

**BARFORD ST MARTIN: ERECTION OF METAL FRAMED/CLAD WORKSHOP  
(100m<sup>2</sup>), HARDSTANDING FOR VEHICLE SKIP PARKING AREA  
(WORKSHOP TO HOUSE EQUIPMENT FOR VEHICLE DE-POLLUTION)  
AT LITTLE HEATH GARAGE, A30 FOR MR. T. DEFEO  
(Application No. S.06.8003)**

**Purpose of Report**

1. To comment on the application and to recommend that planning permission be granted, subject to conditions, for the erection of a metal framed/clad workshop to house equipment for vehicle de-pollution, and construction of 100 square metres hardstanding for vehicle skip parking area.

**The Site**

2. Little Heath Garage is located in open countryside within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB) (see **Appendix 1**). The garage lies directly north of the A30 Salisbury to Yeovil road, approximately 1.2km (0.7 miles) from the centre of Barford St Martin. The application site (0.15 hectares) is located in a small field to the rear of the garage, and is not visible from the A30 (see **Appendix 2**).
3. The nearest property, Little Heath Bungalow, lies 20 metres east of the application site and is owned and occupied by the garage owner. The next nearest property, Heath Hill, is approximately 40 metres from the application site and is separated from the site by two mature hedges.
4. Fields lie to the north and west and the site is screened on all sides by a thick conifer hedge.

**Site History**

5. In brief the history of the site is as follows:

<u>T/APP/T3915/A/88/85201/P4</u> (S.86.1867)	Redevelopment of Petrol Station to provide canopy, shop, workshop and car showroom and toilet/shower block in association with caravan park to rear. Approved at Appeal.
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**The Proposal**

6. Vehicles which have reached the end of their useful life or 'End of Life Vehicles' (ELVs) are classified as hazardous waste. All ELVs now need to be de-polluted prior to being scrapped if they are to comply with the European ELV Directive (2000/53/EC). The applicant is seeking to demolish a wooden shed and in its place construct a metal framed workshop in which to undertake vehicle de-pollution. The workshop would be 10 metres wide x 10 metres long and 4.6 metres high.

7. The garage forecourt would be cleared of cars and the hardstanding to the rear of the forecourt would be extended to create four parking spaces for cars awaiting de-pollution together with a skip. Four parking spaces for de-polluted vehicles would be designated on the existing forecourt.
8. The de-pollution facility would be low key as the applicant is the sole owner and operator and the vehicles would be sourced from a 15 mile radius. Operating hours would be limited from 08.00 to 18.00 Monday to Friday and it is anticipated that three vehicles would be de-polluted per day, with a maximum of 20 per week.
9. Weekly de-pollutions would generate around 50 litres of oil and 25 litres of other liquids eg coolants, transmission oil and brake fluid. The oil and liquids would be pumped into 200 litre drums and kept in a bunded store prior to removal once a month by a licensed contractor. The workshop would be built on a hard surface and contaminated surface water would flow into a sealed tank under the workshop floor. The contaminated water would also be collected by a specialist contractor. The ELVs would not be dismantled or crushed on site but would be removed twice a week to a scrap yard in Wimborne, Dorset. The route from the garage to the scrap yard would be A30 to Shaftesbury, A350 to Blandford and A350/A31 to Wimborne.
10. The applicant states that the de-pollution facility would not produce additional noise or disturbance and would make the transport of ELVs to the scrap yard safer, as hazardous liquids would have been removed.

### **Planning Policy**

11. The following policies are considered relevant to this application:
  - Policy W3, W4 and C8 of the Adopted Wiltshire Structure Plan 2016 (The Structure Plan)
  - Policies 1, 6 and 13 of the Adopted Wiltshire and Swindon Waste Local Plan 2011 (The Waste Local Plan)
  - Policies C1, C2, C4, C5, E19 and G2 of the Salisbury Local Plan

The above policies are set out in full in the attached **Appendix 3**.

### **Consultations**

12. **Salisbury District Council (Planning)** - objects - the proposal is contrary to Policies C1, C2, C4, C5, E19 and G2 of Salisbury Local Plan by virtue of its intrusion into open countryside, the use of a modern building and the large area of hardstanding which will be visible in AONB. Potential detrimental impact on residential amenity of nearby properties. There is no information to demonstrate that the proposal will not harm protected species. If consent is granted, recommends that use of the land for de-pollution is tied to dwelling or land ownership. The business should be limited to 8.00 am - 6.00 pm Monday to Friday. The planting scheme could minimise the impact of works on the AONB.
13. **Salisbury District Council (Environmental Health Officer)** - if consent is granted, recommends that use of the land for de-pollution is tied to dwelling or land ownership.

14. **Barford St Martin Parish Council** - no planning grounds to oppose application but concerned that the proposal may be a forerunner to bigger operation. No vehicles awaiting de-pollution or collection after de-pollution should be located where they can be seen from the road. Appropriate road signage should be considered as slow moving container lorries turning in and out of the garage will cause a hazard. Any security fence should be around the application site only and not be visible from the road.
15. **Environment Agency** - no objections in principle subject to the imposition of a condition to protect groundwater from pollution.
16. **English Nature** - the application site is 800 metres from the River Nadder (part of the River Avon Site of Special Scientific Interest) and, given the nature of the proposal, the site must be entirely self-contained to prevent any pollution incidents occurring off site.
17. **Wessex Water** - there is a water main in the vicinity of the proposal and the applicant should agree with Wessex Water a point of connection to the system for the satisfactory supply of water to the proposal.
18. **Highways Development Control** - satisfied that development will be low key but hedgerows that obstruct visibility will need to be cut back.
19. **Countryside Section** - concerned that bat Summer roosts may have been lost as a result of apple tree felling. To avoid more potential habitat loss, an accurate plan is required reflecting true size of the tree canopies/hedge width in relation to the development so that stand-offs can be agreed.

### **Publicity**

20. The application was advertised in the local press and by site notices. One letter of representation has been received.
21. Copies of the consultation replies and representation received are available in the **Members' Room**.

### **Planning Considerations**

22. This planning application must be determined in accordance with the Development Plan unless material considerations exist which justify departure from the Plan. The issues to be considered with regard to this application are:
  - Sustainable Waste Management
  - Development in the AONB
  - Other issues - future development, access and boundary treatment, impact on amenity

#### **Sustainable Waste Management**

23. The Government, in its National Waste Strategy 2000, has defined its vision of managing waste in a more sustainable way. One of the aims of the Strategy is the reduction in the dangers of hazardous waste. The Waste Local Plan recognises that the EU Directives on ELVs will increase the need for de-pollution facilities and Policy W3 of the Structure Plan and Policy 1 of the Waste Local Plan seek to provide facilities for sustainable waste management. The proposal is in accordance with these policies as it would make use of previously developed land, source waste from the local area and contribute to meeting local waste management targets.

24. Policy 6 of the Waste Local Plan states that new and/or extended waste management facilities will only be permitted where it can be demonstrated that there will be no significant adverse impact on the environment, human health or amenity. Policy W4 of the Structure Plan states that waste management facilities should have regard to effects on local amenities, nearby land uses, landscape, traffic generation, water resources, pollution and restoration of the site.
25. As the proposed de-pollution operation would be low key and carried out in a small building in an enclosed site with drainage to a sump, the facility would not have any significant impact on the environment, human health, amenity, pollution or traffic generation. The proposal is, therefore, in accordance with Policies W3 and W4 of the Structure Plan and Policies 1 and 6 of the Waste Local Plan.
26. In addition, the de-pollution facility would be covered by a Waste Management Licence from the Environment Agency and this licence would require strict pollution prevention measures to be incorporated into the design of the site.

#### Development in the AONB

27. Policy C8 of the Wiltshire Structure Plan states that development in the AONB should have particular regard to the landscape and, wherever possible, enhance the natural beauty of the landscape. The main issue is whether the proposal would cause unacceptable harm in the AONB.
28. Salisbury District Council has objected to the application on the grounds of intrusion into open countryside, use of a modern building and the creation of a large area of hardstanding which would be visible in the AONB.
29. The application site has permission for a caravan park for 20 caravans. The applicant has no intention of using the site as a caravan park and as the de-pollution workshop would take up much less of the application site than the caravan park, the intrusion into open countryside would be less than if the caravan park permission were implemented.
30. Whilst the site is in the AONB, the area of hardstanding proposed is small (95 square metres) and would not be visible in the AONB due to the thick conifer hedge around the whole site. The proposed workshop is also small and, as the roofline would not exceed the height of the conifer hedge, it would not be visible from outside the site. The District Council suggested that a planting scheme could minimise the impact of the works but as the site is so well screened it is difficult to see how additional planting could reduce the visual impact of the site. If permission were granted, the garage forecourt would be cleared of cars and this would be an improvement to the local landscape.
31. The District Council was also concerned that no information had been provided to demonstrate that the proposal will not harm protected species. The application site has no designation for wildlife protection and has not been highlighted as an important local nature area. However, the County Landscape Architect has asked that a condition be imposed on any permission to protect existing vegetation from the proposed development. The applicant has planted a number of fruit trees adjacent to the application site and no existing vegetation would be affected by the proposal.

32. The District Council Environmental Health Officer suggested that if permission were granted the use of land for de-pollution should be tied to the dwelling or land ownership by means of a condition. This would be an option if the proposal were contrary to policy and special planning grounds could be demonstrated but as the site is considered by officers to be appropriate for a de-pollution facility any permission should be linked to the land and not the current landowner. However, a temporary permission would be implemented by condition to ensure the restoration of the site in the AONB in the event that the current or future landowners do not wish to continue vehicle de-pollution.
33. Finally, in terms of employment sites in the open countryside, Policy E19 of the Salisbury Local Plan supports proposals to enlarge existing sites within the existing boundaries of the site. As the workshop and hardstanding would be located within the boundary of the site, the proposal is in accordance with Policy E19.

Other issues - future development, access and boundary treatment, impact on amenity

34. A letter of objection has been received on behalf of residents of the Heath Farm Mobile Home Park, approximately 200 metres south of the application site and the A30. The objection was made on the grounds that if permission were granted for the de-pollution facility, this would "open the floodgates" for more industrial activity on this site. The resident was also concerned that additional lorries entering or leaving the site would cause a danger on the fast stretch of the A30 and that storing skips on site could encourage vermin and cause odour.
35. The Parish Council, although supportive of the application, was also concerned about the expansion of the facility and the speed of traffic on the stretch of road. The Parish Council also stated that the proposed security fence should not be visible from the road.
36. Any further expansion of the site would require a new, separate planning application, determined on its own merits and thus is not a matter for this application.
37. Whilst the Highway Authority is satisfied that the development would be low key, the site access currently suffers from poor visibility for emerging vehicles. The applicant has agreed to clear existing hedgerows which currently limit visibility. Once this has been undertaken the site access would meet the specifications required by the Highway Authority.
38. As the skips would be used for storing car parts and not putrescible materials, it is unlikely that they would attract vermin or cause odour. A condition would be imposed on any permission to request details of any proposed fence to ensure that the siting and materials are appropriate in the AONB.
39. In terms of potential detrimental impact on residential amenity of nearby properties, the nearest property is owned and occupied by the applicant and the next nearest property, Heath Hill, would be well protected by two mature hedgerows. As de-pollution is not a noisy, dusty or odorous process, it is unlikely that the facility would have a detrimental impact on residential amenity. No letter of representation has been received from the residents of Heath Hill.

## **Conclusions**

40. The proposed de-pollution facility is unlikely to have a significant detrimental impact on the local environment, local residents or the AONB. The objections raised by Salisbury District Council and the local resident could be overcome by condition and, subject to compliance with the conditions attached to this permission and the Waste Management Licence issued by the Environment Agency, the facility would not cause a threat to water pollution.

## **Recommendation**

41. That planning permission be granted subject to the following conditions:

### **Commencement**

1. The development hereby granted shall commence within three years of the date of this permission.

*Reason: To comply with Section 51(1) of the Planning and Compulsory Purchase Act 2004.*

### **End Date**

2. The de-pollution of vehicles at the site shall cease by 31<sup>st</sup> December 2017. The workshop shall be dismantled and all hardstanding removed by 31<sup>st</sup> December 2018 and the site shall be restored in accordance with a scheme submitted and agreed in writing by the Waste Planning Authority.

*Reason: To ensure the effective restoration of the site in the interests of the AONB.*

### **Hours of Operation**

3. Except in the case of emergency (which shall be notified to the Waste Planning Authority as soon as practicable), no vehicle shall enter or leave the site and no working or operations shall take place at the site except between the hours of:

08.00 - 18.00 Monday to Friday

No working shall take place on Saturday, Sunday or Bank/Public Holidays.

*Reason: For the avoidance of doubt and in the interests of local amenity.*

### **Noise**

4. During the permitted working hours the freefield equivalent continuous noise level attributable to the operation of the de-pollution facility shall not exceed 55 dB LAeq 1 hour at the nearest inhabited residential property.

*Reason: To safeguard the amenity of the area and local residents.*

## **Floodlighting**

5. No floodlighting shall be erected on the site until a scheme of floodlighting has been submitted to and approved in writing by the Waste Planning Authority. The scheme shall include details of the height of the lighting posts, intensity of the lights (specified in lux levels), spread of light, including approximate light spillage to the rear of the lighting posts, any measures proposed to minimise the impact of the floodlighting or disturbance through glare and the times when such lights will be illuminated.

*Reason: To safeguard the amenity of the area and local residents.*

## **Landscaping and Boundary Treatment**

6. All existing trees and shrubs within the application site shall be retained unless shown on the approved drawings as removed. All trees and shrubs immediately adjoining the site shall be protected from damage during works on site. This shall be in accordance with the relevant British Standards (BS 5837:2005). In the event that trees become damaged or otherwise defective during such period, the Waste Planning Authority shall be notified within seven days and a programme of remedial action shall be submitted for approval and thereafter implemented as approved.

*Reason: To ensure that trees to be retained are adequately protected from damage to health and stability throughout the construction period in the interests of amenity and the Area of Outstanding Natural Beauty.*

7. Details of any proposed fencing to the site boundaries shall be submitted to and approved in writing by the Waste Planning Authority prior to being constructed.

*Reason: In the interests of the amenities of the locality.*

8. Visibility splays of 2 metres x 215 metres shall be maintained at the access point in accordance with the amended plan dated 27<sup>th</sup> April 2006 and the splays shall be maintained so that no planting, growth of existing vegetation (including hedgerows) or obstruction will occur within the area of the splay above a height of 1 metre above adjacent road level and the splays shall be maintained in perpetuity.

*Reason: In the interests of highway safety.*

## **Pollution prevention**

9. The facilities for the storage of waste fluids from decontaminating end of life vehicles shall be sited on an impermeable base within an impermeable bunded compound. The volume of the bunded compound storage should be 110% of the capacity of the storage tanks. All filling points must be located within the bunded area. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Any associated pipework should be located above ground and protected from accidental damage. Details of the bund and associated drainage arrangements shall be submitted to the Waste Planning Authority for approval prior to the commencement of development.

*Reason: To minimise the risk of pollution of groundwater.*

10. No de-pollution operations shall take place outside the confines of the building approved for this purpose.

*Reason: To minimise the risk of pollution of watercourses.*

### **Permission granted for the following reasons**

The decision to grant planning permission has been taken having regard to Policies 1, 6 and 13 of the Adopted Wiltshire and Swindon Waste Local Plan 2011, Policies W3, W4 and C8 of the Adopted Wiltshire Structure Plan 2016, Policies C1, C2, C4, C5, E19 and G2 of the Salisbury Local Plan and to all relevant material considerations. The development is acceptable and subject to compliance with the conditions attached to this permission, would enable the applicant to comply with the European 'End of Life Vehicles' (ELV) Directive and make the transport of ELVs to a scrap yard safer.

### **GEORGE BATTEN**

Director of Environmental Services

Report Author

**JOANNA FREYTHOR**

Senior Planning Officer

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### **The following unpublished documents have been relied on in the preparation of this Report:**

Consultation replies and correspondence