

REPORT TO THE NORTHERN AREA PLANNING COMMITTEE

Report No.

Date of Meeting	22 February 2012		
Application Number	N/11/03375/FUL		
Site Address	Coach Style, Horsdown, Nettleton, Wiltshire, SN14 7LN		
Proposal	Change of Use of Agricultural Land to Provide Wash Bay and Revised Layout of Coach Parking		
Applicant	Mr Jones		
Town/Parish Council	Nettleton Parish Council		
Electoral Division	By Brook	Unitary Member	Cllr Jane Scott OBE
Grid Ref	383267 179383		
Type of application	Full		
Case Officer	Chris Marsh	01249 706 657	Chris.marsh@wiltshire.gov.uk

Reason for the application being considered by Committee

This application has been called to Committee by Councillor Scott in order to consider the impact of the proposed development on the surrounding area.

1. Purpose of Report

To consider the above application and to recommend that planning permission be GRANTED subject to conditions.

2. Main Issues

The main issues for consideration are:

- Impact on the Area of Outstanding Natural Beauty
- Impact on local employment
- Neighbour amenity

3. Site Description

Horsdown Garage lies in open countryside between the small settlement of The Gibb and the village of Burton, directly adjacent to the B4039 and in close proximity to the M4 motorway. The business operator, Coach Style, has used the site since 1995 although the historic use of the site as a coaching yard dates back to the 1940s. The business employs some 20 staff, mostly from the local area, and as such is a significant employer in this rural community.

The site is located within the Cotswolds Area of Outstanding Natural Beauty and is immediately apparent in what is generally otherwise open countryside when viewed from the top of Gibb Hill nearby, from which the coach roofs and substantial workshop building on site are clearly visible. To the North and West, the premises are obscured to some extent by neighbouring cottages and a substantial agricultural barn in the adjacent field.

In recent months, the business has been in discussion with Environmental Health Officers in respect of the runoff and disposal of water used to wash the vehicles on site, which poses both

potential contamination issues and a health and safety hazard; particularly in winter, when prone to freezing. The proposed development is intended to address this issue, whilst improving the safety and logistics of moving vehicles around the premises.

4. Relevant Planning History		
Application Number	Proposal	Decision
N/11/02053/FUL	Provision of Wash Bay & Re-ordering of Coach Parking	Withdrawn

5. Proposal

An earlier application for provision of the facilities now proposed was withdrawn in order to address the concerns of neighbours, which had generated a number of objections to the proposal in relation to the drainage of the site. These matters have now been clarified by the applicant.

The proposal comprises an extension of the operational coach yard into the field immediately to the South of the business as existing, in order to provide contained washing and refuelling facilities for the fleet. This is to be arranged in a 'circuit' configuration in order to service vehicles in series and ease traffic movement on site.

The central part of the facility is to be landscaped to mitigate the impact of the surrounding hardstanding, which will operate in a one-way fashion with both access and egress onto the existing coach yard to the North. The resulting island will incorporate an inset temporary parking bay, fuel pump and drainage sump to facilitate the regular servicing of vehicles on a sequential basis. All necessary equipment, with the exception of the bunded fuel station, is to be contained below the ground.

Relocated parking for vehicles is to be provided as a continuation of the bays along the Eastern edge of the extended site, whilst two bays will be relocated from their current position adjacent to the site office, in order to facilitate the enlargement of this unit. The provision of the new facility will also eliminate the need to park in front of the workshop building. There will be no net change in the number of parking bays for coaches on site. This area is to incorporate a new kerb and drainage channel along its Eastern edge to prevent runoff onto the adjacent lane.

The south, east and west boundaries of the additional operational site will be bounded with additional landscaping to mitigate its visual impact upon the wider open countryside. A pair of gates is to be incorporated into the western side, flanked by post and rail fencing, to enable access into the adjacent field.

6. Planning Policy

- North Wiltshire Local Plan Policies C3, NE4, NE15 and BD5
- Planning Policy Statement PPS4

7. Consultations

Nettleton Parish Council – support
 Highways – no objection
 Environmental Health – no objection, subject to conditions
 Environment Agency – no objection, subject to conditions
 Principal Ecologist – no objection
 Government Pipelines and Storage System – no objection

8. Publicity

The application was advertised by site notice, press advert and neighbour consultation.

4 letters of objection have been received

Summary of key relevant points raised:

- Loss of open countryside;
- Impact on the Area of Outstanding Natural Beauty;
- Impact on amenity of neighbouring properties;
- Traffic and highway safety
-

26 letters of support have been received

Summary of key relevant points raised:

- Impact on provision of local employment;
- Environmental impact of improved drainage;
- Impact on overall visual amenity of site.

9. Planning Considerations

The proposal undoubtedly represents the improvement of facilities at an existing business, which is supported in principle by planning policy – Policy BD5 of the North Wiltshire Local Plan 2011 allows for the limited expansion of existing businesses in rural areas. The site lies within the Cotswolds AONB, where development is to be carefully managed.

The key test of the proposal is Policy NE4 of the North Wiltshire Local Plan 2011 (Areas of Outstanding Natural Beauty), as the proposal concerns land within this designated setting. On the basis of this policy in isolation, it is considered that the proposal accords with part ii) in respect of its appropriateness to the local economy, and that it meets criteria b – c, which stipulate that the impact of development upon natural beauty should be minimal and landscaped appropriately. It is considered that the aesthetic quality and degree of enclosure of the part of the site on which works are proposed are such that the proposed development would conserve the natural beauty of the landscape.

Subsequent approval of a suitable landscaping scheme will both significantly mitigate the visual impact of the development and serve to enhance the array of trees and ecology of this setting.

A number of properties overlook the site from relatively close by, although the activities undertaken on site will not change

A scheme of drainage is proposed to prevent washing water from draining into the bank of the adjacent lane, as is currently the case. Environment Protection has raised no objection to the proposals subject to conditions being imposed on any permission granted.

It is considered that, on balance, the benefits of the proposed scheme in terms of the protection of local employment and environmental sustainability outweigh any impact upon the Area of Outstanding Natural Beauty, which is considered to be limited in the context of the site.

10. Recommendation

Planning Permission be GRANTED for the following reason:

The proposed development, by virtue of its location, siting, scale and design, will not harm the character or appearance of the site or its setting within an AONB and open countryside. The proposed expansion's association with an established business will enable the retention of a locally important business vital to the economic health of the community. The proposal therefore accords with Policies C3, NE4, NE15 and BD5 of the adopted North Wiltshire Local Plan 2011 and PPS 4 (Planning for Sustainable Economic Growth).

Subject to the following 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 provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

3. The vehicle wash shall only be used between the following times:

- | | |
|-----------------------------|-------------|
| a. Monday to Friday | 0800 – 1800 |
| b. Saturday | 0900 – 1300 |
| c. Sunday and Bank Holidays | No Use |

REASON: To ensure the retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the area.

4. No development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access/driveway), incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first brought into use until surface water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained.

5. Prior to the commencement of construction the applicant shall provide details of the fuel storage and bunding proposed for the site. The applicant must demonstrate that the fuel storage solution complies with Environment Agency Requirements.
6. Any facilities above ground for the storage of oils, fuels or chemicals shall be sited on an impervious base and surrounded by impervious walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. Hydraulically interlinked tanks should be regarded as a single tank. All filling points, vents, gauges and

sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipe work should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge into the bund. The development shall not be first brought into use until such facilities have been constructed and completed in strict accordance with plans approved by the Local Planning Authority.

REASON: To prevent pollution of the water environment

7. There shall be no discharge of foul or contaminated drainage from the site into either groundwater or any surface waters, whether direct to watercourses, ponds or lakes, or soakaways/ditches.

REASON: To prevent pollution of the water environment

8. The development hereby permitted shall be implemented in accordance with the submitted plans and documents listed below. No variation from the approved plans should be made without the prior approval of the local planning authority. Amendments may require the submission of a further application.

Site Plan as Existing
Section AA
Kirton's Vehicle Wash Reclaim System Specification

Received 7 October 2011

Site Plan

Received 21 November 2011

REASON: To ensure that the development is implemented as approved.

