

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Item No:	01
Address:	Whites Hill Farm Whites Hill Owslebury Winchester Hampshire SO21 1NZ
Parish/Ward	Owslebury
Proposal Description:	Change of use of buildings 2 and 4 from agricultural to storage use (THIS APPLICATION MAY AFFECT THE SETTING OF A PUBLIC RIGHT OF WAY)
Applicants Name	Humphrey Farms Limited
Case No:	04/03275/FUL
W No:	W06568/03
Case Officer:	Sylvia Leonard
Date Valid:	20 December 2004
Delegated or Committee:	Committee
Reason for Committee:	Parish Council submitted representations contrary to officer recommendation
Reason for Committee:	4 or more representations contrary to the Officer's recommendations have been received
Site Factors:	
	Civil Aviation

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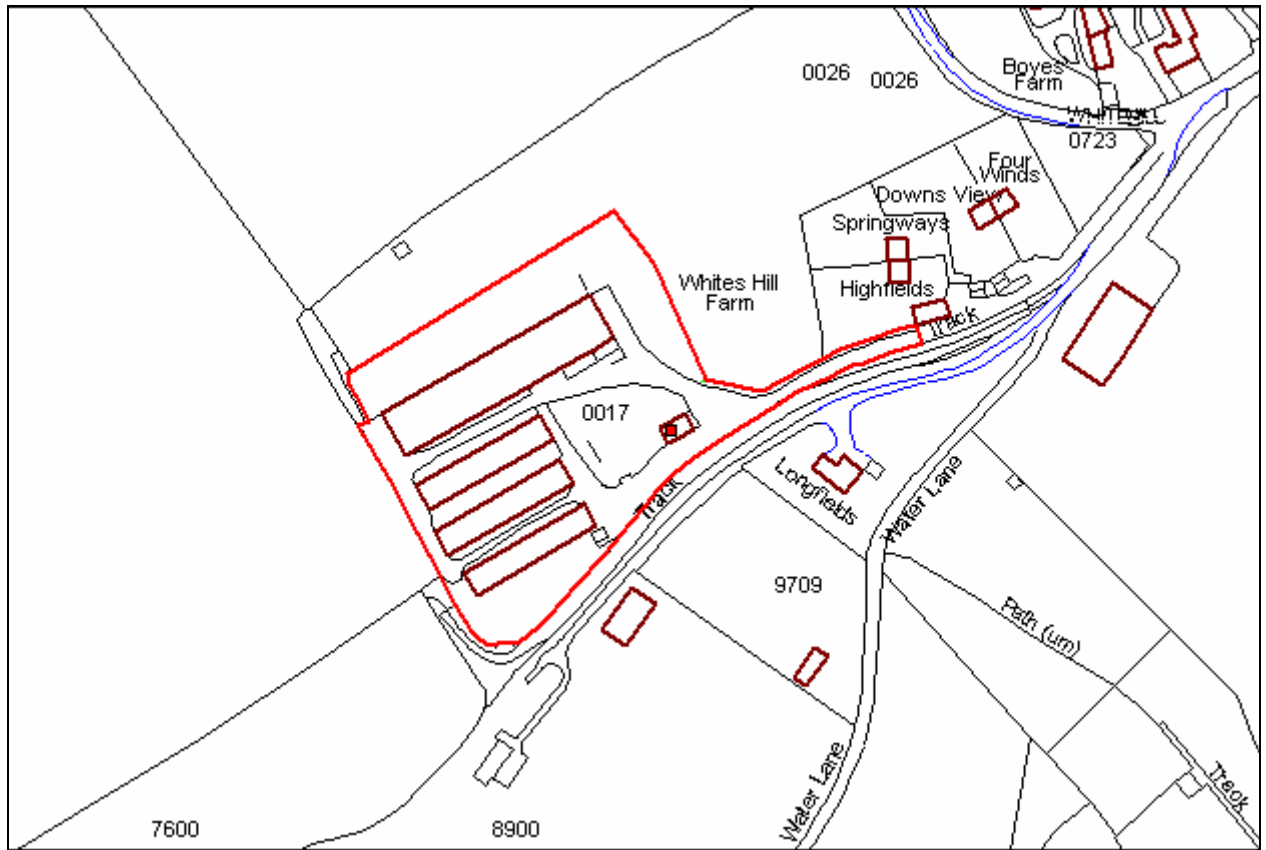
SITE LOCATION PLAN

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Site Description

- The site comprises a poultry farm at Whites Hill, to the south-west of Owslebury within countryside designation
- The 1 hectare site is occupied by 3 detached, single storey, poultry buildings of timber construction with corrugated asbestos pitched roofs, and a newer, larger, more modern, pitched roof building of green profiled sheeting roof and walls
- These 4 buildings lie in parallel on the site, with the larger building to the north and at a lower ground level than the others
- The total floor area is 2, 478 sq m
- A small, pitched roof building is sited at the site entrance
- Vehicular access is via a single-width track leading from the top of Whites Hill, which also serves several dwellings
- There is a hard-surfaced parking area near the site entrance in the eastern part of the site
- The southern and western site boundaries are well-screened by mature trees/hedging and a grassed bund and trees screen the northern and part of the eastern side boundaries
- A public footpath/bridleway runs along the southern site boundary and part of the western boundary

Relevant Planning History

W06568 - Erection of chicken rearing house - Per - 16/02/1982

W06568/01 - House, garage and vehicular access - Ref - 19/09/1988

W06568/02 - Change of use of buildings 3 and 4 from agricultural to light industrial use - Withdrawn -14/03/2002

Proposal

- As per Proposal Description
- The farm is one of a wider group of farms operation in south Hampshire which are actively involved in egg production
- The need for the application has arisen due to competition from the rest of Europe and America and the strength of the pound, which has led to the import of more eggs from abroad
- The use of all the buildings on site for egg production is therefore no longer necessary or economically viable
- The largest, more modern, functional poultry building no.1 in the northern part of the site (1,264 sq m) would remain unaltered and in active agricultural use
- The adjacent building no.2 (368 sq m) would be converted into 4 small storage units
- Building no.3 (423 sq m) adjacent would be removed to provide parking in its place
- Building no.4 (423 sq m) would be converted into two storage units
- The proposal is for B8 warehousing (primarily storage)
- Vehicular access would be via the existing access track from Whites Hill and 9 parking spaces and 2 lorry parking spaces are proposed on the site of building no.3
- New roller shutter doors and single door openings are proposed on the north-west side of building no.4 and the south-east side of building no.2 and new roller shutter doors on the north-east end elevation of both buildings
- Some existing windows and doors would be blocked up

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Consultations

Engineers:Highways:

- No objection
- Has had previous discussions with the applicants agent due to previous concern regarding increase in traffic from the site
- The applicant has provided traffic figures for the existing uses on the site and demonstrated that the site had a potential to generate in the region of 34 traffic movements per day
- In accordance with the TRICS database, it is likely that if permitted, this proposal would generate in the region of 18 traffic movements per day.
- It is also understood that the likely end user will be a 'Box It' type document archive company and past experience has shown that this type of usage is a relatively low traffic generator

Environment Agency:

- No objection in principle:
- Recommends conditions regarding drainage from vehicle wash down and refuelling area and storage facilities for chemicals and oil

Landscape: Awaiting response

Southern Water:

- No objection

HCC -Rights of Way Officer: Awaiting response

Environmental Health: Awaiting response

Representations:

Owslebury Parish Council

- Object:
- The site is agricultural not brownfield and should remain as such
- It is unsuitable for B8 use
- 100 vehicles a week are estimated and this could increase significantly if the site becomes a B8 use
- Narrow, one-vehicle width roads need to be negotiated to approach the site from all directions, and Whaddon Lane has weight restrictions, so that all goods vehicles, apart from transit vans, would have to drive through the village, which is unacceptable, and still negotiate the narrow roads leading to the site, on which there are a few houses and a busy public house
- The access crosses a public right of way
- It is believed that the 1 hectare mentioned on the plans includes the remaining shed, and a half a hectare is on adjoining land, making this smaller than the plans suggest
- There is no indication of the size of lorries that would use the site

Letters of objection have been received from 11 neighbours:

- The road leading down Whites Hill from Owslebury to Hensting Hill is an old country road which is only one-vehicle wide and cannot support additional, particularly industrial, traffic
- Although reasonable and gainful use of parcels of land like this are supported, access, and available facilities must also be taken into account
- Rural character of area would be jeopardised
- Conflict with environmental objectives of WDLP South Hampshire Downs Landscape management strategy
- Adverse impact on recreational and amenity value of popular and peaceful walking and horse-riding area (particularly since a public footpath adjoins the application site)

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- Envisaged traffic movements are unreliable and there is an open-ended risk of traffic generation beyond that envisaged
- Highway danger from increased vehicle movements through the village due to lack of pavements and presence of village school; single track nature of Whites Hill which is used by horse-riders; and poor sightlines of the access approach to the application site
- Inadequate independent analysis of the traffic generation risks has been submitted with the application
- No evidence has been provided that the storage units will provide local employment opportunities
- No evidence that the proposal will not harm the character of or have no significant impact on the surrounding minor rural roads
- Inadequate information regarding proposed hours of operation, which impacts on timing of traffic movements
- Site is not brownfield, as described by applicant
- Site is not well-served by the local road network
- Strict, enforceable, limits should be imposed on traffic generation arising from the proposed change of use
- Inadequate time for residents to respond to the application
- Information contained in the application is misleading and/or incorrect regarding traffic flows; access and road safety; current and proposed no. of employees; use of site (is distribution included?); proposed parking/turning; drainage; waste disposal; fire safety; impact on adjacent heavily used footpath/bridleway; danger to children, elderly and pub customers; impact on TPO protected tree; disregard of Parish/HCC traffic calming scheme; indicated ownership of adjoining land; no mention of any HGV movements
- Exacerbation of existing heavy vehicle movements through village, further eroding the banks and verges and increasing highway danger to pedestrians, particularly school children and elderly
- Further drain on infrastructure of village, particularly electricity and water

Relevant Planning Policy:

Hampshire County Structure Plan Review:

- C1, C2, UB3, EC3, T2, T4,

Winchester District Local Plan

- C.1, C.2, C.13, EN.5, EN.7, T.9, T.11

Winchester District Local Plan Review Deposit and Revised Deposit:

- C.1, C.16, DP.3, DP.5, T.1, T.4

Supplementary Planning Guidance:

- None

National Planning Policy Guidance/Statements:

- PPS 1 Creating Sustainable Communities
- PPG 4 Industrial and Commercial Development by Small Firms
- PPS 7 Sustainable Development in Rural Areas
- PPG 13 Transport

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Planning Considerations

The main considerations in respect of this application are:

- Principle of development
- Impact on the character of the countryside
- Detailed design
- Residential amenities
- Highways
- Trees

Principle of development

- PPS7, WDLP proposal C.13 and WDLP proposal C.16 supports the principle of the use of non-residential rural buildings to employment-generating uses (B1, B2 or B8) subject to a number of criteria, which include the requirement for the building to be of permanent and sound construction, not derelict and able to accommodate the use without substantial reconstruction; and the form, bulk and general design are in keeping with the locality and the proposed development will maintain or enhance the local environment; and the scale and nature of the activity can be accommodated without detriment to the visual character of the locality and is not in a remote location; and the traffic generated can be accommodated without harm to the character of rural roads
- The buildings to be converted can accommodate the proposed use without substantial conversion works
- The main alterations are to the elevations by means of the provision of roller shutter doors to the front and one side of each of the buildings to be converted
- Some of the existing windows and doors would be blocked up

Impact on character of the countryside

- The buildings are rural in character with timber boarding walls and their rural character would not be significantly changed by the introduction of the proposed roller-shutter doors, subject to suitable materials and colours, which can be controlled via condition
- The elevational changes would not be visually prominent from the surrounding countryside, given their central position on the site, with most of the alterations facing into the new parking area between the buildings
- The new parking area would also be largely screened in views from the countryside, given its position between 2 buildings and given the mature landscaping which exists along the western and southern site boundaries, as well as the existing landscaping to the front of the proposed parking area

Detailed Design

- Acceptable elevational changes related to the proposed use of the buildings
- Materials and colours need to be controlled to ensure the rural character of the building remains

Residential Amenities

- There are neighbouring residential properties to the east and south of the application site, sharing the same access track
- The southern side of the access drive is well-screened by mature trees and hedging which screen the residential property to that side from the application site
- The proposed B8 use is not considered likely to be significantly worse than the existing agricultural use of the site in terms of the potential impact on neighbours
- There are no planning restrictions on the current operations on the site in terms of the hours of operation and vehicle movements; noise insulation; lighting; outside operations/storage etc and the existing level of agricultural use could easily intensify significantly in the future, particularly given the amount of building floor space on the site

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- Potentially the amount of traffic movements to and from the site could be greater with the existing use than that proposed, and could include large vehicles
- Approving this application would allow the opportunity to impose conditions on the use of all the site, which would be to the benefit of neighbours, including a restriction on the hours of operation and vehicle movements to, from and within the site;

Highways

- Vehicular access would be via the existing access track from Whites Hill and 9 parking spaces and 2 lorry parking spaces are proposed on the site of building no.3
- Concern has been expressed by neighbours about potential highway danger from the increase in traffic, including large vehicles, and the inadequate roads in the vicinity to cope with the traffic
- There is no highway objection to the proposal
- The proposed parking is adequate for the use
- When considering the issue of any potential increase in traffic using the site, regard has to be given to the existing agricultural use of the buildings
- The applicant has provided traffic figures for the existing use on the site and demonstrated that the site has the potential to generate about 34 traffic movements per day
- In accordance with the TRICS database, the proposal has the potential to generate about 18 traffic movements per day
- Local concern has been expressed about the safety of users of the public footpath/bridleway that runs along the southern boundary of the site along the access drive
- This is acceptable given that the number of traffic movements is likely to be less than at present and the existing agricultural use could involve large vehicles using the access drive – so there would be no significant increase in danger to users of the footpath/bridleway
- At the time of writing this report the comments of the Rights of Way officer have not been received

Trees

- No important trees affected

Recommendation

APPROVE – subject to the following condition(s):

Conditions

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

01 Reason: To comply with the provisions of Section 91 (1) of the Town and Country Planning Act 1990.

02 No development shall take place until details and samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

02 Reason: To ensure that the development presents a satisfactory appearance in the interests of the amenities of the area.

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03 A detailed scheme for landscaping, tree and/or shrub planting shall be submitted to and approved in writing by the Local Planning Authority before development commences. The scheme shall specify species, density, planting, size and layout. The scheme approved shall be carried out in the first planting season following the occupation of the building or the completion of the development whichever is the sooner. If within a period of 5 years from the date of planting, any trees, shrubs or plants die, are removed or, in the opinion of the Local Planning Authority, become seriously damaged or defective, others of the same species and size as that originally planted shall be planted at the same place, in the next planting season, unless the Local Planning Authority gives its written consent to any variation.

03 Reason: To improve the appearance of the site in the interests of visual amenity.

04 No machinery shall be operated, no process shall be carried out and no deliveries taken at or dispatched from the site and no vehicle movements on the site, other than between the hours of 8am to 6pm Monday to Friday and between 8am to 1pm Saturdays and at no time on Sundays or Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority

04 To protect the amenities of the occupiers of nearby properties

05 No goods, plant or material shall be deposited or stored in the open (or displayed for sale in the open) on the site without the prior consent in writing of the Local Planning Authority

05 To protect the amenities of the area and maintain adequate parking/servicing areas

06 No floodlighting/external lighting whether freestanding or affixed to an existing structure, shall be provided on the site at any time without the prior written consent of the Local Planning Authority

06 In the interests of the amenities of the locality

07 The development hereby permitted shall be used only for purposes within Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, (or in any provision equivalent to those Classes in any Statutory Instrument revoking and re-enacting that Order with or without modification) and for no other purpose

07 To restrict the use of the premises in the interests of highway safety and local amenity

08 No external elevational alterations, other than those approved under this planning permission, shall be carried out to buildings 2 and 4 without the prior approval of the Local Planning Authority

08 In the interests of protecting the visual amenities of the locality

09 The car park shall be constructed, surfaced and marked out in accordance with the approved plan before the development hereby permitted is brought into operation. That area shall not thereafter be used for any purpose other than the parking, loading, unloading and turning of vehicles.

09 Reason: To ensure that adequate on-site parking and turning facilities are made available.

10 Drainage from vehicle washdown and refuelling areas shall not be discharged to any watercourse, surface water sewer or soakaway

10 To prevent pollution of the water environment

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11 Any facilities for the storage of chemicals (including waste oil) shall be sited on impervious bases and surrounded by impervious bund walls, details of which shall be submitted to the Local Planning Authority for approval. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%, If there are multiple tanks, the compound should be at least equivalent to 110% of the capacity of the largest tank, or 25% of the total combined capacity of the interconnected tanks whichever is the greatest. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund

11 To prevent pollution of the water environment

Informatives

01. This permission is granted for the following reasons:-

The development is in accordance with the Policies and Proposals of the Development Plan set out below, and other material considerations do not have sufficient weight to justify a refusal of the application in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning permission should therefore be granted.

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

Hampshire County Structure Plan Review: C1, C2, UB3, EC3, T2, T4,

Winchester District Local Plan: C.1, C.2, C.13, EN.5, EN.7, T.9, T.11

Winchester District Local Plan Review Deposit and Revised Deposit: C.1, C.16, DP.3, DP.5, T.1, T.4

03. Under the terms of the Water Resources Act 1991, written approval of the Environment Agency is required for any discharge of sewage or trade effluent into controlled waters, and may be required for any discharge of sewage or trade effluent from buildings or fixed plant into or onto the ground or into waters which are not controlled waters. Such approval may be withheld. (Controlled waters include rivers, streams, underground waters, reservoirs, estuaries and coastal waters) The applicant is advised to contact the Hants and IOW Area Office (Environment Management Itchen Team) to discuss this matter further

04. Any discharge of surface water drainage from the site to controlled waters will require a consent from the Agency under the Water Resources Act 1991. Such a consent may be withheld

05. Any discharge of treated effluent from the site to controlled waters will require a consent from the Agency under the Water Resources Act 1991. Such a consent may be withheld