).

Whilst the proposed unit will be sited in relative isolation, it is accepted there are other similar units across the larger site, notably that approved under planning reference 11/01211/FUL to the east. The site is well set back from the main street scene along West Dock Road, whilst the proposed design and materials are that expected of an industrial unit and are therefore acceptable.

3. Impact to Neighbouring Amenities

Policy QL11 of the Saved Plan states that amongst other criteria, 'development will only be permitted if the development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties'. These sentiments are carried forward in Policy SPL3 of the Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017).

The nearest neighbouring properties are located approximately 100m to the south and east. Given such a significant separation distance and the larger site containing numerous other similar structures, there is considered to be a neutral impact to existing amenities as a result of the proposed works.

4. Highways

Essex Highways Authority have been consulted on the proposal and observe the building will be a Use Class B1c with no automotive repairs or maintenance activities taking place, with the sole use being storage of motor vehicles, and therefore does not raise any objections.

Other Considerations

Ramsey and Parkeston Parish Council raise no objection.

There have been no other letters of representation received.

6. Recommendation

Approval.

7. Conditions

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

Reason - To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans, drawing numbers 018.03-PL-101, 018.03-PL-102, 018.03-PL-103, 018.03-PL-104 and M-608-25-05-3.

Reason - For the avoidance of doubt and in the interests of proper planning.

8. Informatives

Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.