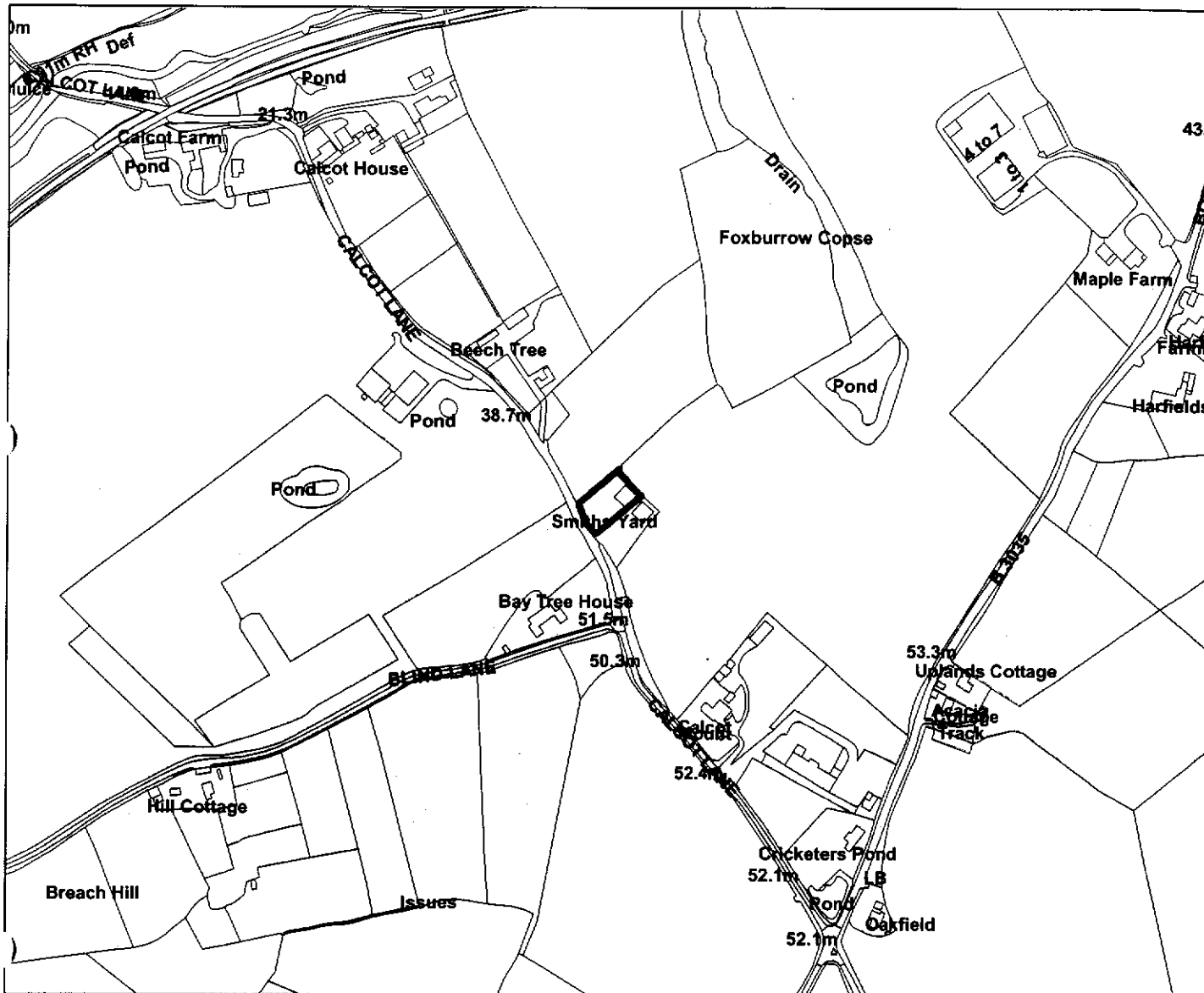


Rural buildings, land @ Calcot Lane, Curdridge

12/00207/FUL



Legend

Scale:



Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Winchester City Council © 2007.

Organisation	Winchester City Council
Department	Development Services
Comments	
Date	08 August 2012
SLA Number	00018301

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Item No: 1
Case No: 12/00207/FUL / W09212/11
Proposal Description: Change of use to B1 (Office) and B8 (outside storage) with occasional ancillary sales and hire (RETROSPECTIVE)
Address: Rural Buildings Land At Calcot Lane Curdridge Hampshire
Parish, or Ward if within Winchester City: Curdridge
Applicants Name: Geolift Ltd
Case Officer: Mr James Jenkison
Date Valid: 31 January 2012
Site Factors: Durley Claylands Landscape Character Area
Recommendation: Application Permitted

General Comments

This application is reported to Committee because of the number of objections received and at the request of Curdridge Parish Council, whose request is appended in full to this report.

Subsequent to the application being submitted floor plans and additional details in relation to the nature of the business and traffic associated with it were submitted on 21 May 2012. The Highways Engineer was re-consulted in relation to these details and now raises no objection to the proposal subject to the conditions recommended.

Amended site plans with additional landscaping submitted on 24 May 2012 and 2 July 2012. The site plan dated 2 July 2012 shows additional landscaping to be provided at the rear of the site, re-enforcement of the hedgerow along the front of the site and a reduction in the area of outside storage space. The existing shared access at the south-west corner of the site has also now been correctly shown and no new access is proposed.

Site Description

Smiths yard comprises a commercial yard of approximately 0.2 hectares. The yard has two converted farm buildings and associated forecourts that was granted planning permission for B1(b) and B1(c) commercial activity in 2004. The whole yard is served by a single access onto Calcot Lane at the south-west of the site.

The converted farm buildings were leased out separately and Unit A is currently vacant, having been previously occupied by Actionvan, a business that undertook campervan fit outs for sports enthusiasts and which has recently relocated.

The application site comprises Unit B and is located on approximately two thirds (0.14 hectares) of the northern section of the yard. This building has two downlights and a floodlight located on its front elevation, however apart from this there is no external lighting on the application site. Geolift comprises a forklift hire and repair business and stores forklifts and sideloaders on the hardstanding area, predominantly alongside the hedgerow at the front of the site. This allows the area in front of the building to be kept open. Carparking areas are not marked out, and cars, vans and trailers are also stored or parked alongside the edges of the site or directly in front of the building.

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

A protected oak tree is located at the north-west corner of the site and a substantial hedgerow with trees is located along the front of the site, providing effective screening from Calcot Lane. There are distant views of the application site from Botley Road and the boundary hedgerows assist in assimilating the buildings into the rural landscape.

The locality has a very rural character which is re-enforced by the dense hedgerows alongside Calcot Lane, which screen views of the sporadic commercial development and houses located along the Lane. The open and undeveloped fields to the west of Botley Road also underline the rural character of the locality.

The nearest residential property is Bay Tree House, located diagonally opposite the application site at the corner of Calcot Lane and Blind Lane. The dwelling of this property is located approximately 61 metres from the application site boundary.

To the north-west of the application site, and separated from it by a field, is Beech Tree, a large residential property with access from Calcot Lane, with the dwelling located approximately 85 metres from the application site boundary.

To the south-east of the application site, again separated by a field, is Calcot Mount, a large residential property with access from Calcot Lane. This dwelling is located approximately 140 metres from the commercial yard.

Along with the application site there are several other commercial sites of similar size located nearby, also resulting from farmyard conversions over the years, including at Calcot Mount and Calcot Farm Barns.

Proposal

The proposal is to change the use of the site from its authorised B1(b) and B1(c) use to a sui generis use comprising the outside storage of forklifts and sideloaders, occasional outside repair and maintenance, repair works within the building and the continued use of part of the building for offices.

The forklifts and sideloaders stored at the site are intended either to be hired out or sold to trade customers and not members of the public. The business here also operates from a number of other sites, however, this site is proposed to act as the office 'hub' where delivery and repair drivers will be co-ordinated and accounts maintained. There are 4 office staff and 10 engineers that undertake deliveries and respond to callouts. Repair vans will also be located at the site, where engineers can be despatched to repair equipment elsewhere.

Relevant Planning History

03/02937/FUL - Change of use of two buildings to employment uses - B1 (b) and (c) (research and development and light industry). Approved by Planning Development Committee subject to conditions 4 March 2004.

Consultations

Engineers: Highways (summary of original and final response) based on further evidence

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

provided and issues raised by Curdridge Parish Council):

There has only been one recorded accident in the vicinity since 2007 which was at the Calcot Lane/Botley Road junction between two cars.

The plant and equipment being delivered are a mix of side loaders and forklifts with the largest being the side loaders which are approx. 5 m long 1.8m wide and have a cab height of 2.6m. The side loader is therefore similar in size to a small wheelbase Light Goods vehicle or large People Mover.

Based on the details provided the business is considered to be "low key" and the number of visits would be similar to those indicated on an earlier planning application for the site (03/02937/FUL - W09212/08).

The comments made in the previous consultation response dated 14/02/12 are therefore considered to be appropriate. Personal use condition recommended to ensure use of site remains low key.

Head of Environmental Protection:

Recommended an hours of use condition and a condition restricting external lighting (conditions 5-7). No evidence of contaminated land identified in the vicinity of the application site.

Head of Landscape:

Buildings are visible from Calcot Lane at close quarters and also from the B3035, where they appear very prominently across the open fields with no effective screening along the northern boundary apart from the TPO Oak trees. The eastern boundary is open allowing the more extensive view into the site from the east. It was therefore considered important that an effective backdrop such as a hedge to the rear of the building is planted to help blend the buildings in to the landscape, and screen the site from the B3035.

The bank of road side shrub and woodland planting along Calcot Lane reduces the views of the site and has heavy vehicles parked hard against them on the application site side. This will have a detrimental impact on the long term health of the woodland/shrub roadside planting.

Additional hedge and tree planting and fencing recommended to protect and re-enforce existing hedgerow and trees as it contributes to the character of the area and biodiversity, as well as providing screening (conditions 2 and 3).

Representations:

Curdridge Parish Council objected to the application on the following grounds:

- Proposal constitutes a change of use and provides insufficient details;
- Heavy transport movements along Calcot Lane are approximately 3 per week and harmful to rural amenities, TPO'd trees and neighbouring properties;
- Applicant seeking to expand business from existing situation;
- Business moved from Hedge End to current site in 2009;
- Highway safety, pedestrian safety and visibility concerns at access and junction of Calcot Lane and Botley Road; Calcot Lane is narrow and used by walkers, cyclists

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

and horse-riders;

- No transport assessment or green travel plan;
- light pollution from existing floodlights harms neighbours' peaceful enjoyment of their properties;
- noise disturbance from machinery, including warning sirens of reversing vehicles which can continue for several hours at a time;
- outside storage was specifically excluded under the earlier permission given for the use of Smith's Yard for amenity reasons;
- amenity for neighbours;
- Drainage concerns.
- Contrary to policies DP1, DP3 and CE17.

6 objections received from nearby properties objecting to the application for the following reasons:

- Insufficient information and no floor plans.
- Harm to residential amenities.
- Calcot lane has insufficient passing points for cars and lorries.
- Balance of internal uses could change.
- Repairs are B2 use and inappropriate in this location. Banging of steel with hammers, sirens from moving equipment harmful to neighbours amenities.
- Non-compliant with Policies DP1, CE17, E1, E4.
- Highway safety, pedestrian safety and visibility concerns at access and junction of Calcot Lane and Botley Road - Calcot Lane is narrow and used by dog-walkers, and pedestrians;
- Lighting at night disturbs wildlife;
- Cumulative impact along with Calcot Farm Barns;

Relevant Planning Policy:

Adopted Winchester District Local Plan Review 2006

DP1, DP3, DP11, CE5, CE16, CE17

National Planning Policy Framework:

Section 3 – supporting a prosperous rural economy.

Section 7 – requiring good design.

Section 8- Promoting healthy communities.

Section 11- Conserving and enhancing the natural environment

Decision taking.

Supplementary Planning Guidance

Curdrige Village Design Statement.

Planning Considerations

Principle of development

Planning permission for the change of use of the agricultural buildings to commercial use was granted in 2004 by Planning Development Control Committee and previous investigations by the Enforcement Team indicate that the planning permission was implemented. The principle of commercial use of the site has therefore been established.

Policy CE17 supports the re-use of non-residential buildings in the countryside for

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

commercial activity subject to six criteria being met, as set out below:

(i) Form, bulk and general design of the existing building(s) are in keeping with the locality and the proposed development will maintain or enhance the local environment.

The committee report for Planning Development Committee in 2004 addressed this matter stating;

“The buildings are considered to be in keeping with the locality and are of permanent materials and sound construction.”

There have been no significant changes to the visual appearance of the buildings since that date and this criterion can therefore be considered as being satisfied subject to landscaping and boundary treatment being carried out (conditions 2 and 3).

(ii) The existing building is of permanent and sound construction, is not derelict and can accommodate the proposed use without substantial re-construction.

The building is relatively modern and will not need to be re-constructed to accommodate the new use.

(iii) Where the building or site contains features of architectural, historic, nature conservation, landscape or visual interest the proposed development will retain or improve such features.

The hedgerow and trees at the front of the site will be retained, as will the TPO'd oak tree at the northern corner of the site and condition 2 will ensure that knee-rail type barriers can be installed to deter storage and parking too close to landscape features.

(iv) The scale and nature of the activity can be accommodated without detriment to the visual character of the locality, is not in a remote location and will not harm the vitality of existing employment uses or the viability of proposed employment sites in a nearby town or village.

Condition 8 (outside storage and parking height restrictions) will ensure that any outside storage or parked vehicles and equipment on the site will be sufficiently low level so as not to become a visually intrusive in the wider landscape.

As this is an existing employment site that is not increasing in size it is considered that the proposal will not harm the vitality of existing employment uses elsewhere and, indeed, is considered to be a important existing employment premises for small businesses where appropriate re-use for employment activities should be supported in principle.

The sustainability test for employment sites in the countryside differs from that of residential development. The hourly No.8 bus route along Botley Road between Bishops Waltham and Eastleigh has bus stops located approximately 450 metres from the application site and Calcot Lane has no streetlamps or formal footpaths. This means there is unlikely to be access to and from the site by public transport. The application site would not therefore be sustainable location for residential development. However, the site is not remote in employment terms and is already an established business use by virtue of the planning permission issued in 2004. It would therefore be difficult to resist this proposal, which is for a change of use from one business use to another.

Criterion 4 is therefore considered to be met in this instance.

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

(v) The extent of the site is, or will be, clearly defined to prevent the development expanding into the surrounding countryside.

The proposal comprises the change of use of part of an existing commercial yard that is well defined. Condition 2 will re-enforce the containment of commercial activity to prevent its expansion outside the yard.

(vi) The type of traffic generated can be accommodated without harming the character of rural roads.

Calcot Lane is a typical rural lane and its character would be harmed by frequent HGV movements. The evidence submitted by the applicant indicates that the business subject to this application would generate only infrequent HGV movements. Additionally, when the site has been visited it has been apparent that the business only involves small items of equipment. Condition 8 is intended to restrict the size of equipment and vehicles stored and parked on the site so as to ensure that the equipment is of a size that can be transported by smaller types of lorries and that larger HGV's are not stored or parked on the site. This condition would continue to allow deliveries and despatch of equipment by HGV's. This is considered to be acceptable, as this would also be permissible by the existing approved use of the site. The condition would prevent a haulage yard type operation occurring. Details submitted by the applicant indicate that approximately 5 HGV's visit the site per week, which is considered to be sufficiently low key so as not to materially harm the character of Calcot Lane.

Impact on character of area and neighbouring property

As noted above the recommended conditions are intended to ensure that businesses are able to operate from the site without materially harming the amenities' of neighbouring properties. It is considered that conditions restricting external lighting (condition 5), hours of use (Conditions 6 and 7), outside storage (conditions 8 and 9) and protection of repair space within the building (conditions 11 and 12) combined with the distances to neighbouring dwellings, would effectively balance the needs of the business with the need to limit impacts on nearby residential properties. Conditions 2 (boundary treatment), 3 (landscaping) and 4 (removal of permitted development rights for boundary fencing) will also ensure that the proposal presents a satisfactory appearance in relation to its countryside setting.

Highways/Parking

The Highways Engineer has compared the proposal to traffic that would be generated by the activities permitted in 2003 and considers that a similar level of traffic generation would occur. The small amount of heavy goods traffic would make this a low-key business. However, as the applicant is a business and only leases the commercial unit, it is not considered that a personal use condition would be appropriate. Instead the recommended conditions are considered to provide effective controls over the premises without compromising the ability of a business of this nature to operate effectively.

Other Matters

There is no evidence of the existing external lighting causing harm to wildlife interests and the floodlight above the main door of the building has been in place since 2006 and is therefore immune from enforcement action. It is however important to control any further external lighting being installed at the site and this can be controlled by condition 5.

**WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA**

Recommendation

Application Permitted subject to the following condition(s):

Conditions

1 The development hereby permitted shall be limited to the use of the site for a forklift/sideloader hire business (with no retail sale activity to the general public on the site) that includes storage of forklifts/sideloaders and a mobile repair business where company vans are despatched to repair company machinery located off-site and where repair and maintenance activity on the site is only an ancillary part of the business limited to repair of forklifts/sideloaders for hire that are owned by the business. The site shall not be used for any other form of vehicle/machine/equipment hire, repair, reconditioning or maintenance business.

Reason: To accord with the terms of the application and to ensure that any alternative business model of a similar type of business can be assessed in accordance with its compatibility with nearby residential properties, surrounding rural locality, highway safety and the character of Calcot Lane.

2 Within 3 months of the date of this permission details of boundary treatment and post and rail fencing shall be first submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented within 1 month of the issue of approval by the Local Planning Authority and thereafter retained.

Reason: To maintain the rural character of the locality, ensure effective definition of landscape areas and to ensure effective barriers to prevent parking and storage spilling over onto important landscape areas.

3 Grass and hedgerow planting shall be carried out in accordance with the amended block plan WIN/999/AK/002B by Southern Planning Practice Ltd. dated and received 2 July 2012 hereby approved. The works shall be carried out in the first planting season following the issue of this planning permission, or in accordance with a programme agreed with the Local Planning Authority. If within a period of five years after planting any tree or plant is removed, dies or becomes, in the opinion of the Local Planning Authority, seriously damaged, defective or diseased another tree or plant of the same species and size as that originally approved shall be planted at the same place, within the next planting season, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interest of visual and countryside amenities.

4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no development permitted by Classes A and B of Part 2 of Schedule 2 of the Order shall be carried out within the site or along the boundaries of the approved development other than in accordance with the approved details of this planning permission and condition 2.

Reason: In the interests of visual and countryside amenities and to ensure efficient circulation of vehicles within the site and the adjoining site which have a shared existing access.

**WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA**

5 No external lighting, whether affixed to a structure or building, freestanding or portable, shall be used to illuminate the site at any time unless in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of local and countryside amenities.

6 No machinery, equipment or vehicles shall be operated, no process (including loading and unloading of materials and equipment, industrial processes or repair and maintenance of vehicles) shall be carried out and no deliveries taken at or dispatched from the site except between the hours of 0730 and 1800 Monday to Friday and 0800 and 1300 on Saturdays and at no time on Sundays and Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of local countryside amenities and to protect the amenities of the occupiers of nearby properties.

7 No lorries shall enter or leave the site before 0730 hours Monday to Friday or 0800 hours on a Saturday nor enter or leave the site after 1800 hours Monday to Friday and 1300 hours on a Saturday and no lorries shall enter or leave the site at any time on a Sunday or recognised Bank Holiday.

Reason: In the interest of local countryside amenities and to protect the amenities of the occupiers of nearby properties.

8 No outside storage, stationing or parking of materials, skips, containers, plant, trailers, equipment or vehicles on the site shall exceed a height above existing ground level of:
(a) 2.5 metres; or
(b) in the case of lorries, cabbed forklift trucks and sideloaders no forklift truck or sideloader with a cab height greater than 2.7 metres; or
(c) in the case of vans no van with a height greater than 2.7 metres.

Reason: In the interests of highways safety and to preserve the amenities of the locality (including the residential amenities of nearby neighbours) and to ensure that activity on the site remains at a level appropriate to its context along a rural lane and in the countryside.

9 No outside storage shall occur on the site other than within the area hatched red (and excluding any area identified for proposed landscaping) on the amended block plan WIN/999/AK/002B by Southern Planning Practice Ltd. dated 2 July 2012 and received 2 July 2012 hereby approved.

Reason: In the interests of highways safety and to preserve the amenities of the locality (including the residential amenities of nearby neighbours) and to ensure that activity on the site remains at a level appropriate to its context along a rural lane and in the countryside.

10 The land the subject to this planning permission shall not at any time be separated or subdivided from the existing yard as defined by planning permission 03/02937/FUL.

Reason: For the avoidance of doubt as to the scope of this planning permission and to ensure that no new accesses are created to the site from Calcot Lane.

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

11 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting or modifying that Order), no additional floorspace shall be created within the building the subject of this planning permission.

Reason: The site is located in an unsustainable location in the countryside where additional floorspace could lead to increased traffic contrary to Development Plan policies and intensification of the use of the site to the detriment of neighbouring residential amenities.

12 The repair area within the building, as shown on floor plan WIN/999/AK/003 dated 17/05/2012 shall be retained for the repair and service of machinery and shall not be used for any other purpose.

Reason: The site is located in an unsustainable location in the countryside where additional office floorspace could lead to increased traffic contrary to Development Plan policies and intensification of the use of the site to the detriment of neighbouring residential amenities.

Informatives:

1. The Local Planning Authority has taken account of the following development plan policies and proposals:-

Winchester District Local Plan Review 2006: DP3, DP4, DP5, DP11, CE5, CE18
2. This planning permission does not purport or seek to purport the granting of planning permission for the creation of a new access onto Calcot Lane and does not purport or seek to purport the granting of planning permission for the removal of any trees or hedgerow on or adjacent to the site.
3. The applicant is advised that this planning permission has been granted on the basis of the details submitted relating to the particular business model of Geolift, where vans are despatched to undertake repair and maintenance work off-site, and that repair work will only be an ancillary activity and predominantly undertaken within the building, with only occasional outside repair work being undertaken. Should any outside repair work be undertaken in anything other than an occasional basis and in a manner that is considered to cause unacceptable harm to the amenities of nearby residential properties then abatement notice may be served so as to protect residential amenities.



Curdridge Parish Council

1, Woodview Cottages
Botley Road,
Curbridge,
Hampshire
SO30 2HB

Telephone: 01489 787312

Email: clerk.curdridge@parish.hants.gov.uk

Clerk to the Parish Council:
Duncan Murray

Planning Department
Winchester City Council
City Offices
Colebrook Street
Winchester

By Email

6 March 2012

Dear Sirs

**Re: 12/00207/FUL Geolift Ltd Rural Buildings Land At Calcot Lane
Curdridge Hampshire Change of use to B1 (Office) and B8 (outside
storage) with occasional ancillary sales and hire (RETROSPECTIVE)**

Following the Planning Committee Meeting of 1 March 2012 at which this application was discussed, and representations made by nearby residents objecting to the proposal, Curdridge Parish Council wishes to object to this application and request that it goes to the Planning Development Control Committee for decision.

The reasons for our objection are given below and are based on transport movement levels, road safety, green travel plans, light pollution, noise pollution, amenity for neighbours, environmental issues, and evidence that this application does not take into account the business owners published aspirations for the growth of the business.

We do not consider that the current and increasing use of this site falls into B1 category but is B2 – General Industrial - and therefore a material change of use. This should not be permitted in such a rural area with all of the restrictions that places on amenity and also in terms of DP3 (vii) *'does not have an unacceptable adverse impact on adjoining land, uses and property'*.

Transport Issues

We would like to comment on the report on Highways (as published on the planning portal): -

Chairman: Neil Evans, Glen View, Chapel Lane, Curdridge, Southampton SO32 2BB
Telephone: 01489 782156

"A lorry visits the site approx. 5 times a month to collect the fork lifts that are for sale and distributes them to customers."

This statement repeats what is stated in the Application. However, we believe, from observation, that the extent of visits by HGVs is rather higher than this, recently numbering 3 observed visits in a single week. We are also concerned by the aspiration of the company, according to its own web site, to 'double this size in the next 5 years' (http://www.geolift.co.uk/craig_george on 05/03/2012) and 'we are aiming to become the leading supplier of handling equipment on England's south coast' (<http://www.geolift.co.uk/home.php> on 05/03/2012). This is in contrast to statements made in the application and clearly has significant future transport implications.

"The operating hours of the business are 08:30 until 17:30pm Monday to Friday. I have visited the application site and observed that the access road leading to and from the application site is a narrow rural lane but given the low key use of the current occupier who "has been operating successfully from the site for several years..."

As noted above, there is contradictory evidence to show that the level of use is not as low as claimed and in any case is planned to increase. There is also evidence of TPOd trees lining the lane having been damaged by the large vehicles already (BS5837).

Furthermore, the statement that the business "has been operating successfully from the site for several years..." is, we suggest, at best misleading. In fact although Geolift Ltd have been operating in the area for some time – previously based in Hedge End – it has only been operating out of Smith's Yard since 2009.

We would also ask the authority to note that the Parish Council alerted Enforcement to the current usage, for which retrospective permission is now being sought, soon after Geolift Ltd first moved to the site.

"...Mindful, of the above I do not wish to raise any highway objections to this proposal. However, I strongly recommend that a condition is applied to any planning consent issued to restrict the use applied for to the applicant only to ensure the LPA can maintain control over any future occupiers who may wish to use the site more intensively and therefore generate a material difference in the level of trips generated or the type and size of vehicles or items of plant stored on the site."

Again we suggest that there is sufficient evidence that there will be intensification in the use of the site in the near future by the current incumbent let alone any future ones.

The Parish Council also notes the lack of either a Transport Assessment/Plan or a Green Travel Plan both of which we would consider to be essential considering the business' web-published plans for significant business expansion. There is no assessment of the 'in-combination' effects of this business with others in nearby locations and the effect on the lane and the safety of other road users. Therefore we

also object in terms of there being no evidence that this proposal meets the requirements of CE17 (vi).

The current use of the site, in comparison with its original consent as a potato storage barn, is significantly different. The Parish Council understands that there were no potatoes stored in this barn and there were no vehicular movements to or from the barn onto the lane for its deemed purpose. We would also draw the Planning Authority's attention to its own aerial images, as included in the planning documents for this application which show that in 2000 there was no yard and no access onto the lane from this barn. It cannot therefore be argued that had the yard remained agricultural similar HGV traffic would be using it. It was not used for its originally granted purpose.

We would also like to express our concern that no consideration seems to have been made about pedestrian and other road safety. The Village Pond at the corner of Calcot Lane is used by adults and young children enjoying feeding the fish and the ducks; the lane is used by walkers, cyclists and horse-riders. Large vehicles, and indeed increased numbers of smaller vehicles, are a danger to all these other legitimate users of this narrow lane.

Outside Lighting, Light Pollution and Noise

The external lighting by both flood and spotlights, including 24hour security lighting from Smiths Yard and Geolift's particular operation has been objected to by nearby residents. Therefore the Parish Council is objecting to this application on the grounds of disturbance to the visual amenity and neighbours' peaceful enjoyment of their properties.

At the recent Parish Council Planning Committee meeting complaint was made by neighbours about the noise from the site from machinery, including the audible warning whilst reversing which sometimes continues for several hours at a time. This may relate to the possible use of the yard as a training location for fork-lift driving certification, as advertised on the company web-site. Therefore we again object under a failure to meet the requirements of DP3 (vii) 'does not have an unacceptable adverse impact on adjoining land, uses and property'.

Outside Storage

The application is for outside storage. It should be noted that outside storage was specifically excluded under the earlier permission given for the use of Smith's Yard for amenity reasons. These reasons remain unchanged.

Environmental Issues

We are concerned that there is an insufficient level of appropriate environmental assessment and protective controls for both indoor and external operations to enable this type of business to be carried out at this location. It includes the storage, servicing and the repair of fork-lifts that use hydraulic fluid and diesel fuels which are hazardous wastes which could escape into the water table as there is, we believe, a

lack of suitable bunding etc at the site. Any run-off could then find its way via nearby ditches and streams as well as Calcot lane itself into the river Hamble.

Relevant Policies

Policy DPI

The local planning authority will only permit development where planning applications are supported by a Design Statement..... Particularly in the case of more sensitive sites, those exceeding 0.5 hectares in size or development proposals which will have a significant impact on the local area, Design Statements should include a full site analysis identifying as appropriate the following: (iii) the relationship of the site to surrounding development and/or countryside, including other neighbouring uses and open spaces within the public and private domains and (iv) existing rights of way and accesses for pedestrians, cyclist and vehicles both within the site and the surrounding area.

Policy DP3

A development which accords with other relevant policies, this plan will be permitted provided it: (iv) provides for ease of movement and local "permeability"; and (vii) does not have an unacceptable adverse impact on adjoining land, uses or property.

Paragraph 3.20. All new developments should also reflect the area's distinctive development form and patterns of building, spaces, means of enclosure, townscape and landscape and incorporate in the design those features which are important to the history and form of the area. Account should be taken of local character, especially as identified within any adopted supplementary planning guidance or supplementary planning documents (e.g. village/neighbourhood design statements) or technical studies (e.g. Winchester City and its setting).

Whilst the Parish Council accepts that there is a need to re-use redundant agricultural buildings for new uses in the countryside, as defined in Winchester City Council's Local Plan's own policies, it is a fine balance between allowing such uses in the countryside balanced against the detrimental impact on the locality and other users enjoying the benefits of the countryside. We believe that the current and projected use of this site is clearly detrimental.

Yours sincerely

Duncan Murray
Clerk to the Parish Council