

Item No. 20

APPLICATION NUMBER	CB/12/01201/FULL
LOCATION	64 High Road, Beeston, Sandy, SG19 1PB
PROPOSAL	Erection of two warehouses (use class B8)
PARISH	Sandy
WARD	Sandy
WARD COUNCILLORS	Cllrs Aldis, Maudlin & Sheppard
CASE OFFICER	Clare Golden
DATE REGISTERED	03 April 2012
EXPIRY DATE	29 May 2012
APPLICANT	B G Timber
AGENT	DLP Planning Ltd
REASON FOR COMMITTEE TO DETERMINE	Cllr Aldis has called the application to the Development Management Committee on the grounds of scale of the buildings, highway safety and impact of floodlighting.
RECOMMENDED DECISION	Full Application - Granted

Site Location:

The application site is located at 64 High Road in Beeston, formerly known as Thelsid nursery. The site currently accommodates a bungalow adjacent to the A1, 2 no. large greenhouses, a detached Atcost building to the rear and a concrete access route through the site. There is direct access via the A1 and a single track access from Orchard Close, which also serves as footpath no. 40. The site is located in the open countryside.

Planning permission has been granted for a change of use of the site from nursery and horticultural to a commercial timber yard, (CB/11/01546/FULL), following its consideration at the Development Management Committee on 14th September 2011.

The Application:

This application seeks permission for the erection of two warehouse buildings on the site. The buildings would have a B8 use for storage and distribution purposes.

It should be noted that floodlighting has not been proposed in this application.

RELEVANT POLICIES:

National Planning Policy Framework:

- 3 - Supporting a prosperous rural economy - (para. 28)
- 6 - Building a strong, competitive economy - (para. 18)
- 7 - Requiring good design, (para. 56)

Core Strategy Development Management Policies, Adopted November 2009

Policies DM3 and Central Bedfordshire Adopted Core Strategy and Development Management Policies (2009)

Supplementary Planning Guidance

Design in Central Bedfordshire: A Guide for Development (2009)

Planning History

CB/12/00483/FULL	Re-cladding and minor alterations to elevations of existing building. Granted.
CB/11/03441/VOC	Variation of Condition: Change condition 4 (hours of vehicular movement) of Planning Permission CB/11/01546/FULL. Refused. Appeal pending.
CB/11/01546/FULL	Change of use from nursery/horticultural site to commercial timber yard (Sui Generis). Granted.

Representations: (Parish & Neighbours)

Sandy Town Council	Object to the proposal on the following grounds: <ul style="list-style-type: none">- Increased traffic through Orchard Road- Potential environmental impact from contamination of the water table- Impact on near neighbours from flood lighting- Would like a condition with regard to traffic management so that vehicles do not cross the A1 and instead travel to the roundabout.
Neighbours	One email objecting to the proposal has been received from the occupier of 29 Orchard Road on the following grounds; <ul style="list-style-type: none">- The plans do not show the access onto the A1 road.

Consultations/Publicity responses

Site notice posted on	No comments received.
Highways Agency	No objection subject to conditions.
Highways, Development Management	No objection subject to conditions.
Archaeology	No objection subject to a condition.
Minerals and Waste Team	No objection.
Public Protection	No objection.

Determining Issues

The main considerations of the application are;

1. **Impact of the proposal on the visual amenity of the surrounding area**
2. **Impact of the proposal on surrounding residential amenity**
3. **Any other relevant planning matters**

Considerations

1. **Impact of the proposal on the visual amenity of the surrounding area**

The application site is a former Market Garden nursery which has become redundant and is now being redeveloped in line with Policy DM12 of the Adopted Core Strategy which seeks to re-use former agricultural and horticultural sites in the district. Planning permission has been granted for the use of the site as a commercial timber yard, CB/11/01546/FULL. The site plan submitted with the original application outlined the proposed future development of the site and indeed indicated the location of the proposed warehouse buildings which are the subject of this application. The intended physical development of the site has therefore, been previously illustrated on earlier plans.

The proposals seek the erection of two warehouse buildings which would have a combined footprint of 1322 square metres. The erection of these buildings has required the demolition of the large greenhouse buildings on the site which had a total footprint of 3040 square metres. Overall, there would be a net reduction in the site's built footprint of approximately 1718 square metres.

Warehouse 1:

This building would be sited adjacent to the existing warehouse on the site and would measure 24 metres by 15 metres, with a height of 5 metres to the eaves and 7.2 metres to the ridge. The length of this building would run parallel to the site's north western boundary.

Warehouse 2:

This building would be sited within the footprint of the former southern most greenhouse with the building lines of each running parallel. The building would measure 48 metres by 20 metres and would have a height of 5 metres to the eaves and 7.6 metres to the ridge.

Both warehouses would be clad in timber weatherboarding painted chestnut brown with a profiled metal sheet roof in a dark grey colour. Rooflights would be inserted into the roof and all doors painted dark cherry.

The buildings would have quite an industrial appearance, reflecting the character and appearance of the use of the site as a timber yard, and the historical use of the site which was characterised by large footprint buildings. For this reason, the proposed buildings are not considered to be harmful to the existing context or surrounding landscape.

The main public views of the building within the site would be from Footpath No. 40 to the west although the existing warehouse would screen Warehouse 1 and partially screen Warehouse 2 which would be set back a distance of 95 metres anyway. The other main public view would be from the A1 to the east, although this would be predominantly of Warehouse 2 which would be set back just over 90 metres from the highway. Warehouse 2 is the largest building on the site, however, it would still have a smaller footprint than the original greenhouses and its visual bulk would be sited away from the adjoining development at Beeston village to the north. Whilst, there are residential properties to the north, the closest property is 60 metres away, with properties along Orchard Road located over 80 metres away.

By reason of the siting of the buildings and their distance away from main public views, the proposal is considered to be acceptable to preserve the visual amenity of the surrounding area and is therefore considered to be in accordance with Policy DM3 of the Adopted Core Strategy Development Management Policies, 2009, the National Planning Policy Framework, Adopted 2012, in particular, paragraph 56 relating to good design, and in accordance with technical guidance Design in Central Bedfordshire, a Guide for Development, 2010.

2. Impact of the proposal on surrounding residential amenity

By virtue of the good degree of separation between the proposed buildings and the nearest property to the north (No. 62 High Road), which is approximately 60 metres, the proposal will not impact on the amount of privacy, or light afforded to this property, or properties further to the north along Orchard Road.

Whilst the size of the warehouse buildings would be relatively large, views of them from the north would be screened by the existing belt of conifers adjacent to the site, and thus it is not considered that the proposals would result in a significant alteration to the outlook afforded to No. 62, or to properties to the north, and neither would the buildings appear overbearing.

The proposal would therefore, preserve surrounding residential amenity in accordance with Policy DM3 of the Adopted Core Strategy Development Management Policies, 2009, the National Planning Policy Framework, Adopted 2012, in particular, paragraph 56 relating to good design, and in accordance with technical guidance Design in Central Bedfordshire, a Guide for Development, 2010.

3. Any other relevant planning matters

Highway Safety:

The use of the site as a commercial timber yard has been approved and the main access into the site for deliveries is from the A1 which has been agreed by the Highways Agency subject to an improvement to the junction arrangement of the site access. The means of egress from the site is from The Green and Orchard Road. The original application did also propose that staff may use the Orchard Road access to both enter and leave the site, although deliveries will only enter the site from the A1. This application does not seek to amend this approved access arrangement, and will also be subject to a condition requesting

details of the enhancement works to the access from the A1 to ensure that the building's cannot be erected until the highway works have been approved.

The Council's Highways team have not raised an objection to the application subject to a condition requesting details of on-site parking provision.

The Highways Agency have not raised an objection subject to a condition requesting details of the required improvements to the access from the A1.

Archaeology:

The application area lies within a known archaeological landscape that includes the probable remains of later prehistoric and Roman rural settlements and it is also adjacent to the historic core of the village of Beeston. Under the terms of the National Planning Policy Framework (NPPF) these are all heritage assets with archaeological interest and therefore a material consideration in planning matters.

A desk-based assessment has been submitted with the application and the Council's Archaeologist agrees with the conclusions within it. It is recommended that if permission is granted, a condition is imposed requesting a Written Scheme of Investigation to record and advance the significance of any heritage assets with archaeological interest that may be lost (wholly or in part) as a consequence of the development.

Water contamination:

Concern has been raised in respect of the potential water table contamination as a result of the proposal. The Council's Public Protection team has not raised an objection to the proposal, and this matter will be considered at the building regulations stage and thus it is not considered necessary to impose a condition requesting further details of the proposal drainage system at this stage.

There are no further issues.

Recommendation

That Planning Permission be **Granted** subject to the following:

- 1 The development hereby approved shall be commenced within three years of the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 which is designed to ensure that a planning permission does not continue in existence indefinitely if the development to which it relates is not carried out.

- 2 The development hereby approved shall be carried out in materials as set out in the application form, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the appearance of the completed development by

ensuring that the development hereby permitted is finished externally with materials to match/complement the existing building(s) and the visual amenities of the locality.

- 3 **Before the development hereby permitted is commenced; details of a scheme showing the provision of 19 car parking spaces and 7 HGV parking spaces to serve the new warehouses shall be submitted to and approved by the Local Planning Authority. The details to be approved shall include the proposed materials for construction and arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway. The approved scheme shall be implemented and made available for use before the development hereby permitted is occupied and that area shall not be used for any other purpose.**

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

- 4 **No development shall commence unless and until the developer has submitted to and had approved in writing by the local planning authority in consultation with the Highways Agency, the following design details relating to the required improvements to the access off the A1. The scheme shall generally conform to the arrangements shown in outline on RPS drawing: Job No: JKK6849 - Drg No: 100 - Rev B of CB/11/01546/FULL.**

Scheme details shall include drawings and documents showing:

- i) how the improvement interfaces with the existing highway alignment and carriage way markings including lane destinations,**
- ii) full construction details relating to the highway improvement. This should include any modification to existing structures or proposes structures, with supporting analysis,**
- iii) full signing and lighting details where applicable,**
- iv) confirmation of full compliance with Departmental Standards (DMRB) and Policies (or approved relaxations/departures from standards),**
- v) an independent stage 2 Road Safety Audit (taking account of any stage 1 Road Safety Audit recommendations) carried out in accordance with Departmental Standards (DMRB) and Advice Notes, and**

2. Development of the site using the existing access off the A1 trunk road will only be permitted on completion and approval of the access improvements.

Reason: To ensure that the A1 will continue to fulfil its purpose as part of a national system of routes for through traffic, in accordance with Section 10(2) of the Highways Act 1980, and for the safety of traffic on that road. In pursuance with this requirement, the Highways Agency must be satisfied with all the details of the proposed improvement to access off the A1 prior to the commencement of construction work.

5 **No development shall take place until the applicant or developer has secured the implementation of a Written Scheme of Archaeological Investigation which has been submitted to and approved in writing by the Local Planning Authority. The said development shall only be implemented in accordance with the scheme thereby approved.**

Reason: To record and advance understanding of the significance of the heritage assets with archaeological in accordance with Policy 141 of the National Planning Policy Framework (NPPF).

6 The use of the warehouse buildings hereby approved shall be solely in conjunction with the use of the site as a commercial timber yard as approved by CB/11/01546/FULL.

Reason: For the avoidance of doubt and to preserve the residential amenity of neighbouring properties in accordance with Policy DM3 of the Adopted Core Strategy Development Management Policies.

7 There shall be no machinery used at the site, goods moved within the site or deliveries received or dispatched outside the hours of 0730 hours and 1800 hours Monday to Friday and at no time on Saturdays, Sundays, Bank or Public Holidays, without the prior agreement in writing of the Local Planning Authority.

Reason: To preserve the residential amenity of neighbouring properties in accordance with Policy DM3 of the Adopted Core Strategy Development Management Policies.

8 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: PL01 E; PL04 B; PL05 C; 100 B.

Reason: For the avoidance of doubt.

Reasons for Granting

The proposal would not have a negative impact on the character of the area or an adverse impact on the residential amenity of neighbouring properties and is acceptable in terms of highway safety and archaeology, and therefore by reason of its site, design and location, is in conformity with Policy DM3 of the Core Strategy and Management Policies, November 2009, the National Planning Policy Framework, Adopted 2012, in particular, paragraph 56 relating to good design, and is in accordance with technical guidance Design in Central Bedfordshire, a Guide for Development, 2010.

DECISION

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