

Officer Report On Planning Application: 14/02971/FUL

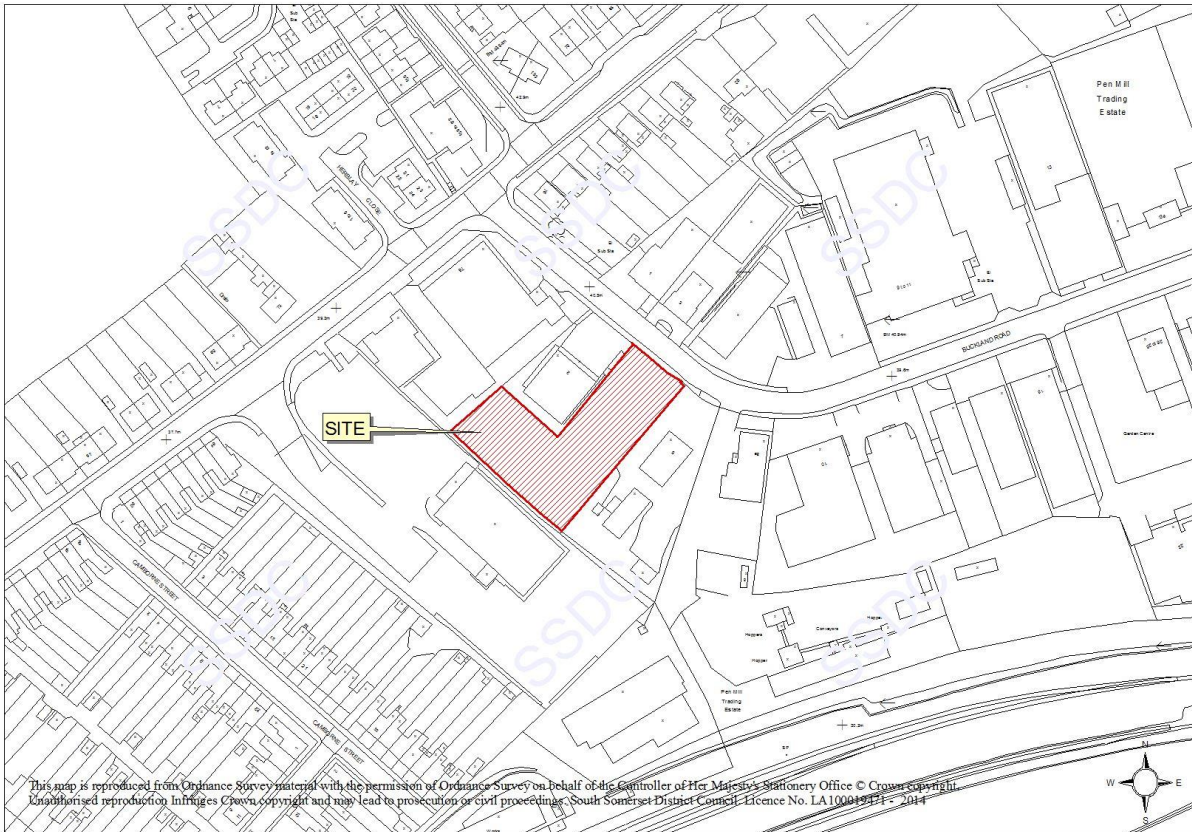
Proposal :	Proposed demolition of existing building and the erection of five units for the use of B1 (Business), B2 (General Industry) and B8 (Storage or Distribution) and formation of new vehicular access (GR 357190/116590)
Site Address:	4 Buckland Road Pen Mill Trading Estate Yeovil
Parish:	Yeovil
Yeovil (East) Ward (SSDC Member)	Cllr D Recardo Cllr T Fife Cllr T Lock
Recommending Case Officer:	Andrew Collins Tel: 01935 462276 Email: andrew.collins@southsomerset.gov.uk
Target date :	29th August 2014
Applicant :	Provincial House (Sheffield) Ltd
Agent: (no agent if blank)	Boon Brown Planning Motivo House Bluebell Road Yeovil Somerset BA20 2FG
Application Type :	Minor Manfr less than 1,000 sq.m or 1ha

Reason for Referral to Committee

This application is referred to the Area South Committee at the request of the Ward Members with the agreement of the Area Chairman to enable the comments of the highway authority to be fully debated.

Site Description and Proposal





The site is located to the east of Yeovil on the Penn Mill Industrial Estate within the development area.

To the Southwest of the site is the A1 Lidl store, with a mix of B class and sui generis uses on other sides of the site. The current application site is empty but was previously occupied by Thomas Wroe Transport. The eastern boundary with Buckland Road is bounded by a green palisade fence. The land slope down to the rear - Southwest.

The existing unit at number 4, currently operated by A1 Spares and Roman Glass is to be retained. To the South of this, the Thomas Wroe Transport building currently extends 40m along the Southeastern boundary. Between the existing building and the boundary is a vehicular access to the rear of the site. This building is to be demolished and 5 new B class units are to be erected.

At the front of the site a detached unit labelled 'Unit 6' with a floor space of 186m² is proposed. In the Southern corner of the site a pair of semi-detached units is proposed (Units 4 and 5). These are to have a floor area of 112m² and have small trade counters. Behind the existing unit a further pair of semi-detached units are proposed. These units (2 and 3) are to have a floor area of 140m² each and have small trade counters.

The units are proposed to be of modern design with a sloping asymmetrical roof, a large vehicle entrance door and a height of 7.5m. The buildings will be finished in composite cladding and facing bricks.

In total 19 car parking spaces are proposed with 2 being disabled, cycle and bin storage is also proposed on site.

The existing vehicular access is located on the Northeastern corner with Buckland Road. It is proposed to relocate the access, further to the Northwest adjacent to the unit to be retained.

HISTORY

35873/A - Use of a warehouse for the manufacture of glass re-inforced plastic materials and use of an existing access - 19/7/67

35873 - Erection of a warehouse - Conditionally approved - 7/5/57

31292 - Outline - Development of land as an industrial estate and the formation of an estate road - Conditionally Approved - 4/7/55

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise.

For the purposes of determining current applications the local planning authority considers that the relevant policy framework is provided by the National Planning Policy Framework and the saved policies of the South Somerset Local Plan 2006.

The policies of most relevance to the proposal are:

Saved policies of the South Somerset Local Plan (adopted 2006)

ST5 - General Principles for Development

ST6 - Quality of Development

EP5 - Contaminated Land

ME3 - Employment with Development Areas

TP3 - Cycle Parking

TP6 - Non Residential Parking Provision

National Planning Policy Framework - March 2012

Chapter 1 - Building a Strong Competitive Economy

Chapter 4 - Promoting Sustainable Transport

Chapter 7 - Requiring Good Design

Chapter 11 - Conserving and Enhancing the Natural Environment

"111. Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value. Local planning authorities may continue to consider the case for setting a locally appropriate target for the use of brownfield land."

Other Relevant Considerations

Somerset Parking Strategy

CONSULTATIONS

YEOVIL TOWN COUNCIL - Recommend approval

COUNTY HIGHWAY AUTHORITY - *The development proposed is in an appropriate location. From the Local Highway Authority's viewpoint, the development therefore depends upon a safe and adequate layout including the provision of appropriate parking a turning for both*

cars and for large and delivery vehicles - the full range of vehicles likely to be associated with the use classes proposed.

The horizontal alignment of the layout does not provide sufficient turning and parking off highway for large and heavy goods vehicles. This will result in large vehicles having to reverse on or off the highway creating hazardous situations and/or obstructing the highway. Excessive manoeuvring on and off the highway with consequent risk of increased hazard to all users of the highway is not considered acceptable.

The radii, road widths and other spaces between the buildings are inadequate for turning movements by wide or long vehicles. In particular the radii where the proposed access meets the highway, Buckland Road, are inadequate for the turning of vehicles likely to be generated by the proposed business units.

The parking spaces between Unit 6 and Buckland Road are laid out such that reversing on or off Buckland Road and across the footway will be required; this is not considered acceptable due to the consequent risk of hazard to all road users. As laid out the parking spaces for all the units will conflict with the goods entrances. Lorry parking spaces should be provided within the site. Ideally secure motorbike parking should also be provided. All parking should be provided in accordance with the standards laid out in the Somerset Parking Strategy 2013.

Given the above observations I would recommend that this application be refused on highway grounds for the following reasons:-

The proposed access and the layout of its junction with Buckland Road do not conform to appropriate highway design standards and are not, therefore, adequate to serve the development proposed. The proposal therefore does not meet the requirements of Policy ST5 of the South Somerset Local Plan 1991-2011 and Policy TA5 of the emerging South Somerset District Local Plan 2006-2028.

The proposal does not incorporate adequate parking and turning facilities to enable goods vehicles to enter and leave the highway in forward gear. The proposal therefore does not meet the requirements of Policy ST5 of the South Somerset Local Plan 1991-2011 and Policies TA5 and TA6 of the emerging South Somerset District Local Plan 2006-2028."

ENVIRONMENTAL PROTECTION OFFICER - Has no comments to make.

REPRESENTATIONS

None received.

CONSIDERATIONS

Principle

The site is located within the development area of Yeovil. The current building is vacant and small scale compared to modern industrial buildings. As the site has buildings constructed upon, it is clearly a brownfield site.

The demolition of a redundant employment use being replaced with modern industrial buildings is supported in principle with the retention of employment use on the site. This is supported in both the local plan under Policy ME3 and the aims and objectives of the NPPF, especially in relation to building a strong competitive economy.

Residential Amenity

The form and scale of the proposed units are similar to the existing building. Whilst noting that the units 4, 5 and 6 are closer to the Eastern boundary than the existing they are not considered to be overbearing.

The proposed use is any of the 'B' Class uses. Due to the site's location on an industrial estate surrounded by a mix of 'B' Class uses and the Environmental Protection comments, it is not considered necessary to impose any particular restrictions on the use. Therefore the new buildings would not have an unacceptable impact upon residential amenity. As such the proposal complies with Policies ST5 and ST6 of the Local Plan.

Visual Amenity

The new industrial units are of a design of form follows function, but are detailed to be constructed of composite cladding and bricks. These materials are generally appropriate for this location subject to a condition relating to the precise materials. On this basis the proposals are acceptable and comply with Policy ST6 of the South Somerset Local Plan.

Contaminated Land

The site is currently a vacant industrial site and therefore there is potential contamination. However the Environmental Protection Officer has assessed the application and raises no comments. In this respect it is considered that contamination is not an issue and the proposal therefore complies with Policy EP5.

Highways

The Highway Authority has no objection in principle however raise objections in relation to parking and turning on the site. Specifically concerns are raised over large hgv's unable to turn on the site and result in reversing on or off the highway creating hazardous situations and / or obstructing the highway.

The road widths and spaces between the dwellings are inadequate for turning movements by wide or long vehicles. In particular, the radii where the proposed access where the access meets the highway is inadequate for the turning of vehicles.

The parking spaces at the front of the site would require vehicles to reverse onto the highway. In addition, the parking spaces as laid out for all the units will conflict with the goods entrances. In addition lorry parking should be provided on site.

In considering the above comments from the highway authority, these are serious concerns that cannot be ignored. As such this application falls down in this regard and does not comply with Policy ST5 of the South Somerset Local Plan.

Other Issues

Details of signage have not been shown on the submitted plans. Any signs would be controlled by the Town and Country Planning (Control of Advertisements) Regulations 1992 as amended and may need a separate advertisement application.

The plans show a small retail area. It is important that these areas are not increased in size under permitted development as this could adversely affect highway safety. As such this would need to be conditioned to ensure that this does not occur without control from the

planning department in the event of planning permission being granted.

Conclusion

The principle of the development, the impacts upon amenity and environmental health issues are considered to be appropriate. However, issues have been raised by the Highway Authority which means that this application cannot be supported.

RECOMMENDATION

Refuse permission.

REASON FOR REFUSAL

01. The proposal by reason of the horizontal alignment of the layout and radii, road widths and spaces between the buildings will result in inadequate turning facilities on site. Also the layout of the junction with Buckland Road is inadequate to serve the development proposed. These aspects result in vehicles reversing on or off Buckland Road, conflicts between goods entrances and increased hazard to users of the highway to the detriment of highway safety. As such the proposal is contrary to Policy ST5 of the South Somerset Local Plan and the aims and objectives of the NPPF.

Informatives:

01. In accordance with paragraphs 186 and 187 of the NPPF the council, as local planning authority, takes a positive and proactive approach to development proposals focused on solutions. The council works with applicants/agents in a positive and proactive manner by;
 - offering a pre-application advice service, and
 - as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions

In this case, the applicant/agent did not take the opportunity to enter into pre-application discussions.
