

**HIGH PEAK BOROUGH COUNCIL  
DEVELOPMENT CONTROL COMMITTEE**

**Date 7<sup>th</sup> October 2019**

<b>Application No:</b>	HPK/2018/0551	
<b>Location</b>	Howard Town Brewery, Hawkshead Mill, Hope Street, Glossop.	
<b>Proposal</b>	Proposed change of use of the existing B2 use class (general industrial) to a Sui Generis (Brew shop with ancillary tasting room and provision of bar snacks).	
<b>Applicant</b>	Howard Town Brewery	
<b>Agent</b>		
<b>Parish/ward</b>	Old Glossop Ward	<b>Date registered</b> 3 <sup>rd</sup> December 2018.
<b>If you have a question about this report please contact:</b> Faye Plant, Faye.plant@highpeak.gov.uk 01538 395400 ext. 4995		

## **1. REFERRAL**

1.1 Members will recall the above application was deferred at the meeting of 20<sup>th</sup> May 2019, whereby Members requested additional information regarding the operations at the Brewery, and clarification on ownership and highway boundaries.

1.2 The applicant has submitted the required information which seeks to confirm previously unclear matters and is detailed below;

- Updated location plan detailing Howard Town Brewery ownership and rented accommodation,
- Amended parking layout demonstrating 9 customer parking spaces and 4 staff parking spaces.
- Extract from Howard Town Brewery Business Plan explaining the operation of Tap House and shop and Brewery Tours. It is noted that the hours of use described in the expansion plan have altered slightly and are now 10am until 7pm, not 6pm as previously proposed.

1.4 This report deals only with the updated plans and information and should be read in conjunction with the previous report (appended) which deals with all other planning considerations.

1.3 The application details, including the updated information, representations and responses from consultees, can be found on the Council's website at:- <http://planning.highpeak.gov.uk/portal/servlets/ApplicationSearchServlet?PKID=228691>

## **2. CONSULTATION RESPONSES**

Highway Authority – Comments on amended details – As previously stated, in order to reduce the likelihood of the proposed development having a detrimental impact on future operation of the local highway network (e.g. obstruction of carriageways/footways/visibility envelopes etc) an adequate level of off-street parking should be demonstrated and maintained.

The proposed layout would not doubt make optimum use of an area proposed for parking although this would involve the use of parking spaces of deficient dimension [4.8m in length x 3m in width] to current recommendations and sub-standard exit visibility. However, the area is currently open for use for this purpose therefore formalising parking spaces and identifying an area to be maintained clear to maximise exit visibility (i.e Keep Clear within the proposed hatched area would further encourage parking close to the building) would be considered an improvement on the existing situation.

Whilst the Highway Authority cannot condone use of sub-standard parking spaces, if you are satisfied that the proposed level of off-street parking provision identified is adequate to serve the development proposals and bearing in mind the current situation, it is suggested that an objection of highway grounds to the proposed parking layout would likely prove unsustainable at any appeal.

Therefore, if minded to approve the proposals it is recommended that the following condition is included within the consent:-

1. Prior to the development, the subject of the application, being taken into use, space shall be provided within the application site in accordance with the approved application drawings for the parking/loading and unloading/manoeuvring of visitors/staff/customers/service and delivery vehicles, laid out, surfaced, marked out using suitable materials as agreed in writing by the Local Planning Authority free from any impediment to its designated use.

Environmental Health – No objections to hours of operation of 10am until 7pm.

### **3. OFFICER COMMENT**

3.1 The updated location plan showing ownership, the revised parking plan and supplementary business operation information seek to respond to the information requested by Members following the Development Control Committee held in May.

3.2 The amended location plan confirms the site area, and owned and rented land. The proposed parking area is located to the front of the brewery owned land and seeks to formalise the existing parking to the front of the building.

3.3 The updated location plan business plan clarifies operations at the site and details the planned gradual increase in opening hours to include Thursday opening from 2020 and an increase in hours to 7pm from the originally proposed 6pm. The business plan states that weekday visits to the shop are no

more than 2/3 per day with a majority of visitors on Brewery open days arriving on foot. It is noted that this survey is undertaken by the Brewery and does not include regular weekends (i.e without special event) however it demonstrates that parking is not in significant demand during weekdays or Brewery open days.

3.4 Modern day standards require parking bays of 5.5m in length and a 2m visibility splay. On residential estates, this would normally be achieved by the footway / verge / service strip between the property frontage and the carriageway. In this case the parking space finishes at the carriageway edge.

3.5 However, the former standards, which were used for many years, were 4.8m long parking bays (they have been lengthened to 5.5 because cars generally larger now). These can be found still operating successfully in practice in many locations, and thus it would be hard to sustain a refusal of the parking bay size if 4.8m could be achieved.

3.6 When measured on site the frontage is approximately 6m wide. If a 4.8m bay was provided at 90 degrees to the road this would leave a visibility splay of c. 1.2m before the edge of the carriageway. Again this is substandard but does at least provide some betterment over the current situation.

3.7 It has therefore been suggested that the applicant provides 4.8m bays marked out right up to the building wall and between the carriageway edge and the bays provide a demarcated "hatched" area to encourage visitors to leave the visibility splay clear and to park right up to the building. It is also suggested that any obstacles (such as the pipes we looked at) weeds etc are cleared from alongside the building to encourage drivers to pull as far on as possible.

3.8 The options of parallel and echelon parking have also been discussed but it was felt that these would not make best use of the space. The echelon arrangement also does not benefit visibility to any great extent and would increase traffic past the spaces as a result of people driving up the road and turning to come back.

3.9 In summary, plans have been amended to reflect the above, and whilst this does not meet modern standards, it does represent the optimum layout and officers are of the view that it would be difficult for us to sustain a refusal on highway grounds. Furthermore, whilst the proposed parking layout is substandard in its parking space dimensions, this will formalise and improve an existing situation by demarcating spaces thus encouraging a better use of the parking spaces and keeping a visibility splay clear with a designated hatched area.

3.10 The business plan concludes a low level of journeys are undertaken by car and a planned maximum 3 part time staff with Tap staff working complementary hours to Brewhouse staff (i.e brew staff work early morning until afternoon, Tap staff afternoon to evening).

3.11 On balance, the proposals are considered to provide an adequate level of parking for the proposed brewery tap and shop, in addition to the existing brewery. Whilst there may be intensification in vehicular activity and a greater demand for parking spaces, the formalisation and laying out of the parking area to distinguish this from the traffic lane as shown in the amended plans is considered to be an improvement from the current position. The parking spaces leave ample traffic lane width on Hawkshead Road for future planned development. The specification of the parking area can be confirmed via condition. As such the proposals are considered to comply with the requirements paragraph 108 of NPPF and policy CF6 of the High Peak Local Plan 2016.

3.12 Environmental health raise no objection to the amendment in opening hours. The proposed use is considered in the context of the extant B2 use which could generate noise and activity commensurate with industrial use; and the distances from existing residential properties. The opening hours are therefore considered acceptable and in accordance with the provisions of Local plan policy EQ6 and paragraphs 127 and 180 of the NPPF in this regard.

#### **4. PLANNING BALANCE AND CONCLUSIONS**

4.1 In respect of the three dimensions to sustainable development contained within the Framework, it is considered that the diversification of the brewery to introduce ancillary experiences such as a tasting room with snacks and shop will contribute to economic growth. The proposed development would also provide wider economic and social benefits arising from visitors to the brewery and will supplement the drinking establishments on offer in the locality. Improvements to the existing parking area and supplementary information has demonstrated that the proposal will have a satisfactory impact on the surrounding highway and will not harm the safety of highway users. As such, the proposed development accords with Local Plan policies S1 and S1a (sustainability) and all other relevant Local Plan policies. Therefore the application should be approved without delay, in accordance with para 11 of the NPPF.

#### **5. RECOMMENDATIONS**

##### **A. APPROVE, subject to the following conditions:**

<b>Condition ref number</b>	<b>Brief Description</b>	<b>Comment</b>
TL01	3 Year Time Limit.	
AP01	Approved / Amended plans	
DE03	Matching materials [for doorway and brickwork]	
NONSTD	Submission of parking space detail prior to laying out parking spaces	

HR02	Hours of use 10am until 10pm Monday to Saturday, 10am until 7pm on Sundays.	
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**B. In the event of any changes being needed to the wording of the Committee’s decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Development Services has delegated authority to do so in consultation with the Chairman of the Planning Applications Committee, provided that the changes do not exceed the substantive nature of the Committee’s decision.**

This recommendation is made following careful consideration of all the issues raised through the application process and thorough discussion with the applicants. During the course of the consideration of the application the Council sought amendments to the proposals to ensure that it was clear that highway safety would not be affected. After a consideration of the issues it is considered reasonable to limit the duration of this permission to allow for the full impact of the development on the surrounding highway network to be assessed. It is therefore considered that the requirements of paragraph 38 the NPPF have been met.

**Site Plan**

