

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Regulatory Committee
Date:	24 October 2012
Title:	Single storey extension to existing building and replacement of existing windows at Bishops Waltham Depot, Botley Road, Bishops Waltham SO32 1DR (Application Number: 12/01577/HCS) (Site Ref: WRH004)
Reference:	4351
Report From:	Head of County Planning

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1. Executive Summary

- 1.1. Planning permission is sought for a single storey extension to an existing office building at Bishops Waltham Depot, Botley Road, Bishops Waltham. In addition to this the windows within the existing building are to be replaced.
- 1.2. The planning issues for consideration are the visual impact of the extension, increase in vehicles using the access road to the depot and car parking, and impact for local residents.
- 1.3. It is considered that the proposal would to an extent be in accordance with Policy CE.18 and accord with the National Planning Policy Framework as it would provide support to the sustainable growth of an existing business. The proposed development is of a design which will not have an adverse impact on the character of the area and is of a nature and scale that will have a negligible impact on the surrounding highway network. The development will not be harmful to the local environment or neighbouring uses (CE.18).

2. Site and proposal

- 2.1. The Bishops Waltham depot is approximately 1.9 hectares in area and located within the countryside. It is a Hampshire County Council Highways depot occupied by Amey (Hampshire County Council's contractor), Hampshire transport management (HTM) with facilities for vehicle

maintenance including carrying out MOTs and a salt store. The access road to the depot is off the Botley Road.

- 2.2. The existing offices are slightly set back from Botley Road, at the northern end of the access road to the depot. The offices are bordered to the north, north-west and east by housing. The site is bound to the south by the access road, beyond which is a house. To the west of the site, beyond Botley Road, is agricultural land.
- 2.3. The existing office is a two storey building of traditional brick construction with blue cladding and window frames. It currently provides office space for 33 members of staff. There are currently seven car parking spaces adjacent to the existing office and eight car parking spaces alongside the access road to the depot. There are also four designated residential car parking spaces in this row. Within the depot site there has been informal car parking on open areas.
- 2.4. The depot is in operation 24 hours a day. The existing office is used, in the main, between 0700 and 1800 Monday to Friday and 0700 and 1300 Saturday.
- 2.5. A 109m² single storey extension (as shown on attached plans) is required to enable Hampshire Highways South to centralise and co-locate their operations with Amey at the Bishops Waltham depot, alongside the promotion of more flexible workstyles. Consequently there is the need for further office working space to accommodate an additional 33 members of staff.
- 2.6. The extension is to be constructed of brick to match as closely as possible the existing brickwork (plan P9596-05 revP2). A new entrance with a lobby and reception area is to be created. The existing windows are to be replaced on both floors with double glazing to improve the thermal envelope of the building. No trees are to be removed to enable the construction of the extension.
- 2.7. The extension will result in a reduction of four car parking spaces adjacent to the office. Recently formal car parking provision of 44 spaces has been constructed within the depot which results in a total of 63 spaces being available. Walkways and crossing points from the depot car parking areas to the office are in place. Parts of the walkway and car parking area are lit by existing lighting columns, a further lighting column in the car parking area may need to be installed to ensure the south western corner of the car park is safe for use within the winter evenings.
- 2.8. The hours of use associated with the office building would be unchanged, therefore will be in use between 0700 and 1800 Monday to Friday and 0700 and 1300 Saturday.

- 2.9. There is to be no alteration to the existing operations on the wider depot site and there is to be no increase in the number of HGVs or vans travelling to the site as a result of this development.

3. Development plan

- 3.1. The appropriate development plan document is the Winchester District Local Plan Review (2006). The relevant policy is CE.18 (Existing Lawful Employment Uses).
- 3.2. National Planning Policy Framework (2012), Section 3, Para 28.

4. Consultations

- 4.1. **Councillor Mason** has been consulted on the planning application, no comments have been received.
- 4.2. **Winchester City Council Planning Authority** raise no objection to the planning application. There is some conflict with Policy CE18 of the Winchester District Local Plan which does not allow the expansion of existing commercial sites in the countryside, it is accepted that the particular policy is out of date in relation to the National Planning Policy Framework. Winchester's emerging policies are more supportive of economic growth in rural area. Winchester state that as the depot is an established site which appears to be able to accommodate additional staff on a flexible basis, and it would appear that it would result in a more sustainable working arrangement county-wide.
- 4.3. **Winchester City Council Environmental Health** have been consulted on the application, no comments has been received.
- 4.4. **Highway Authority** raise no objections to the planning application subject to the inclusion of a condition requesting that a Construction Traffic Management Plan is submitted for approval.
- 4.5. **Environment Agency** have no objection to the proposed development.
- 4.6. **Bishops Waltham Parish Council** have no comments to make on the planning application.

5. Representations

- 5.1. Four letters of objection have been received from neighbours of the depot.
- 5.2. The main planning issues raised are:
 - (i) visual impact as the design of the building is considered to be out of character within the local area;

- (ii) highway safety as a result of an increase in vehicles using the access road to the depot;
 - (iii) light pollution; and
 - (iv) noise from vehicle engines left running.
- 5.3. There are also many concerns which have been raised which relate to the existing operations on the site, these include: the stopping of HGVs on the access road reducing the ability for other vehicles to pass safely; vehicle engines running for substantial periods of time; the intensification of the use of the site leading to an increase in HGVs travelling to and from the site; arrivals and departures of HGVs late into the evening and early in the morning; cleanliness of the depot access which passes the houses.

6. Commentary

- 6.1. It is noted that there are concerns with the management of the depot by Amey, which has been brought to the attention of the Head of Highways South. Consequently he has met local residents to discuss their concerns and steps are being taken to make improvements, and to improve communication with local residents. This planning application does not seek to alter the existing wider depot operations, it is solely an extension to ensure there is capacity for additional office staff.
- 6.2. The proposed development should be considered against saved policy CE.18 as the site is within the countryside on an existing employment site. The application meets the requirements of Policy CE.18 other than it will result in an expansion of employment levels. The comments from Winchester City Council that this policy is out of date in relation to The National Planning Policy Framework is considered relevant.
- 6.3. Due to the nature of the work that the additional staff will be undertaking it is considered that the office extension would not lead to a use which would be harmful to the local environment or neighbouring uses.
- 6.4. The extension will result in an increase in the number of cars travelling to the site however the Highway Authority are of the opinion that there will be no overall increase in travel demand due to the relocation of office staff from other bases. The proposal is of a nature and scale that will have a negligible impact on the surrounding highway network. There is sufficient car parking provision to accommodate the additional staff within the depot. Due to the nature of the office staff's work, there will not be a significant increase in the number of trips throughout the day.
- 6.5. Whilst there are objections to the design, the single storey extension will be screened to an extent through the retention of the trees on the site and it is considered that through the appropriate use of materials the development will not have an adverse impact on the character of the area. The design of

the extension is such that it will not result in a loss of privacy to neighbouring houses.

- 6.6. The recent government policy within the NPPF supports the sustainable growth and expansion of all types of businesses in rural areas. This proposal therefore seeks to achieve the aims of this policy through co-locating existing operations in surrounding areas into this one rural location to improve the efficiency of operations.
- 6.7. It is considered that the proposal would to an extent be in accordance with Policy CE.18 and accord with the National Planning Policy Framework as it would provide support to the sustainable growth of an existing business. The proposed development is of a design which will not have an adverse impact on the character of the area and is of a nature and scale that will have a negligible impact on the surrounding highway network. The development will not be harmful to the local environment or neighbouring uses (CE.18).

7. Recommendation

- 7.1. The planning permission in respect of the single storey extension to existing building and replacement of existing windows at Bishops Waltham Depot, Botley Road, Bishops Waltham (Application No: 12/01577/HCS) (Site Ref: WRH004) be approved for the above reasons, subject to the conditions listed in integral Appendix B.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

Single storey extension to existing building and replacement of existing windows at Bishops Waltham Depot, Botley Road, Bishops Waltham SO32 1DR. (Application Number: 12/01577/HCS) (Site Ref: WRH004)

County Planning, First Floor, Elizabeth II Court West, The Castle, Winchester

CONDITIONS

Commencement

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

Reason: To comply with Section 91 (as amended) of the Town and Country Planning Act 1990.

Plans and Particulars

2. The development hereby permitted shall be carried out and completed strictly in accordance with the approved plans, specifications and written particulars identified within the decision notice.

Reason: To ensure that the development is carried out in accordance with the approved details.

Hours of Working

3. No work relating to the construction of the development approved, including works of preparation prior to operations, the delivery of construction materials, skips or machinery, nor the removal of waste materials, shall take place before 0800 or after 1800 Monday to Friday inclusive, before 0800 or after 1300 on Saturday and not at all on Sunday or recognised public holidays.

Reason: In the interests of amenity of local residents.

Materials

4. Samples and/or details of the materials and finishes to be used for the external walls and roofs of the proposed buildings shall be submitted to and approved by the Local Planning Authority in writing before the development commences.

Reason: In the interests of visual amenity and to secure a satisfactory development.

Highways

5. A Construction Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in writing before development commences. This should include; lorry routes, parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

Reason: To ensure that associated construction traffic does not have a detrimental impact upon the highway or its users.

*Annexe to Reasons for Conditions
(as required by Article 31 of the Town and Country Planning
(Development Management Procedure) (England) Order 2010)*

WINCHESTER DISTRICT LOCAL PLAN REVIEW (2006)

Saved policy CE.18 – Existing lawful employment uses

Within existing lawful employment sites in the countryside (Use classes B1, B2, and B8), the extension or replacement of existing buildings will be permitted where:

- (i) the site is close to an existing settlement and main transport networks (including public transport), and not in a location where continued employment use would be harmful to the local environmental or neighbouring uses;
- (ii) there will be no material increase in employment or traffic levels as a result of any increase in floorspace or built development;
- (iii) the scale and design of the proposed buildings and the site achieves substantial environmental benefits that reflect local distinctiveness and the character of the surrounding countryside.

Applicants should submit a comprehensive plan justifying their requirements, demonstrating how the proposed development meets the above criteria, and how the natural features of the site are to be managed.

NATIONAL PLANNING POLICY FRAMEWORK

Section 3, para 28.

Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:

- support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings;
- promote the development and diversification of agricultural and other land-based rural businesses;
- support sustainable rural tourism and leisure developments that benefit business in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres; and

- promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.