

REPORT TO THE NORTHERN AREA PLANNING COMMITTEE

Date of Meeting	13 May 2015		
Application Number	14/07749/FUL		
Site Address	Manor Farm, North End, Ashton Keynes, SN6 6QR		
Proposal	Car Restoration Workshop & Showroom Extension		
Applicant	Mr Bowley		
Town/Parish Council	Ashton Keynes PC		
Electoral Division		Unitary Member	Cllr Berry
Grid Ref			
Type of application	FUL		
Case Officer	Kate Backhouse	01249 706684	

Reason for the application being considered by Committee

The application has been called into committee by Councillor Berry to consider the impact the application will have on highways.

1. Purpose of Report

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

The Parish Council have objected in relation to the impact on the road network.

1 letter of objection has been received in relation to the increase in traffic and staffing and the generation of additional noise

2. Main Issues

The main issues in considering the application are:

- Principle of development Policies CP1, CP2, CP13, CP34, CP35, CP48, CP57, CP61, CP62
- Impact on the character and appearance of the area
- Impact on the amenity and living conditions of local residents
- Impact on highway safety
- Impact on community

3. Site Description

The site is located within an established industrial estate. The Old Brickyard consists of numerous industrial units and is adjacent to the existing business premises for AKVR. The site is within Ashton Keynes Conservation Area. The southern boundary of the site is defined by heavy planting and a bund. The proposed building is to be sited on land which has in the past been used for outside storage.

4. Relevant Planning History - None

5. Proposal

Permission is sought for the erection of a car restoration workshop and showroom extension at Manor Farm, North End, Ashton Keynes.

AKVR operates as a vintage car restoration company and have been located at the site for a considerable time. The current buildings can accommodate up to 8 cars at one time. The proposed new building would accommodate up to 16 work bays and would enable the expansion of the existing business to restore both classic and vintage cars. In addition to the new workshop, it is proposed to extend and convert the existing garage and store buildings to provide a showroom and office space.

The site is located on the B4696 on the outskirts of the village. Access is currently gained from this road. To the west of the site lie residential properties with 'The Old Brickyard, a mini industrial estate to the north.

6. Consultations

Highways – No objection subject to conditions

Environmental Health – No objection subject to conditions relating to hours of operation

7. Publicity

The application was advertised by site notice and neighbour consultation.

1 letters of letters of objection received

Summary of key relevant points raised:

- Impact on traffic through village
- Relocated access onto dangerous road
- Amenity issues

Ashton Keynes Parish Council object to the revised access on highways grounds and comments are summarised below;

- Additional lorry traffic on Cox's Hill will be dangerous for existing road users and pedestrians
- A new access will encourage traffic through the village
- The new access will be hazardous and traffic coming from the south would have to take a dangerous turn
- The existing access is satisfactory

8. Planning Considerations

Principle of development - Policies CP1, CP13, CP2, CP34, CP35, CP57, CP61

As discussed in Core Policy 2, the underlying principles of the delivery strategy are to ensure that communities have a better balance of jobs, services and facilities, and homes., it is recognised that in some settlements new jobs have not necessarily been delivered alongside new homes. The delivery strategy therefore seeks to strengthen communities, wherever possible by allowing appropriate growth to provide for the most sustainable pattern of development within Wiltshire

which seeks to reduce the need to travel and help redress the imbalance between jobs and homes. (para 4.18)

Strategic Objective 1 – delivering a thriving economy identifies the need to deliver resilient rural communities. Core Policies 34 and 35 emphasise the importance of the retention of existing employment uses outside the principal employment areas and confirm that existing rural based businesses within or adjacent to large and small villages and their expansion will be supported in principle.

Core Policy 60 and 61 address matters of Highways importance.

The principle of small scale expansion of the site is therefore supported through the adopted core strategy.

Impact on the character and appearance of the conservation area

Core Policy 58 states that development should protect, conserve and where possible enhance the historic environment. The proposed building is to be no higher than the existing buildings on site and indeed when viewed will be seen against the backdrop of the existing industrial buildings. The design is fairly typical of an industrial unit with profile sheet walls and roof similar to the adjacent buildings and will be fairly unobtrusive given its context.

The conversion and adaptation of the existing outbuildings for showroom and storage / office consists of an extension to link the two existing buildings and external alterations consisting of a replacement slate roof and the insertion of timber framed doors and windows which is considered acceptable subject to the suitable use of materials. It is not considered that the proposals result in harm to the character and appearance of the area.

Impact on the amenity and living conditions of local residents

The conversion of the buildings closest to residential properties as a showroom and offices are considered an appropriate use of the buildings that are best suited to this locality rather than additional workshop space given the proximity of neighbouring residential properties. The Councils' public protection team have been consulted and offer no objection subject to conditions restricting hours of opening. Given the proposed use and the suggested conditions it is not considered that the proposals will result in significant harm to existing residential amenities.

Impact on highway safety

Prior to submission of the application pre-application advice was sought into the proposed scheme which received in principle support. On submission of the application however and further investigations by the Highways Officer, it was established that the existing access is substandard and therefore a new access from Cox's Hill is proposed with the existing access to be stopped up. This has raised concerns with the Parish Council which our Highways Officer has reviewed and are discussed below;

With regard to the existing access to the site, the visibility splay at the access in the southern direction approximately measures 9m. When set against the standards for a 40mph road, guidelines outline a requirement of 120m. The radius of the access is also sub-standard. This clearly indicates that any additional movements related to this access would be utilising a sub-standard access arrangement.

With regard to the above objection the applicant submitted a proposal for a new access that would represent a significant improvement on the existing visibility splays.

With regard to the existing traffic that utilise Cox's Hill, I do not consider the additional traffic associated with the proposal to represent significant additional movements. It also needs to be noted that large coaches currently use this route. I therefore do not consider

that there is a significant additional risk to users of Cox's Hill and this is not a reasonable reason to object to the proposals.

With regard to traffic through the village, due to the nature of the business and location of the site in close proximity to the B4696, it is considered very unlikely that large delivery vehicles or even LGVs will have any benefit or reason to travel through the Village of Ashton Keynes. In the event that there were issues the council will have the powers to introduce a weight restriction. But at this stage I do not consider it is reasonable to require the developer to provide.

With regard to the layout of the access I am satisfied with the details provided and visibility splays being provided.

With regard to the traffic using the B4696 and approaching from the south and having to conduct a right turn. A balanced judgement is required that this is an existing junction with a level of vehicular movements. The proposal will not significantly add to these movements. It has to be considered the existing access has a more restricted level of visibility in the southern direction.

The Councils' Highways Officer is therefore satisfied that the proposal represents an improvement over the existing arrangement and there are no grounds for refusal.

Impact on community

As discussed above the opportunity to provide additional employment on this site is supported in principle. It is anticipated that an addition 10 jobs will be created by the development which not only supports the Councils position on reducing the need to travel, but also redresses the balance between homes and jobs.

Para 1.4 of the Wiltshire Core Strategy states that planning for job growth and meeting the needs of business are central to this strategy. It further confirms that existing business uses will be safeguarded and that potential barriers to investment, such as inadequate infrastructure, are overcome.

Wiltshire Councils Business Plan 2013-2017 places an importance on attracting investment which will create high value skilled jobs such as those involved in the restoration of vintage / classic cars.

The Swindon and Wiltshire Local Enterprise Partnership focuses on inward investment, economic growth, job creation and economic infrastructure. Stimulating growth on a business and economic level, is a top priority for the Swindon and Wiltshire LEP.

9. Conclusion

The proposed development is for the small scale expansion of existing employment premises which is supported through policies in the Core Strategy for Wiltshire. In visual terms the new building is not considered to be unduly prominent in its position having due regard to the adjacent buildings. The conversion and alterations of the existing buildings to show room and offices is considered appropriate and acceptable subject to suitably worded conditions. In respect of Highways matters raised it is acknowledged that these points have been of concern to the Parish Council. The existing access is substandard however and given that the Councils' Highway Engineer has confirmed that the proposed revised access is considered an improvement over the existing access, no objection is raised in this respect. The applicant has agreed to conditions restricting the use to personal and to stop up the existing access to allow the LPA to further consider a different industrial use of site which wouldn't normally need consent. This is considered necessary due to the nature of the business and the current relatively infrequent nature of traffic movements onsite.

10. Recommendation

Planning Permission be GRANTED subject to conditions;

1. (WA1) 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. (WM13) The development hereby permitted shall be carried out in accordance with the following approved plans:

DAS
14340-5
14340-4
14340-3
14340-1

Received 12.08.14

Site location plan – received 17.10.14
14340-2 Rev B – received 23.10.14

Received

REASON: For the avoidance of doubt and in the interests of proper planning

3. (WD11) No development shall commence on site until details of the stopping up of all existing accesses, both pedestrian and vehicular, have been submitted to and approved in writing by the Local Planning Authority. That stopping up shall take place in accordance with the approved details within one month of the first occupation of the development. No later than one month after the first occupation of the development, the sole means of vehicular and pedestrian access to the development shall be as shown on the plans hereby approved.

REASON: In the interests of highway safety.

4. (WD17) No development shall commence on site until visibility splays have been provided between the edge of the carriageway and a line extending from a point 2.4 metres back from the edge of the carriageway, measured along the centre line of the access, to the points on the edge of the carriageway 90 metres to the north direction and 120 metres to the south direction from the centre of the access in accordance with the approved plans 'Proposed Block Plan' numbered 14340-2 Rev B. Such splays shall thereafter be permanently maintained free from obstruction to vision above a height of 1m above the level of the adjacent carriageway. In order that the visibility splay is achieved I require that 1m beyond the back of the splay is suitably trimmed and cut back, in order seasonal growth does not obstruct. This will require the hedge line to be suitably set back.

REASON: In the interests of highway safety.

5. (WD20) No part of the development hereby approved shall be first brought into use until the parking area shown on the approved plans has been consolidated, surfaced and laid out in accordance with the approved details. This area shall be maintained and remain available for this use at all times thereafter.

REASON: To ensure that adequate provision is made for parking within the site in the interests of highway safety.

6. (WG2) No development shall commence on site until a scheme for the discharge of surface water from the site access to prevent discharge onto the highway has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first occupied until surface water drainage has been constructed in accordance with the approved scheme.

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

7. (WD13) No development shall commence until details of a consolidated and surfaced vehicle turning space has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be first brought into use until that turning space has been completed in accordance with the approved details. Such turning space shall thereafter be retained and kept clear of obstruction at all times.

REASON: To enable vehicles to enter and leave the site in forward gear in the interests of highway safety.

8. The car showroom shall be limited to the use of applicant only and shall be limited to the use stated in the application. The car showroom will not be a sales area and not open to the general public. Clients by appointment. The showroom shall be used to display restored vehicles prior to collection.

REASON: In the interests of residential amenity

9. The occupation of the site hereby permitted shall only be by the business operating as 'AKVR'

REASON: The proposed use is acceptable but the Local Planning Authority wish to consider any future proposal for occupiers which may have increased traffic movements, having regard to the circumstances of the case.

10. WF11

The use hereby permitted shall only take place between the hours of Monday to Friday 0800-17:00 and 08:00-13:00 Saturday with no opening on Sundays and Bank or Public Holidays.

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.

11. No development shall commence on site until details and samples of the materials to be used for the external walls and roofs have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity and the character and appearance of the area.