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**Item No 11:-**

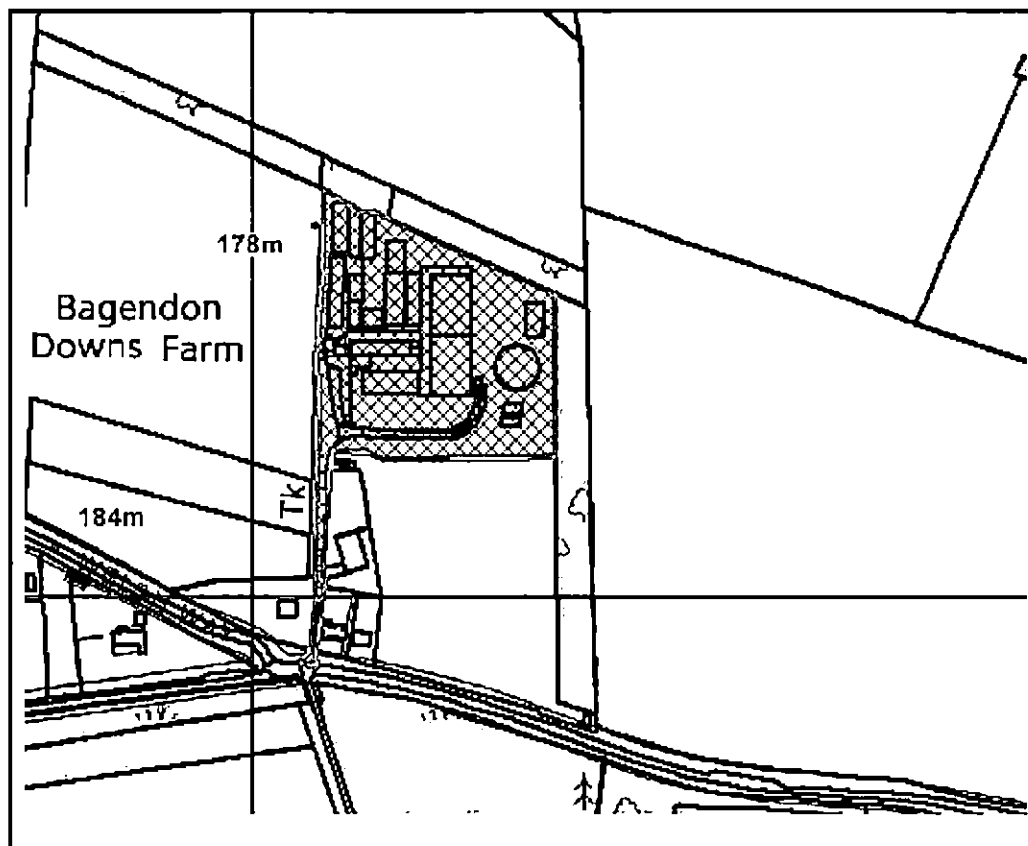
**15/01048/FUL (CT.1479/R)**

**Bagendon Downs Farm  
Perrotts Brook  
Bagendon  
Cirencester  
Gloucestershire  
GL7 7JE**

**Redevelopment and conversion of former pig farm buildings to provide 4 light industrial workshops (Use Class B1(c) and Ancillary B8) with associated car parking and access at Bagendon Downs Farm  
Perrotts Brook Bagendon Cirencester**

<b>Full Application 15/01048/FUL (CT.1479/R)</b>	
Applicant:	Formal Holdings Ltd
Agent:	Pegasus Group
Case Officer:	Mike Napper
Ward Member(s):	Councillor Jenny Forde
Committee Date:	19th August 2015

**Site Plan**



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**RECOMMENDATION: DELEGATED PERMISSION SUBJECT TO COMPLETION OF S106 LEGAL AGREEMENT IN RESPECT OF CONTROL OVER TIMING OF OCCUPANCY**

**Main Issues:**

- (a) Principle of Employment Development at the Site
- (b) Highways Impact
- (c) Landscape Impact on AONB

**Reasons for Referral:**

The application has been brought to Committee at the request of the Ward Member for the following reasons:-

Major concerns about traffic and intensification of traffic movements over and above the existing Lyncroft and 'notional' Equestrian Centre;

Increased noise and light pollution in AONB; and

Scale of floor space being greater than that of Lyncroft.

**1. Site Description:**

The application site lies in open countryside to the west of the village of Perrott's Brook and is a former pig farm, including a number of redundant associated buildings and debris from previously demolished buildings and surfacing. The site is also characterised by significant changes in levels, generally rising from the north-east to south-west by up to 6 metres. There are belts of mature, mainly deciduous, trees of varying density around the northern, southern and eastern boundaries, although the western boundary is more open and there are public views from the south and south-west. The site has an extant part-implemented planning permission (ref. 12/02544/FUL) as an equestrian establishment evidenced by the construction of a two-storey office building that forms an element of the permitted scheme. The site is accessed, between residential properties, from the former farm track at the junction of Welsh Way and the Daglingworth road. The site lies within the Cotswolds Area of Outstanding Natural Beauty (AONB).

**2. Relevant Planning History:**

CT.1479/G - Alterations and extending existing pig farm: Permitted 08.01.91.

CT.1479/J - Additional stockman's dwelling: Permitted 30.05.91.

11/02788/FUL - Redevelopment of pig farm to form equestrian centre with conversion of farm buildings and erection of buildings including indoor riding arena, office building and manege: Permitted 24.11.11.

12/02544/FUL - Redevelopment of pig farm to form equestrian centre with conversion of farm buildings and erection of buildings including indoor riding arena, office building and manege - Variation of condition 2 of 11/02788/FUL to substitute plans to amend design of office block, with additional gable to front elevation, amendment to fenestration, additional dormer windows and single storey addition to north elevation to house log burning boiler: Permitted 15.02.13.

15/01047/FUL - Demolition of existing workshops and erection of two detached dwellings and associated works: Pending consideration (see following Schedule item).

**3. Planning Policies:**

NPPF National Planning Policy Framework

LPR04 Environmental Impact

LPR05 Pollution and Safety

LPR09 Biodiversity, Geology and Geomorphology

LPR10 Trees, Woodlands and Hedgerows

LPR19 Develop outside Development Boundaries

LPR24 Employment Uses

LPR38 Accessibility to & within New Develop  
 LPR39 Parking Provision  
 LPR42 Cotswold Design Code  
 LPR45 Landscaping in New Development

#### **4. Observations of Consultees:**

Environment Agency: No objection, subject to conditions.

Water Company: No objection.

Environmental Protection Officer: No objection subject to condition.

Environmental Health Officer: No objection subject to conditions.

Highways Officer: No objection subject to conditions (please see letter attached in full dated 22.07.15).

Tree Officer: Comments incorporated within Officer's Assessment.

#### **5. View of Town/Parish Council:**

Bagendon Parish Council: Object - The intensification of use of the site concerns us, in particular the potential increase in the volume of traffic movements and the size of vehicles involved, bearing in mind the very restricted sight lines at this junction and the limitations of the current access, also giving cause for concern over issues of safety. We would also highlight that as it is further away from a public transport route, access is, realistically, only by motor vehicles.

#### **6. Other Representations:**

8 Third Party letters of Objection –

- i) lack of consultation with neighbouring residents. Lack of response to the applicant's pre-application consultation should not be construed as acceptance by local residents;
- ii) there would be a considerable increase in traffic, including large vehicles and employees' cars, that would add a considerable hazard to highways safety at the Welsh Way junction. As the site is poorly served by public transport, employees would be dependent upon private car use. Traffic modelling undertaken is based upon estimates of movements, is not up to date and is therefore unreliable. Submitted traffic numbers assume the closure of the Lyncroft Farm industrial site, which must be considered on its own merits. The A435/A417 'link' road' is unsuitable for the increased volume of traffic and would make it unsafe and intolerable for residents;
- iii) the increase in vehicular use of the access would also add vibration to nearby dwellings;
- iv) an alternative access could be provided that would give better visibility and would be less intrusive to local residents. The increased use of the existing access by large vehicles turning into it would increase blocking of the Welsh Way/Dowers Lane junction;
- v) the site would be better suited to residential development;
- vi) the scale of the proposed development (more than 3 times that of the existing Lyncroft Industrial Estate) would result in a massive increase in traffic along the narrow, poorly surfaced and totally unsuitable Welsh Way and Dowers Lane, which is a shortcut between the A435 and A417 roads, leading to greater cost to public finances for road repairs and potentially creating an accident black spot particularly in winter weather conditions. There is no speed restriction on the road, which is also used by horse riders, cyclists and pedestrians who would be at increased risk of accidents;
- vii) the landscape and local environment would be radically altered as the proposed development would be clearly visible from the Whiteway and would create noise and traffic that would seriously affect Bagendon village, evidenced by smells in the past from the previous pig farm as a result of

the prevailing wind. The impact of the development would be worsened by recent loss of trees to the north and east;

viii) query whether the equestrian use has been implemented and there is a lack of clarity regarding the use of the new office building as part of the proposed development;

ix) notwithstanding their condition, the industrial units at Lyncroft Farm are well-occupied, affordable and clearly meet local need, whereas the proposed units would be more costly to build and therefore more expensive to rent, which would take existing affordable stock out of the market. Consequently, if permission is given, a condition should limit the rental value of the new units;

x) there are already two light industrial sites within the parish which are saturation enough;

xi) the development would set a precedent for more units in the future, which would be harmful to the rural character of the area and harmful to local residents. The approved equestrian centre should not be used as a justification for the proposals as they are substantially different in character and implications;

xii) the associated application at Lyncroft Farm should also be taken into account in the consideration of this application as there are already plenty of large houses in the area, but affordable smaller dwellings are in short supply;

xiii) the design and finishes of the proposed buildings would be completely out of keeping with the the AONB;

xiv) permission should only be granted on condition of the purchase of a neighbouring dwelling at market value or with other adequate compensation.

## **7. Applicant's Supporting Information:**

Planning Statement (incl Statement of Community Involvement)

Design & Access Statement

Transport & Infrastructure Report

## **8. Officer's Assessment:**

### **The Proposals**

The proposals relate to change of use from equestrian/agricultural to Class B1(c) (Light industrial) use comprising four single storey workshops (conversion of 2 existing buildings, 2 new-build units and 1 extension to an existing building) to provide approx. 3696 sq m of employment floorspace (including the retention of the existing two storey office building), together with the retention of the existing (equestrian) office building to provide central administrative facilities to the site. The proposed floorspace that would be provided by new buildings and extension of existing former agricultural buildings would be approx. 3281 sq m. The proposals include 55 car parking spaces and parking for bicycles and motorbikes. The two proposed buildings (units 3 and 4) would be approx. 9m and 7m in height to the ridge respectively in height, the extended existing building (Unit 1) would be approx. 6.50m, and the building to be re-clad is approx. 4.50m to ridge. The proposed materials throughout are powdered-coated profiled metal roofing and a mix of profiled metal and timber cladding walling.

Unit 1 would provide an internal floor area of 1478 sq. m, 695 sq. m of which would comprise one of the former pig sheds. The building would have an eaves height of 3.1m and a ridge height of 6.1m. Unit 2 would provide an internal floor area of 379 sq. m and would be formed through the conversion of an existing redundant pig shed. The building would have an eaves height of 2.8m and a ridge height of 4.6m. Unit 3 would provide an internal floor area of 1098 sq. m and would be sited on the footprint of a number of redundant sheds associated with the pig farm and broadly on the footprint of the previously approved indoor riding and training arena. The building would have an eaves height of 5m and a ridge height of 8.6m. Unit 4 would provide an internal floor area of 326 sq. m and would have an eaves height of 5m and a ridge height of 7m. Drawings of the proposed layout and sample elevations are attached to this report.

This application has been submitted in tandem with an application (ref. 15/01047/FUL) for the residential re-development of Lyncroft Farm Business Park, approx. 500m to the east of

Bagendon Downs Farm, to provide two dwellings. The latter site comprises eight workshops with a cumulative floorspace of approx. 1086 sq m. The applicant contends that the workshop buildings at the site are in increasingly poor condition and unfit for modern employment use. Consequently, the proposed development at Bagendon Downs Farm would provide an opportunity for alternative employment accommodation.

Additionally, Bagendon Downs Farm has an extant permission for equestrian use (ref. 12/02544/FUL), which includes the provision of buildings with a cumulative area of approx. 4060 sq m of floor space.

#### **(a) Principle of Employment Development at the Site**

The provisions of section 3 ('Supporting a prosperous rural economy') of the NPPF are supportive of economic growth in rural areas "both through the conversion of existing buildings and well-designed new buildings", provided that such developments are sustainable having regard to the overarching principles defined under para. 7. Local Plan Policy 24 states that any proposed employment-related development will be permitted provided that "the proposed site is not located in the open countryside". Policy 19 generally supports "development appropriate to a rural area" provided that, inter alia, such development would not cause significant harm to existing patterns of development, lead to a material increase in car-borne commuting or otherwise significantly compromises the principles of sustainable development.

For the purposes of interpreting the above policies, it is important to also have regard to paras 14 and 115 of the NPPF that impose a level of restraint of development within AONBs to ensure that great weight is given to the conservation of their landscape and scenic beauty. Para 115 of the NPPF states that "Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty." Para 116 of the NPPF goes on to state that:-

"Planning permission should be refused for major developments in [AONBs] except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of:

- the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;
- the cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way; and
- any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated."

Section 4 of the NPPF deals with the promotion of sustainable transport and states that planning decisions should ensure that developments that generate significant movements are located where the need to travel will be minimised. It also states that development should only be refused on transport grounds where the impacts of development are severe. Local Plan Policy 38 is broadly consistent with the NPPF in this respect.

In terms of considering para 116 of the NPPF, officers have taken a precautionary approach in assessing the proposals and to whether their impact upon the AONB should be defined as major for the purposes of interpreting the latter policy. On balance, officers are of the opinion that the development can reasonably be considered non-major in the context of the site's characteristics and the visual and highways impacts of the proposed development. Nevertheless, if the Committee takes the view that the proposals are major development, officers consider that permission can still be granted, having regard to the 'tests' within para 116. This is due to the fact that the site is previously developed land, by virtue of the implemented permission for equestrian development, which makes no contribution in its current condition to the character and natural beauty of the area. The implementation of the equestrian use has previously been confirmed following enquiries addressed by the Council's Enforcement team. It is also relevant that the development proposes the construction of two entirely new build structures and the conversion of

three existing buildings (albeit with a large extension of one). Development plan policies are generally more supportive of the re-use of existing buildings for employment purposes. Furthermore, the nearby presence of the existing Lyncroft Farm Business Estate and the opportunity to effectively replace its accommodation in a location that would cause less potential loss of amenity to residential properties and in buildings better suited to modern business needs is considered to weigh in favour of the proposals. It is evident that the proposals would make a positive contribution to the local economy. The issues of highway and landscape impact are assessed in more detail the following sections.

Consequently, in the context of the above policies, officers are content that in this instance the principle of the proposed development can be supported within the AONB and within the relatively isolated location.

### **(b) Highways Impact**

The Highways Officer has had full regard to the concerns raised by local residents regarding the accessibility and highway safety. A copy of his response is attached in full to this report. In terms of general accessibility, regard has been had to the conversion (and extension) element of the proposals and to the implications of the extant equestrian use. In addition, regard has been had to the traffic currently generated by the Lyncroft Farm Business Park. The difference in vehicular trip generation comparisons has been found to be materially unharmed to the local highway network. The development site is felt to be in a remote position and will continue to require the use of private cars to provide access. However; as it is largely a replacement of the adjacent industrial units, any associated trips are not felt to present a significant additional impact on the local highway network and the proposals are considered to accord with policies 24 and 38 of the Local Plan and the provisions of section 9 of the NPPF. Due to the fact that the assessment of the sustainability of the proposed development's location and impact has been made having regard to the applicant's assertion that the employment use of the Lyncroft Farm site would cease, officers recommend that appropriate certainty and control regarding the Bagendowns Farm redevelopment being brought into use should be imposed by means of a legal agreement.

As part of the permitted use as an equestrian centre, improvements to the Welsh Way junction and access road were required. The current application proposals include alterations to the approved access to provide a 5.5m wide surfaced carriageway extending into the site from the highway entrance and internally for the internal site access road to the commercial units. This is considered acceptable with sufficient space for vehicles to pass at the site entrance and internally with visibility along the internal access road. The junction would be altered to accommodate the swept path of the largest vehicle considered likely to require access. The junction and access from the highway is considered to be an overall improvement to the previously approved junction access.

Parking provision as proposed is considered to be appropriate for the development having regard to Local Plan Policy 39.

### **(c) Landscape Impact on AONB**

The application site lies within the High Wold Dip-Slope Valley character area of the AONB as defined within the Cotswolds AONB Partnership's guide. The guide states that "The valleys flowing across the High Wold Dip-Slope form a transition from the steeper and more confined upper reaches and the sections to the south-east that flow across the Dip-Slope Lowland to the Thames. As a consequence, they share characteristics of both valley types, the differences often relating to the progressive change in elevation from the higher wolds down to the lowland areas that form the south-eastern boundary of the AONB. The river valleys have a well-defined form with locally more incised sections, particularly within the principal tributary valleys that link into the main valley. At the crest of the valley slopes, there is a more gentle convex profile at the junction with the High Wold Dip-Slope. The main valleys sides are further dissected by a series of small secondary valleys that link into the main river, the majority of which are dry....The land is predominantly under pasture, with occasional areas of arable, within a mosaic of regular and

mainly medium-scale fields. Woodland cover within the Middle Churn Valley is generally sparse. There is, however, an intermittent cover of small rectilinear broadleaved woodlands on the lower valley slopes and bottom, together with riparian vegetation, and a mosaic of hedgerows and hedgerow trees. On the margins of the principal settlements of North Cerney and Baunton the introduction of 'decorative' species has resulted in a more domestic influence within the valley. The A435 follows the valley bottom and is a busy and disruptive element within the valley. A further intrusion within the valley is the 19m high bridge between Baunton and Perrott's Brook that carries the A419(T) across the Churn Valley, and now forms a bypass to Cirencester and Stratton. The bridge structure, together with the approach roads which are in cutting, have a significant local effect on the southern section of the character area."

In the context of the character described above, the application site is clearly degraded as a result of the redundancy of the former pig farm and the part implementation of the later equestrian use and therefore does not currently exhibit any visual contribution to the local landscape quality. Although it is important to highlight that redundancy of former farm complexes is rarely considered a sound justification for new non-agricultural development, officers consider that, in this instance, the principle of a viable and visually sympathetic redevelopment of the site would be beneficial to the AONB having regard to para. 116 of the NPPF, subject to all other policy considerations.

The visual impact of the proposed development has been assessed in the context of the extant equestrian permission, which similarly proposed large scale new buildings that were found to be unharmed to the landscape. In terms of their impact upon the AONB, the proposed buildings would have a low profile and, due to the varying site levels, would be relatively unobtrusive from public viewpoints, particularly given the boundary vegetation and the proposed landscape enhancements that would reinforce it. A drawing showing site cross-sections as proposed is attached to this report. The low-key colours for the roofing and walling (grey and green respectively) would also help to mitigate views of the buildings. The opportunity would also be taken to enhance boundary landscaping with appropriate native planting, which would also benefit the biodiversity of the area. Other biodiversity enhancements would be introduced within the application site, also having regard to Local Plan Policy 9 and section 11 of the NPPF.

## 9. Conclusion:

Conditions would be required in respect of control over lighting, noise, external storage, for example, to ensure that there was no loss of amenity to residential properties within the area and to protect the character of the AONB, but it is noted that the use of the site for which permission is sought is limited to Use Class B1(c). The latter use is defined as the type of light industrial operations that can be undertaken in close proximity to residential properties, having regard to Local Plan Policy 5. In conclusion, officers are on balance content that this application can be supported as an exception to normal policies of constraint over development within the AONB and in relation to Local Plan Policy 24 for the reasons explained earlier in this report, but only on the basis that any permission is dependent upon the closure of the Lyncroft Business Park prior to the occupancy of this development.

## 10. Proposed Conditions:

The development shall be started by 3 years from the date of this decision notice

**Reason:** To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

The development hereby approved shall be implemented in accordance with the following drawing number(s): DAB02 Approved drawings (as from 06.3.14) - PL02A, 7683 PL03, PL05A, PL10A, PL11A, PL12A & PL13A

**Reason:** For purposes of clarity and for the avoidance of doubt, in accordance with paragraphs 203 and 206 of the National Planning Policy Framework.



The application site shall be used only for Use Class B1(c) and for no other purpose, including any other purpose in Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or the equivalent to that Class in any statutory instrument amending or replacing the 1987 Order or any other change of use permitted by the Town and Country Planning (General Permitted Development) Order 1995.

**Reason:** It is essential that the Local Planning Authority retains control over the use of the development because the highways impacts of alternative uses would need further assessment, in accordance with Cotswold District Local Plan policies 19, 24 and 38 and the provisions of the NPPF.

Before the development hereby authorised is brought into use, the vehicular parking, turning and loading/unloading facilities shall be provided in accordance with drawing 7683 PL03D and 7683 PL30A, and those facilities shall be maintained for those purposes to take place in those areas only thereafter.

**Reason:** To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the paragraphs 32 and 35 of the National Planning Policy Framework and Policy 38 and 39 of the Cotswold District Local Plan.

Before the development hereby authorised is brought into use the proposed vehicular access shall be laid out and constructed in accordance with the submitted details including drawing NTT/674/002 revision P3, and thereafter similarly maintained.

**Reason:** To ensure a satisfactory means of access is provided and maintained in the interests of highway safety and accordance with paragraph 32 of the NPPF and Policy 38 of the Cotswold District Local Plan.

The development hereby permitted shall not be occupied until the cycle storage facilities have been made available for use in accordance with the submitted plan 7683 PL03D and those facilities shall be maintained for the duration of the development.

**Reason:** To ensure that adequate cycle parking is provided, to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework and Cotswold District Local Plan Policy 38.

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. specify the type and number of vehicles;
- ii. provide for the parking of vehicles of site operatives and visitors;
- iii. provide for the loading and unloading of plant and materials;
- iv. provide for the storage of plant and materials used in constructing the development;
- v. provide for wheel washing facilities;
- vi. specify the intended hours of construction operations;
- vii. measures to control the emission of dust and dirt during construction
- viii. routing of construction traffic.

**Reason:** To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance with the provisions of the NPPF and Cotswold District Local Plan Policy 38. It is important that the details described are approved and implemented before any works commence on site as they relate to vehicular movements that will be undertaken at the point of commencement.

The development hereby permitted shall not be occupied until a scheme has been submitted to and approved by the Local Planning Authority for the provision of fire hydrants for the benefit of the commercial development in a location agreed with the Local Planning Authority, which shall meet the requirements of Building Regulations Approved Document B Volume 2 Sections 15 & 16 (Fire Hydrants/Water Supplies and Vehicle Access). The commercial development buildings shall not be occupied until the hydrants have been provided to the satisfaction of the Local Planning Authority.

**Reason:** To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire, in accordance with the provisions of the NPPF.

The level of noise emitted from the site shall not exceed 60 dB LAeq (1 hour) between 0730 and 1800 hours Monday to Friday and 0800 and 1400 hours Saturday; and 50dB LAeq (1 hour) at any other time, as measured on the site boundary with the nearest residential property. If requested by the Local Planning Authority, an acoustic report shall be produced to provide evidence that the condition is met.

**Reason:** To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Cotswold District Council Plan Policy 5 and the National Planning Policy Framework.

No deliveries shall be taken at or despatched from the site outside the hours of 0730 and 1800 hours Monday to Friday and 0800 and 1400 hours on Saturdays, nor at any time on Sundays, Bank or Public Holidays.

**Reason:** To protect the amenity of the locality, especially for people living and/or working nearby in accordance with Cotswold District Local Plan Policy 5.

Before any external lighting is installed, a scheme shall be submitted to and agreed in writing by the Local Planning Authority which specifies the provisions to be made for the level of illumination of the site and the control of light pollution. The scheme should be implemented and maintained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** To prevent light pollution in accordance in accordance with Cotswold District Local Plan Policy 5 and the provisions of the NPPF.

No demolition or construction works shall be undertaken at the site outside 0730 and 1800 hours Monday to Friday, and at no time on Saturdays, Sundays, Public Holidays or Bank Holidays.

**Reason:** To protect the rural character and amenity of the locality, especially for people living and/or working nearby, in accordance with Cotswold District Council Plan Policy 5 and the National Planning Policy Framework.

No development shall take place until a desk study has been submitted to and approved by the Local Planning Authority to assess the nature and extent of any contamination, whether or not it originates on site. The report shall include a risk assessment of potential source pathway receptor linkages. If potential pollutant linkages have been identified a site investigation assessing the nature and extent of contamination shall be carried out in accordance with a methodology which has previously been submitted to and approved in writing by the Local Planning Authority. The results of the site investigation shall be made available to the Local Planning Authority before any development begins. If any significant contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The Remediation Scheme, as agreed in writing by the Local Planning Authority, shall be fully implemented in accordance with the approved timetable of works and before the development hereby permitted is first occupied. Any variation to the scheme shall be agreed in writing with the Local Planning Authority in advance of works being undertaken. On

completion of the works, the developer shall submit to the Local Planning Authority written confirmation that all works were completed in accordance with the agreed details.

**Reason:** To ensure that the proposed site investigations and remedial action will not cause pollution in accordance with Cotswold District Local Plan Policy 5 and the provisions of the NPPF. It is important that details are agreed prior to the commencement of development as any groundworks could cause contamination or a risk to human health or the environment.

If, during the course of development, any contamination is found which has not been identified in the site investigation, no further works shall be undertaken (unless otherwise agreed by the Local Planning Authority) until additional measures for the remediation of this contamination have been submitted to and approved in writing by the Local Planning Authority. The remediation of the site shall incorporate the approved additional measures prior to the development being occupied.

**Reason:** To ensure that the proposed site investigations and remedial action will not cause pollution in accordance with Cotswold District Local Plan Policy 5 and the provisions of the NPPF. This site is located over the White Limestone (Principal Aquifer) and within an inner source protection zone (SPZ1) for a potable water supply. This site has housed a working farm that may over time have used or stored chemicals or fuels. Therefore any visual or olfactory contamination encountered during enabling works should be dealt with in an appropriate manner.

No foul water drainage works shall be commenced on site until such time as a scheme to dispose of foul water has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved prior to the development being brought into use.

**Reason:** The application form states that the development will use an existing septic tank and, since the geology under the site is the Great Oolite Limestone (Principal Aquifer), this is not a suitable method for treatment of sewage in this location, in accordance with Cotswold district Local Plan Policy 5 and the provisions of the NPPF.

Prior to any demolition or building works taking place on the site, a detailed arboricultural method statement and tree protection plan shall be submitted to the Local Planning Authority and approved in writing. The method statement shall be in accordance with the guidance in BS 5837:2012 "Trees in relation to design, demolition and construction. Recommendations" and shall include details of:-

- i) Root protection areas of the retained trees;
- ii) The timing of all tree protection measures;
- iii) Details of tree protection fencing and excluded activities; and
- iv) Details of any underground services within the root protection areas of the retained trees and how they will be installed.

**Reason:** To safeguard the retained trees in accordance with Cotswold District Local Plan Policies 10 and 45 and the provisions of the NPPF. It is important that these details are agreed prior to the commencement of development as works undertaken during the course of construction could have an adverse impact on the well being of existing trees.

Prior to the first use/occupation of the development, hereby approved artificial bird nesting sites/boxes and artificial bat roosting sites/boxes shall be installed fully in accordance with details agreed in writing by the Local Planning Authority and they shall be retained fully in accordance with the agreed details thereafter.

**Reason:** To ensure that bird and bat species are protected and their habitat enhanced. (Nesting birds are protected under the Wildlife and Countryside Act 1981 as amended. All species of bats are protected under the Wildlife and Countryside Act 1981 as amended and the Conservation of Habitats and Species Regulations 2010).

Prior to the first occupation of the development hereby approved, a comprehensive landscape scheme shall be approved in writing by the Local Planning Authority. The scheme must show the location, size and condition of all existing trees and hedgerows on and adjoining the land and identify those to be retained, together with measures for their protection during construction work. It must show details of all planting areas, tree and plant species, numbers and planting sizes. The proposed means of enclosure and screening should also be included, together with details of any mounding, walls and fences and hard surface materials to be used throughout the proposed development.

**Reason:** To ensure the development is completed in a manner that is sympathetic to the site and its surroundings in accordance with Cotswold District Local Plan Policy 45 and the provisions of the NPPF.

The entire landscaping scheme shall be completed by the end of the first planting season following the completion of the first building on the site.

**Reason:** To ensure that the landscaping is carried out and to enable the planting to begin to become established at the earliest stage practical and thereby achieving the objective of Cotswold District Local Plan Policy 45.

Any trees or plants shown on the approved landscaping scheme to be planted or retained which die, are removed, are damaged or become diseased, or grassed areas which become eroded or damaged, within 5 years of the completion of the approved landscaping scheme, shall be replaced by the end of the next planting season. Replacement trees and plants shall be of the same size and species as those lost, unless the Local Planning Authority approves alternatives in writing.

**Reason:** To ensure that the planting becomes established and thereby achieves the objective of Cotswold District Local Plan Policy 45.

Prior to the construction of any external wall of the development hereby approved, samples of the proposed walling (including timber cladding and its finish(es)) and roofing materials shall be approved in writing by the Local Planning Authority and only the approved materials shall be used.

**Reason:** To ensure that, in accordance with Cotswold District Local Plan Policy 42 and the provisions of the NPPF, the development will be constructed of materials of a type, colour, texture and quality that will be appropriate to the site and its surroundings.

Prior to their installation, the windows and external doors of the development hereby permitted shall be finished in a colour(s) to be first submitted to and approved in writing by the Local Planning Authority and shall thereafter be permanently retained in the approved colour unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** To ensure the development is completed in a manner sympathetic to the site and its surroundings in accordance with Cotswold District Local Plan Policy 42 and the provisions of the NPPF.

The development hereby permitted shall be carried out strictly in accordance with the proposed levels shown by drawing 7683 PL03.

**Reason:** It is important to ensure the accuracy of the height of the development in relation to existing levels and wider views of the application site, which is within the AONB, in accordance with the provisions of the NPPF.

**INFORMATIVES :-**

1 This permission is subject to, and must be read in conjunction with, a legal agreement under Section 106 of the Town and Country Planning Act (1990) as amended.

2 The developer will be expected to meet the full costs of supplying and installing the fire hydrants and associated infrastructure.

3 The proposed development will require alterations to the verge crossing and the Applicant/Developer is required to obtain the permission of the County Council before commencing any works on the highway.

4 Please refer to Pollution Prevention Guidelines -Treatment and disposal of sewage where no foul sewer is available: PPG4 - for the hierarchy of treatment methods. Since it will improve the quality of the effluent discharged, we would suggest that a package sewage treatment plant would be a more suitable method of treatment.

<https://www.gov.uk/government/collections/pollution-prevention-guidance-ppg>.

5 This site is within an inner Source Protection Zone (SPZ1) for a potable water supply. Item G2 (GP3) provides detail of the Environmental Permit that will be required for a discharge within a SPZ1. The Environment Agency's current position on the registration of discharges is given here: <http://www.environment-agency.gov.uk/homeandleisure/118753.aspx>. It is likely that a risk assessment for groundwater impact may be required to support the application for the Environmental Permit. However, since abstraction is from a confined aquifer at depth the full restrictions applying to a SPZ1 set out in Groundwater protection: Principles and practice (GP3) do not apply in this instance <http://www.environment-agency.gov.uk/research/library/publications/144346.aspx>. Nevertheless, elevated nitrate is measured in the Principal aquifer that underlies the site and would therefore like to see measures put in place to reduce input of nitrogenous waste to this aquifer. We also would also like to see details of the type of waste (chemicals) that could be generated by the light industry within these new workshop units. We need reassurance that the efficiency of the package treatment sewage plant would not be disrupted by waste discharged from these workshops.

## 7. PLANNING ASSESSMENT

7.1 In view of the application proposals and the relevant national and local planning policy framework the Applicant considers the key planning issues to be:

- Principle of Development in policy terms.
- Design and Impact upon the Cotswolds Area of Outstanding Natural Beauty (AONB).
- Suitability of Access and Highway Impact.
- Impact on Residential Amenity.
- Potential for Contaminated Land.
- Archaeological Interests.

7.2 Each issue is addressed separately below.

### **Principle of Development**

7.3 Bagendon Downs Farm was operated as an intensive pig rearing farm until closing in December 2009. At its peak the site accommodated around 4,000 pigs. The farm and associated pig sheds are now redundant and currently vacant.

7.4 Planning permission (LPA ref: 11/02788/FUL) was subsequently granted on 24<sup>th</sup> November 2011 for "*redevelopment of pig farm to form equestrian centre with conversion of farm buildings and erection of buildings including indoor riding arena, office building and ménage*"<sup>3</sup>. The approved development has been commenced by the erection of the office building, and therefore the Equestrian Centre could be fully implemented as an extant permission. However, the permitted use is no longer considered to be viable and as such the landowner is seeking planning permission for an alternative use in order to sustainably redevelop this redundant and vacant site.

7.5 It is therefore proposed to redevelop the site for employment purposes, providing new rural workshop units for starter and expanding local businesses. The office building would be utilised to provide administrative and financial support to the workshop businesses. It is intended that the workshop units will accommodate existing businesses from Lyncroft Farm Workshops, approximately 500m to the east of the application site. As set out in Section 1 of this Statement, and in the letter from commercial agents; (Peace Pennels) attached at Appendix 8, the workshop units at Lyncroft Farm Workshops are no longer fit for purpose and as

<sup>3</sup> As set out in Section 3 a number of subsequent applications amended the design of the office building.

such it is proposed to relocate tenants to the proposed workshop units. It is understood that the tenants are supportive of the proposals and have provisionally reserved units subject of the application proposals, which will also provide the opportunity for the tenants to increase floorspace, in order to facilitate business growth which is not possible at Lyncroft Farm Workshops.

#### **APPENDIX 8: LETTER FROM PEACE PENNELS**

7.6 With regards to the economy, the adopted Local plan considers it important to have a choice of employment sites in order to:

- allow flexibility within the market.
- Provide for a continuing supply of job creating business opportunities.
- help to diversify the rural economy as a whole, and
- ensure a reasonable geographic spread of business opportunities across the District. (Para 3.5.3)

7.7 It is also notes that in a highly constrained district like Cotswold, it is often difficult to find suitable sites for new employment land thus making existing sites valuable. (Para 3.5.5). The Application site is demonstrably a site with an established previous use and extant permission, which can accommodate rural businesses without materially increasing the impact of the existing site on the locality or the landscape of the AONB.

7.8 The District Council's "Economy and Refresh Study" of 2012 supports the growth and expansion of rural businesses. In particular the study sets out a distribution strategy that allows for rural businesses to grow by continuing to provide more rural units that the study acknowledges have proved to be popular with existing businesses in the District. The Study recommends that a policy is established in the emerging Local plan to encourage positive development of small rural employment premises in appropriate locations.

7.9 In addition to facilitating the growth of existing rural businesses, there would also be space created for new businesses to start up. It is intended that the businesses would receive administrative support from the exiting office on site. There is also the initiative to provide affordable starter units where rent would be reduced in return for some interest in the business.

7.10 Policy 24 deals with employment uses in terms of the District's settlements and existing employment areas, but does not specifically exclude employment outside

settlements. The officer's pre-application advice confirmed that "neither the NPPF nor the Local plan state that new build employment units are unsupportable in principle and therefore the acceptability or otherwise of any such proposals will be dependent upon the consideration of the specific details of the development concerned".

7.11 Policy 19 states that development appropriate to a rural area will be permitted provided the proposal relates well to existing development and meets a number of criteria. Light Industrial Workshops can be considered appropriate to the rural area and is indeed desirable in the right locations to sustain the rural economy. This was demonstrated by the Council's approval of the conversion of the former chicken sheds at Lyncroft Farm to light industrial units. Those units are no longer fit for purpose and the application provides the opportunity for new purpose built units by a combination of new build and conversions in the same location, on a site with permission for alternative use.

7.12 In terms of the criteria in Policy 19 the development proposals comply by:

- a) Not resulting in new build open market housing on site.
- b) Not causing significant harm to existing patterns of development or key characteristics of any settlement.
- c) Not leading to a material increase in car-borne commuting – see below.
- d) The proposals to relocate existing workshops and start new rural businesses would not affect the vitality or viability of any settlement by competing with any business parks or other commercial interests.
- e) Not significantly compromising the principles of sustainable development. There is no material increase in use of the site in terms of traffic generation and the development sustains the growth of the local economy by regenerating an existing site.

7.13 A significant part of the proposals is the conversion of existing buildings within the site. Local Plan Policy 28 provides support for the conversion of rural buildings to employment uses, subject to a number of criteria.



- 7.14 The development proposals are based upon a conversion of existing buildings capable of conversion and utilisation of the development area established by previous use and the extant permission for an equestrian centre.
- 7.15 The above policies were adopted prior to publication of the NPPF and as such, in accordance with paragraph 215 of the NPPF, weight should be given to these policies according to their degree of consistency with the Framework which is a significant material consideration in the determination of this application. The NPPF makes it clear that the planning system must do everything it can to support economic growth through the planning system and that 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.
- 7.16 The NPPF also sets out a presumption in favour of sustainable development comprising three dimensions, namely: economic; social and environmental. Each of the dimensions are addressed throughout this Section of the Planning Statement. However, the key dimension in this instance will be the economic role with the application proposals providing new purpose built modern accommodation to both facilitate the growth of local businesses located at Lyncroft Farm Workshops, as well as providing the opportunity for the new rural businesses to start up. This also crosses over with the social role by retaining existing jobs and employing local people within very close proximity (500m) of their current location. In terms of the environmental role the application proposals will secure the redevelopment of a redundant and currently vacant site in the open countryside delivering overall environmental enhancement.
- 7.17 Whilst little weight can be attached to the emerging Cotswold Local Plan it provides an indication of the likely policy direction to be adopted in Cotswold District, reflecting national planning policy. Draft Policy SP2 (Economic Development) would provide support for sustainable economic growth across the District. The Policy supporting text sets out how the Council intend to deliver this emerging policy, including through the allocation of land for a range of unit sizes and types of premises, including for start-ups and small and medium sized enterprises (SMEs) and wherever possible encouraging the growth and/or expansion of existing businesses together. The application proposals would support the retention and continued growth of a number of small and medium sized enterprises already in the local area, helping to deliver the aim of emerging

Local Plan Policy SP2, as well as providing support for the economy in accordance with central government objectives set out in the NPPF.

7.18 Therefore to summarise on the impact on the principle of the development:-

- i. Planning permission has previously been granted for the re-development of the pig farm to form an equestrian centre which has been partially implemented by the erection of the office building.
- ii. The equestrian use is no longer considered viable and it is intended to redevelop the site for employment purposes with new rural workshop units for starter and expanding local businesses.
- iii. The workshop units will provide improved accommodation for growth of the existing businesses at Lyncroft Farm Workshops.
- iv. Saved Policy 19 provides criteria for development outside settlements, with which the development proposals comply.
- v. Saved Policy 24 deals with employment within settlement boundaries and existing sites but does not exclude development proposals outside the settlements.
- vi. Saved Policy 28 of the adopted Local Plan provides in principle support for the conversion of rural buildings for employment uses.
- vii. The NPPF makes it clear that the planning system must do everything it can to support economic growth through the planning system and that 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.
- viii. The application proposals provide new purpose built modern accommodation for the relocation of existing local business to secure their long term future within the local area as well as facilitating their expansion.
- ix. In addition, the business units will provide the opportunity for start up rural workshop with supporting services.

**Design and Impact upon the Cotswolds Area of Outstanding Natural Beauty**

7.19 The application proposals are set out in full in Section 5 of this Statement and the design rationale is provided in the supporting Design and Access Statement prepared by Roberts Limbrick Architects.

7.20 The orientation and position of the proposed buildings has largely been determined by existing structures on the application site as well as those approved as part of the equestrian centre. At present there are a number of redundant structures on the application site, including those which have been

reduced to the foundations/footings. The proposals would remove the majority of existing structures, tidying up the site to provide 4 no. workshop buildings, two of which would comprise the conversion of existing buildings (i.e. part of unit 1 and all of unit 2).

- 7.21 The northern part of unit 1 would comprise the conversion of an existing barn on the application site. Whilst the southern part of unit 1 would be new build, it would sit on the foundations of the remainder of this former barn which has been demolished as well as the area previously permitted for a training area as part of the equestrian centre. It is noted that the Planning Officer queried whether this unit could be split into 2 separate units as part of the pre-application advice provided. However, as well as reflecting the footprint and scale of existing and permitted buildings on the application site, Unit 1 has been designed as a single building to accommodate the specific needs of tenants of Lyncroft Farm Workshops. A variation in materials would 'break up' the appearance of the building. Unit 1 would be the eastern most building, reducing the extent of built form on the eastern part of the site which is currently occupied by a slurry tank and number of small shed buildings, the majority of which were proposed to be retained as part of the equestrian centre permission. The eastern part of the site where buildings are to be removed would be used to provide car parking and landscaping.
- 7.22 Unit 2 would comprise the conversion of an existing building to the west of unit 1 and east of the office building constructed as part of the equine permission.
- 7.23 Units 3 and 4 would be located along the site's western boundary where there are currently a number of redundant sheds associated with the former pig farm. It is acknowledged that the Planning Officer raised some concern about the scale of proposed buildings as part of pre-application advice provided on 1<sup>st</sup> October 2014 and as such the height of unit 3 (in terms of eaves and ridge) has been reduced by 1m from the plans submitted on 16<sup>th</sup> September 2014. The footprint itself is largely consistent with the indoor riding and training arena permitted as part of the equestrian centre in a similar position.
- 7.24 The elevations are proposed to be a mix of masonry brick, profile steel cladding (green) and timber cladding. In response to pre-application advice from the Planning Officer, dated 30<sup>th</sup> January 2015, the amount of timber cladding has been increased from the plans submitted on 20<sup>th</sup> November 2014. The use of

timber cladding is proposed along principal elevations that would be most visible from the access road, with elevations largely only visible from within the site to be a mix of masonry and profile steel cladding. The proposed mix of materials will assist in providing a variation across the site which reflects typical groups of agricultural buildings.

- 7.25 In terms of visual impact, the application site is well screened by existing vegetation along all boundaries with tall dense trees to the north, east and southern boundaries and a row of tall conifers along the site's western boundary. Whilst substantially screening views into the site, the proposed units have been designed so as to largely reflect the scale of existing (i.e. as part of the redundant pig farm) and approved (i.e. as part of the approved equestrian centre) development on the site, together with a reduction in extent of built form to the east of the site. The siting, footprint, scale and design of the proposed units will therefore ensure that in any views towards the site the proposals would largely appear consistent with the existing (or approved) character of development.
- 7.26 There are two Public Rights of Way (PRoWs) within close proximity of the application site, immediately adjoining its eastern boundary (running in a north - south direction) and another to the west, running in a south east - north west direction. The existing tall dense trees along the eastern boundary would largely screen views towards the proposals from the PRoW to the east. Furthermore, the extent of buildings towards the east of the site would be reduced as part of the proposals. From the PRoW to the west units 3 and 4 would largely be screened by the mature conifers that run along the sites western boundary as well as being viewed in the context of the existing office building and unit 2. Whilst unit 2 would be partially visible (through hedgerow planting along the sites access) the unit is already in existence.
- 7.27 The siting, footprint, scale and design of the proposed units as well as existing vegetation around the site's boundaries will ensure that the application proposals do not materially alter the impact that built form on the application site has on the immediate surrounding landscape character or wider AONB.
- 7.28 Therefore to summarise on the impact on the AONB:-
- i. The proposals would remove the majority of existing structures tidying up the site to provide 4 no. workshop buildings, two of which would comprise the conversion of existing buildings.

- ii. The application site is well screened by existing vegetation along all boundaries with tall dense trees to the north, east and southern boundaries and a row of tall conifers along the sites western boundary.
- iii. The siting, footprint, scale and design of the proposed units will ensure that any views towards the site of the proposals would largely appear consistent with the existing (or approved) character of development.
- iv. The application proposals do not materially alter the impact that built form on the application site has on the immediate surrounding landscape character or wider AONB.

#### **Access and Highway Impact**

- 7.29 As part of the pre-application consultation process BWB Transport consultants were instructed to compare the potential trip generation from the redevelopment proposals for Bagendon Downs farm and Lyncroft Farm, with the consented equestrian centre use and Lyncroft Farm.
- 7.30 The Trip Generation Comparison Report demonstrated, to the satisfaction of the County highways office, that the redevelopment of both the Bagendon Downs Farm site and the Lyncroft Farm Workshops would result in a reduction in daily traffic flows on Welsh Way, which in turn would have a beneficial impact on the operation and safety of the local highway network.
- 7.31 In the circumstances, the highway Authority was satisfied with respect to the potential impact of traffic on the local highway network. A Technical Note has been submitted in support of the application with regards to the suitability of the access. A 4.8m access road was previously approved for the equestrian centre to allow for a horsebox and large car to pass. However, the implemented access road is 5.5m in width, which the Highways Authority have confirmed to be acceptable for the proposed use.
- 7.32 The Technical Note has demonstrated that the proposed access and visibility splays are satisfactory.

#### **Impact on Residential Amenity**

- 7.33 The issue of residential amenity was not a key issue at the pre-application consultation stage, either with the planning officer or the local community. The formal pre-application advice did comment that "a further issue that would need to be taken into account would be demonstration that the changed nature of the proposed use of the access would not create any significantly harmful impact

upon the amenity of residents of the dwellings at the access point as a result of disturbance”

- 7.34 The volume of traffic in comparison with the approved equestrian use has been described above and must equally apply to the level of disturbance that may be experienced by the isolated residential properties either side of the access. Furthermore, owners of horses typically visit livery stables early in the morning (or evenings in the summer) particularly if they are working people. Therefore based on the agreed potential for traffic compared to the approved equestrian use of the site, the proposed use would not create any significantly harmful impact on the amenity of the occupiers of properties either side of the access.
- 7.35 Otherwise the workshops would be relatively remote from the nearest residential properties and largely screened by mature vegetation. In any case the application is for light industrial units (Use Class B1©) which by the definition of the Use Classes Order, must comprise industrial processes which can be carried out in any residential area without detriment to the amenity of the area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit”. In circumstances where any such issues were demonstrated to be the case, the offending use would be contrary the permitted use, as applied for.

#### **Contaminated Land**

- 7.36 Initial pre-application advice from the Council suggested that given the former use of the application site it may be necessary to undertake a land contamination survey. Further advice was therefore sought from the Council’s Environmental Protection Officer who confirmed that a condition could be attached to any grant of planning permission requiring the submission of a Phase 1 Desk study prior to the commencement of development. A copy of the email from the Council’s Environmental Protection Officer is attached at Appendix 9.

#### **APPENDIX 9: EMAIL FROM ENVIRONMENTAL PROTECTION OFFICER**

#### **Archaeological Impact**

- 7.37 Initial pre-application advice from the Council suggested that although the site is previously developed land an archaeological investigation may be required. Further advice was therefore sought from the County Archaeologist who advised that the site was investigated in 1990 prior to its development as a pig rearing unit and no archaeological interest was found to be present. It was therefore

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confirmed that no archaeological investigation or recording would be required in connection with the application. A copy of the email from the County Archaeologist is attached at Appendix 10.

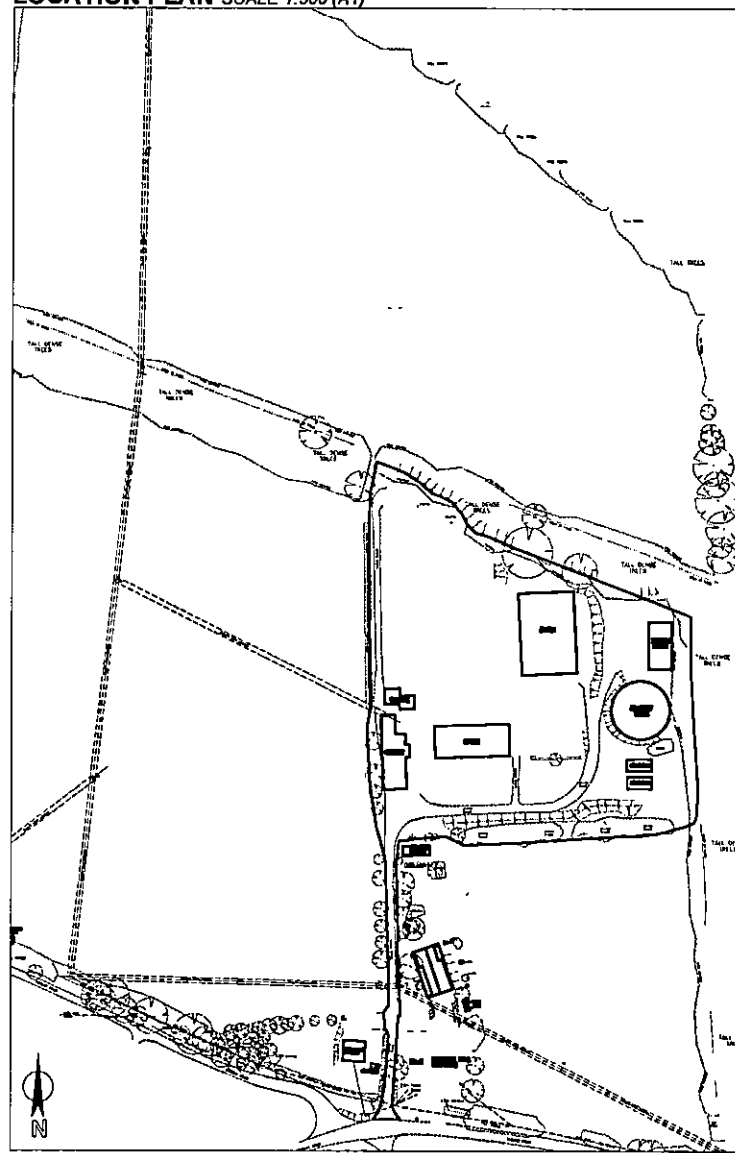
**APPENDIX 10: EMAIL FROM COUNTY ARCHAEOLOGIST**

## 8. CONCLUSION

- 8.1 The application proposals represent an opportunity to support the growth of the local economy by providing purpose built accommodation for supporting the start-up and expansion of rural businesses. The location is sustainable where previous development and extant planning consent for an equestrian centre have created an impact which would not be materially altered by the proposals. Any traffic likely to be generated has been assessed and shown not to be materially different from the approved use of the site. Furthermore the scale, range and agricultural style of the buildings is similar to the approved equestrian use for the site and would be similarly screened from view and not detract from the surrounding landscape. The proposals accord with the policy objectives of the development plan and national policy that seek to sustain economic growth. It is respectfully submitted that permission should be granted subject to appropriate conditions.

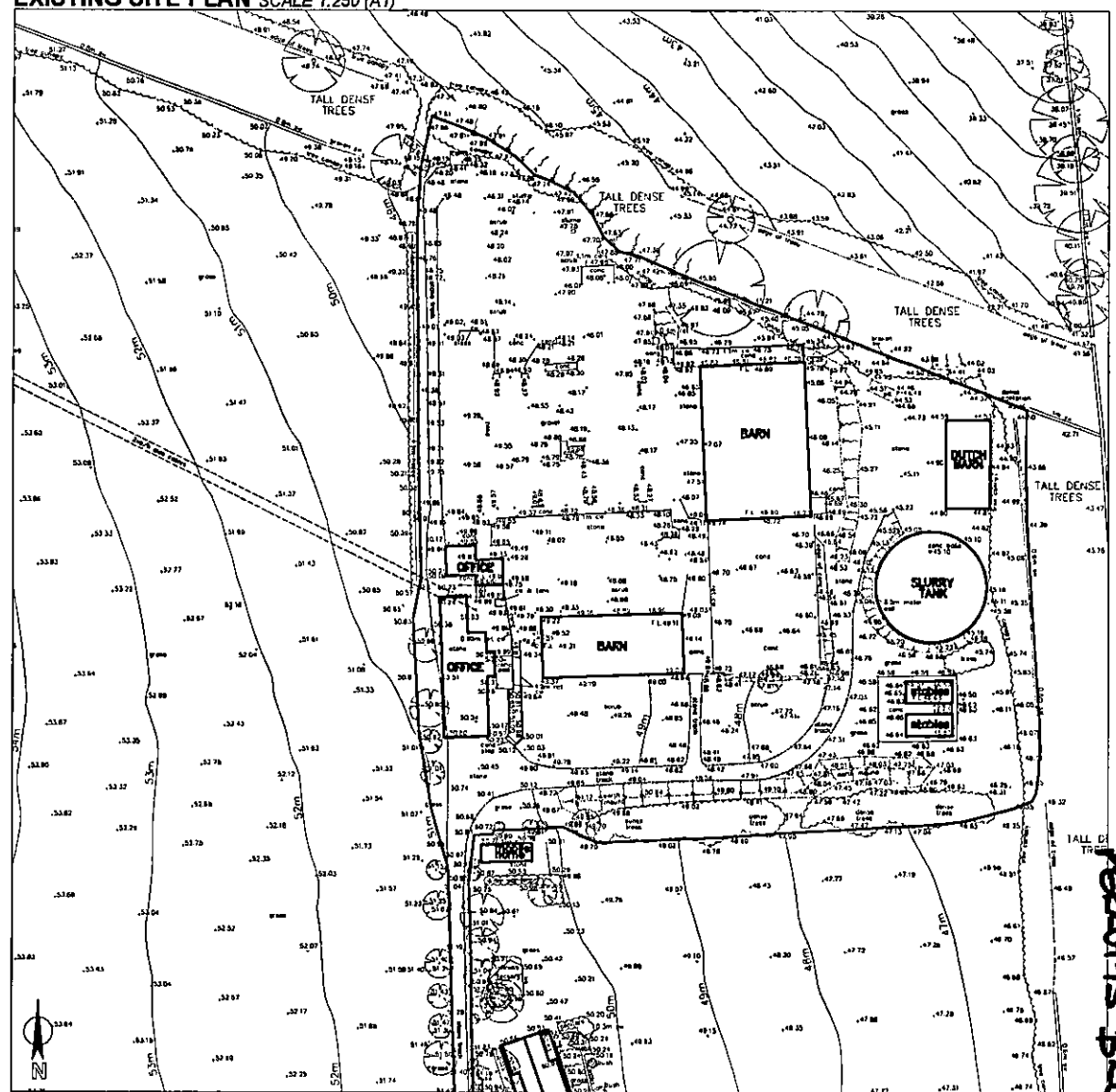


LOCATION PLAN SCALE 1:500 (A1)



0 10 50m

EXISTING SITE PLAN SCALE 1:250 (A1)



0 10 50m

281

15/01048/10UL  
BAGENDON FARMS FARM  
PERLOTS B400K

Formal Investments

Tall Trees Estate, Bagendon Hills Farm

Roberts Limbrick ARCHITECTS

The Carriage Building, Bruton Way, Gloucester, GL1 1DG T: 03333 405 500 E: mal@robertslimbrick.com

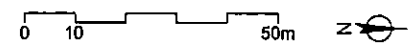
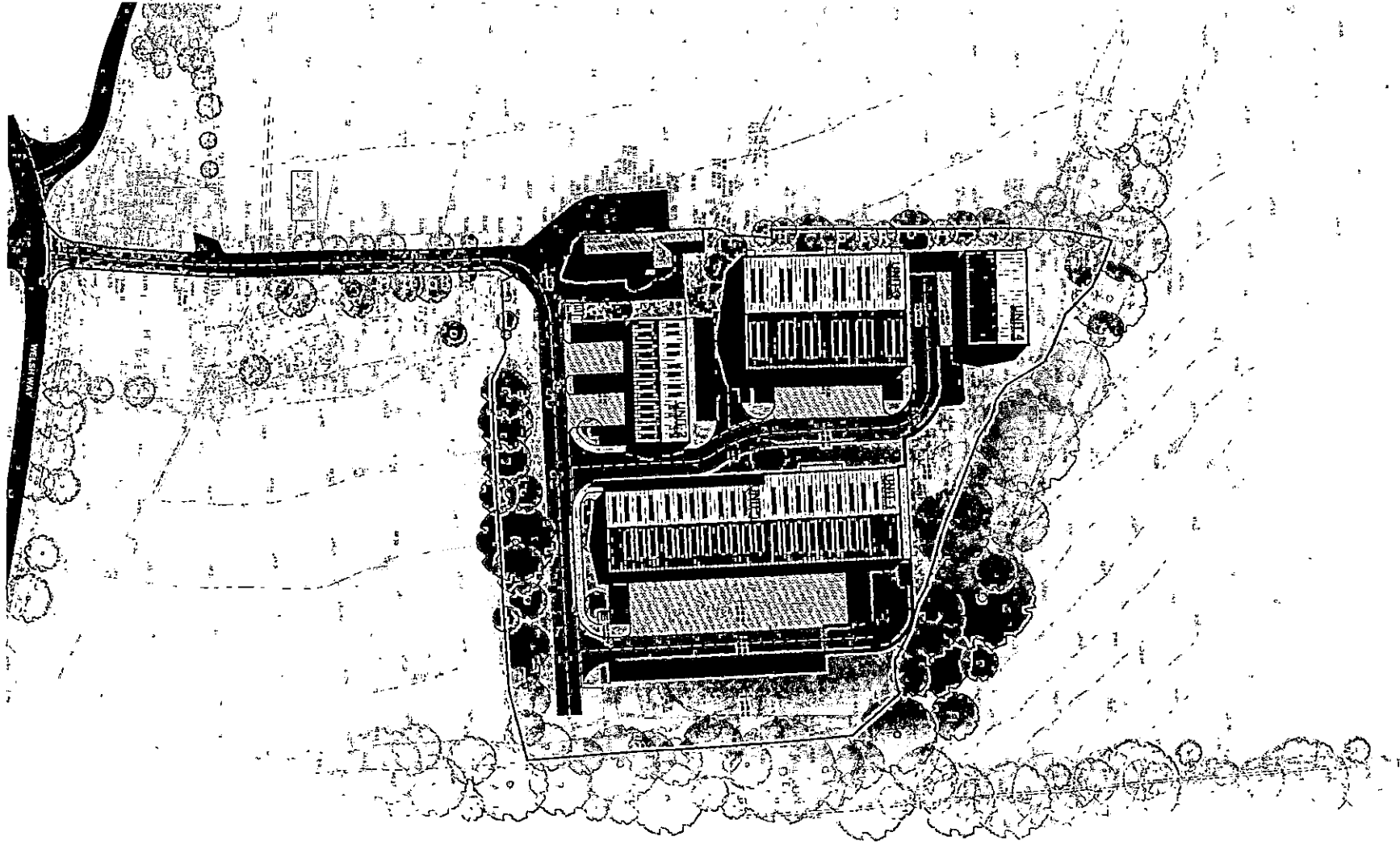
LOCATION PLAN + EXISTING SITE PLAN

Date: February 2015

Scale: See Drawing

Dwg No: PL02A

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15/01049/EUL.  
 BAGENDON DOWNS FARM,  
 PERKIN'S BROOK.

ormal Investments

Tall Trees Estate, Bagendon Downs Farm

PROPOSED SITE PLAN

Date: July 2015

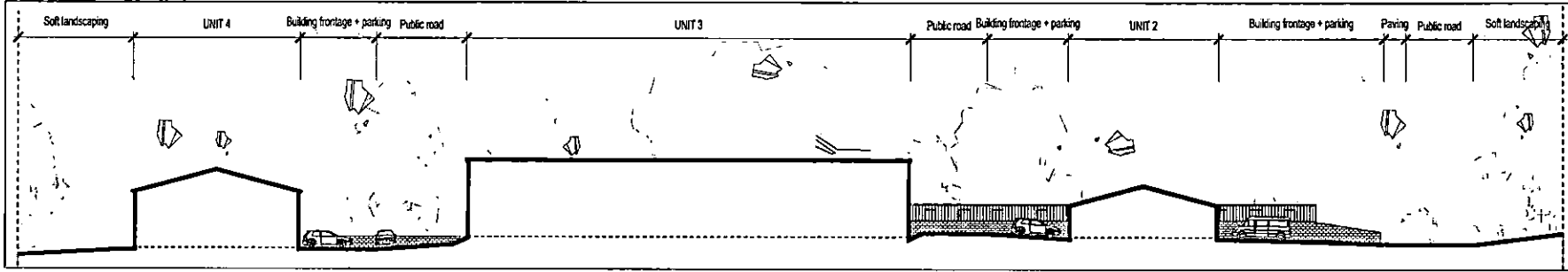
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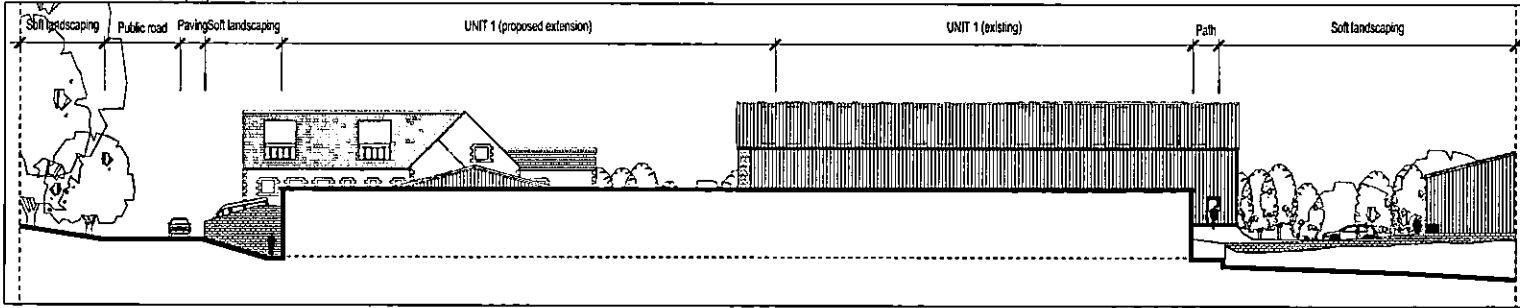
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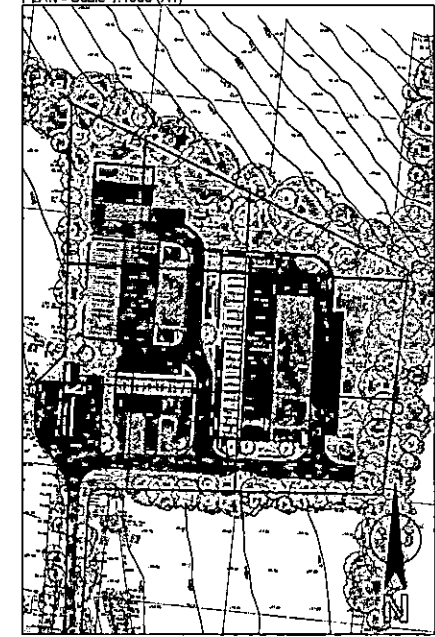
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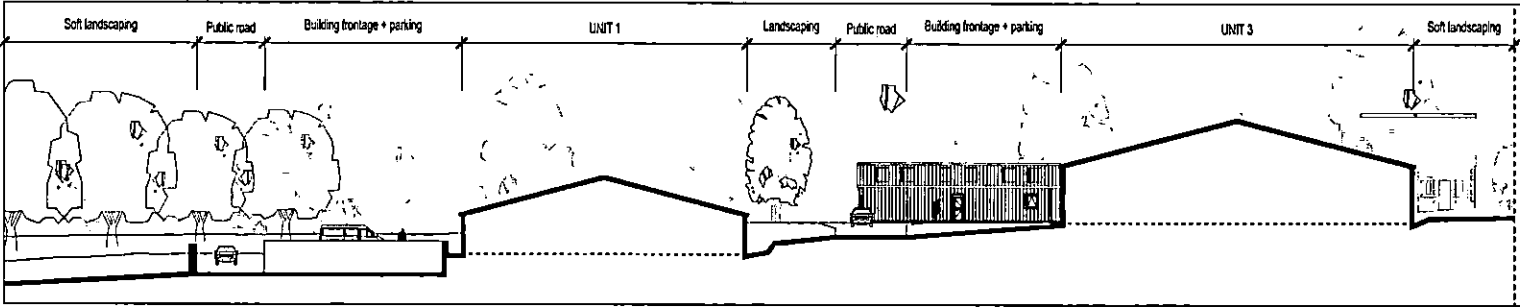
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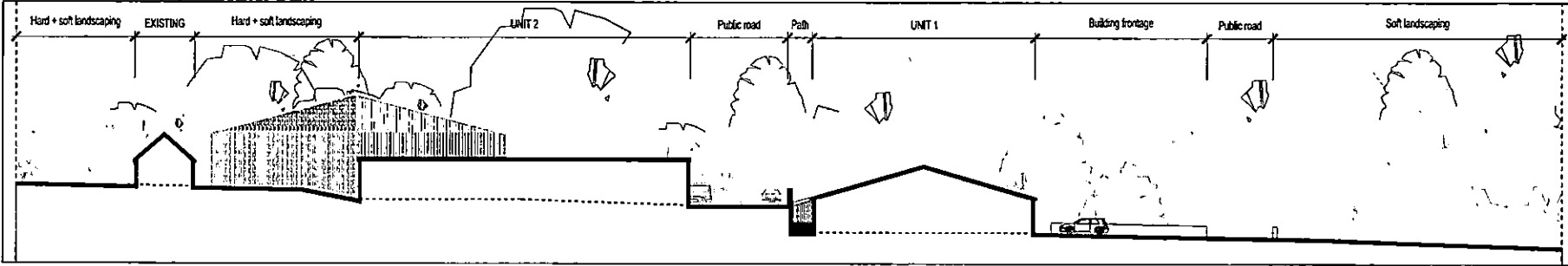
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SECTION C-C - Scale 1:200 (A1)

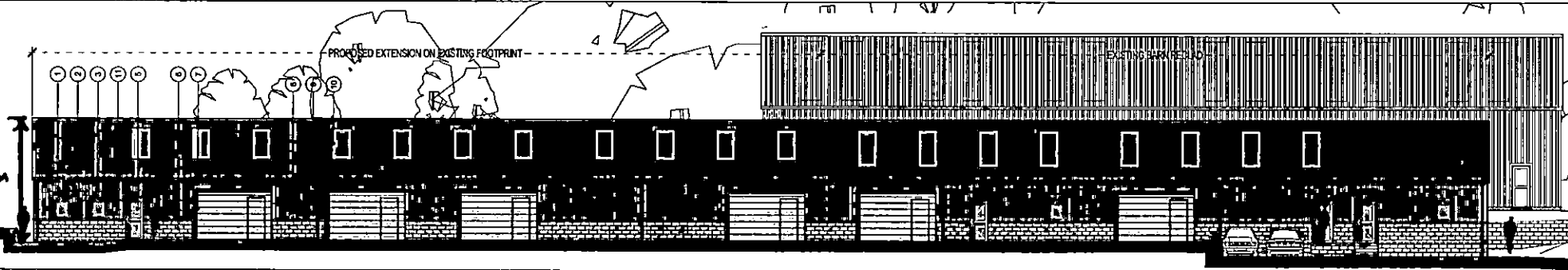


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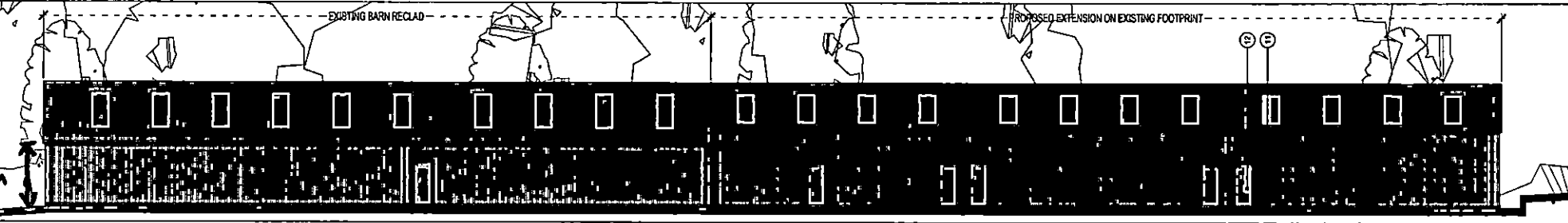


15/01049/40UL.  
BAGENDON DOWNS Fm.,  
VELOTTS BLDG.

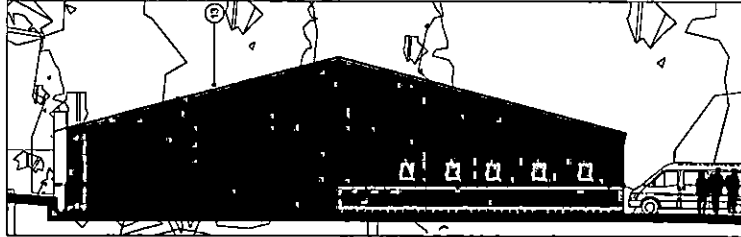
WEST ELEVATION - Scale 1:100 (A1)



EAST ELEVATION - Scale 1:100 (A1)



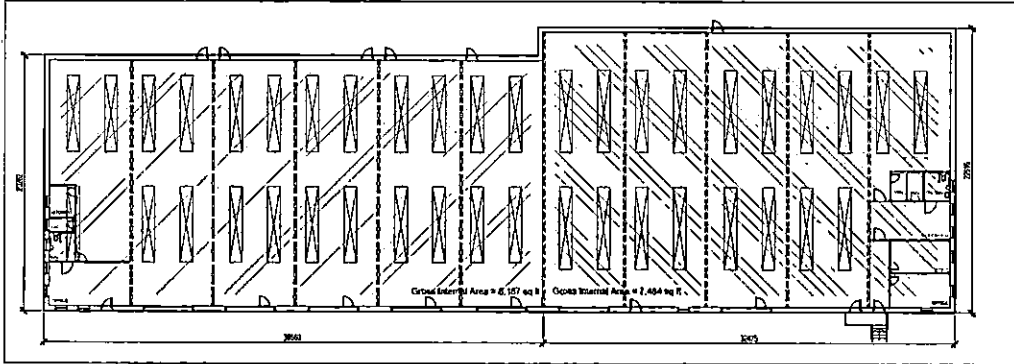
SOUTH ELEVATION - Scale 1:100 (A1)



NORTH ELEVATION - Scale 1:100 (A1)



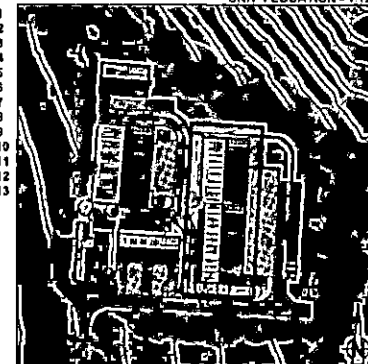
FLOOR PLAN - Scale 1:200 (A1)



NOTES

- 1 ROOF CLADDING - Metal box-profile, Powder-coated, Dark Grey.
- 2 GUTTERS - Metal box-profile, Powder-coated, Dark Grey.
- 3 WINDOWS - Aluminium, Powder-coated, Colour TBC.
- 4 WALL CLADDING - Metal box-profile, Powder-coated, Green.
- 5 ENTRANCE DOORS - Aluminium/Glass, Powder-coated, Colour TBC.
- 6 WALL - Masonry.
- 7 SECTIONAL LOADING DOORS - Steel, Powder-coated, Colour TBC.
- 8 DRIP FLASHINGS - Steel, Powder-coated, Colour (to match wall above).
- 9 DOWNPIPES - uPVC, Black.
- 10 ROOFLIGHTS - GRP, Approx 20% floor space coverage.
- 11 TIMBER CLADDING - Larch, Tongue and Groove, Vertically laid.
- 12 FIRE ESCAPE DOORS - Steel, Powder-coated, Colour TBC.
- 13 ROOF FLASHINGS - Metal, Powder-coated, Dark Grey.

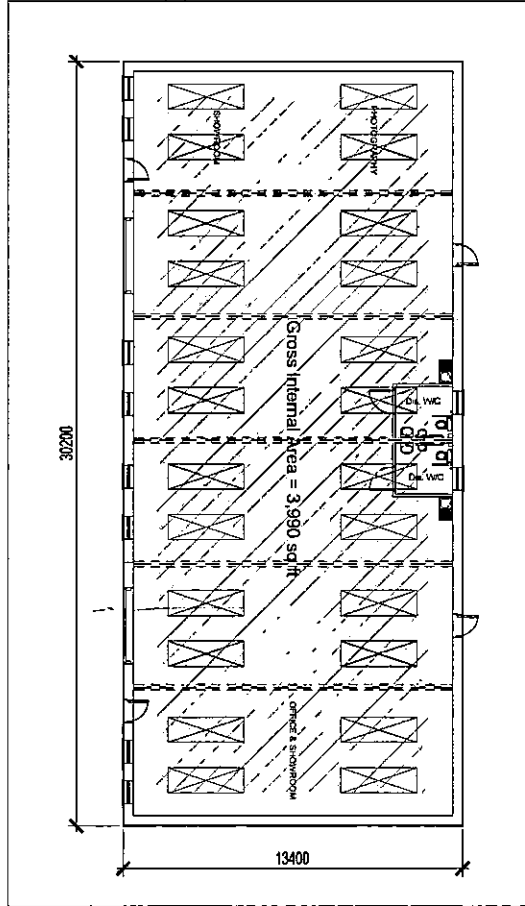
UNIT 1 LOCATION - 1:1250



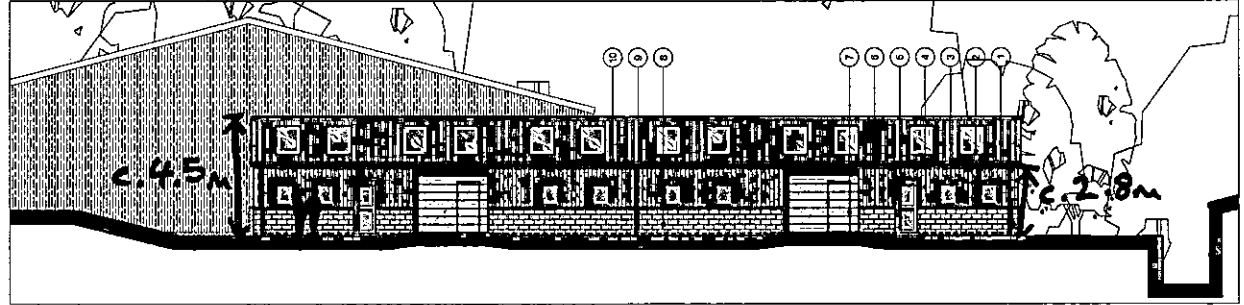
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BAGENDON DOUNNS F.M.  
15/01/08/FEU.

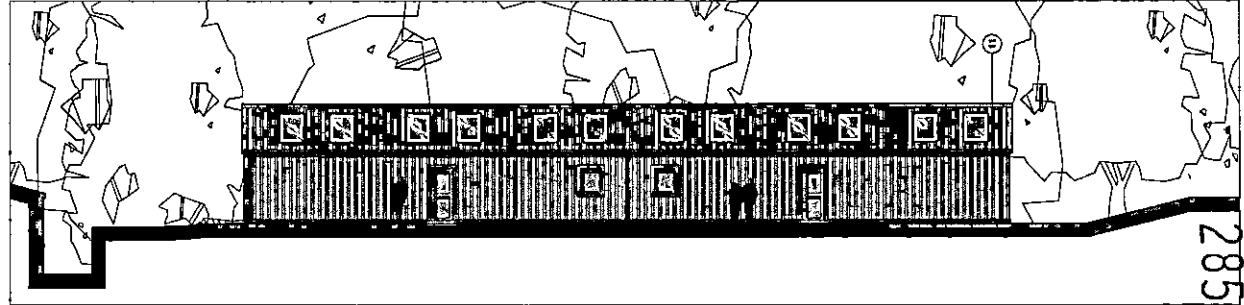
FLOOR PLAN - Scale 1:100 (A1)



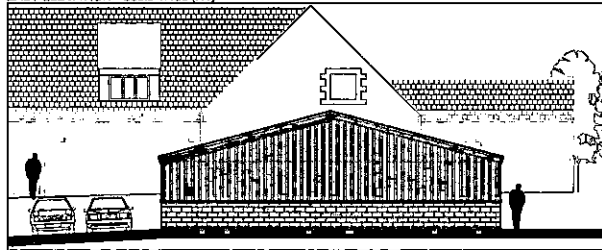
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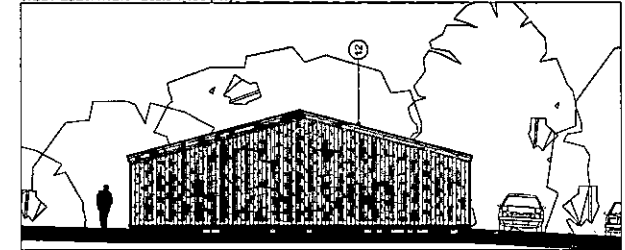
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EAST ELEVATION - Scale 1:100 (A1)



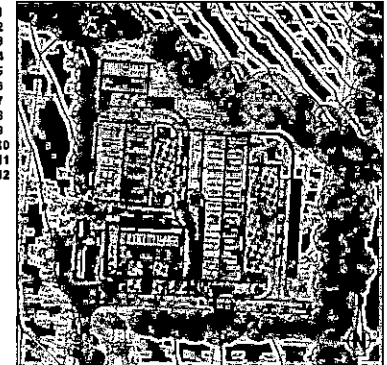
WEST ELEVATION - Scale 1:100 (A1)



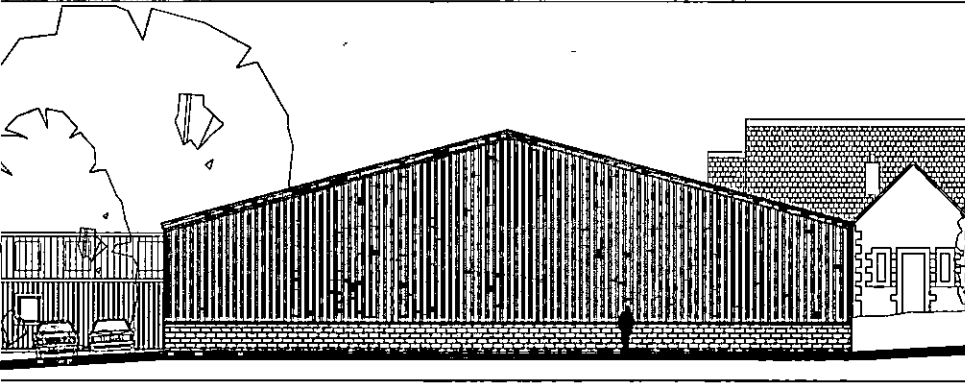
NOTES

- 1 ROOF CLADDING - Metal box-profile, Powder-coated, Dark Grey.
- 2 ROOFLIGHTS - GRP, Approx 20% floor space coverage.
- 3 WINDOWS - Aluminium, Powder-coated, Colour TBC.
- 4 TIMBER CLADDING - Larch, Tongue and Groove, Vertically-laid.
- 5 ENTRANCE DOORS - Aluminium/Glass, Powder-coated, Colour TBC.
- 6 DRIP FLASHINGS - Metal, Powder-coated, Colour (to match wall above).
- 7 SECTIONAL LOADING DOORS - Steel, Powder-coated, Colour TBC.
- 8 WALL - Masonry.
- 9 DOWNPIPES - uPVC, Black.
- 10 GUTTERS - Metal box-profile, Powder-coated, Dark Grey.
- 11 WALL CLADDING - Metal box-profile, Powder-coated, Green.
- 12 ROOF FLASHINGS - Metal, Powder-coated, Dark Grey.

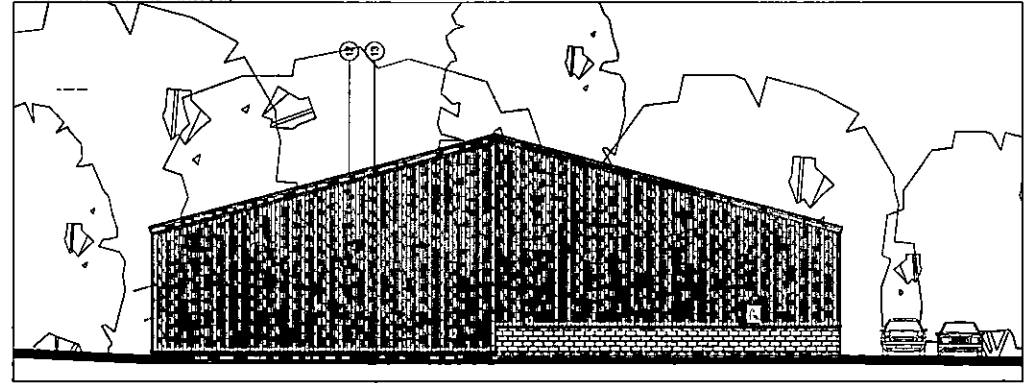
UNIT 2 LOCATION - 1:1250



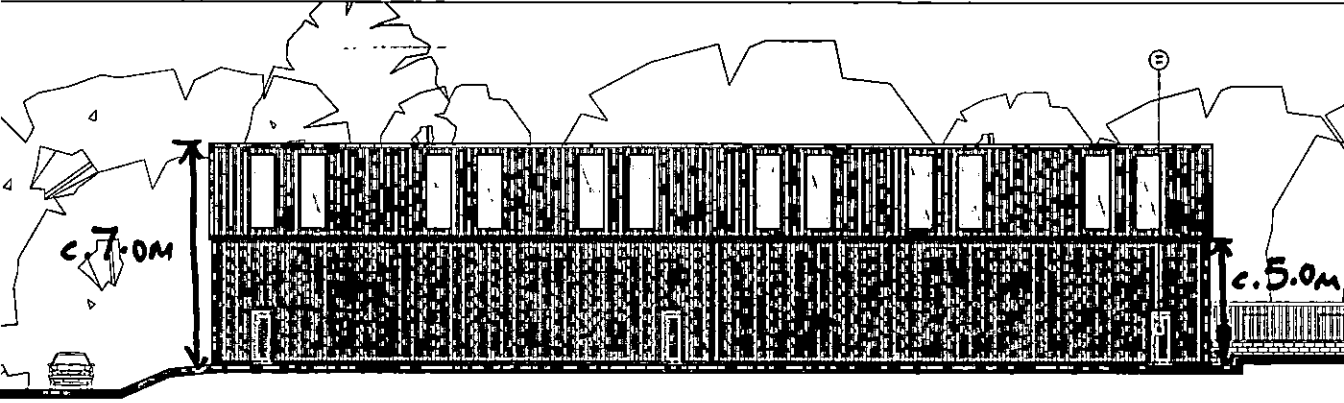
NORTH ELEVATION - Scale 1:100 (A1)



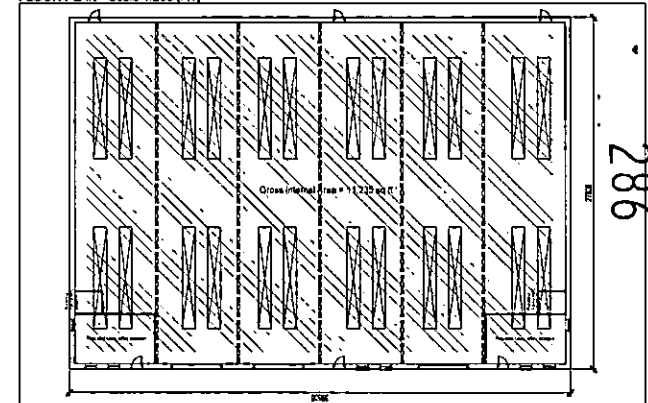
SOUTH ELEVATION - Scale 1:100 (A1)



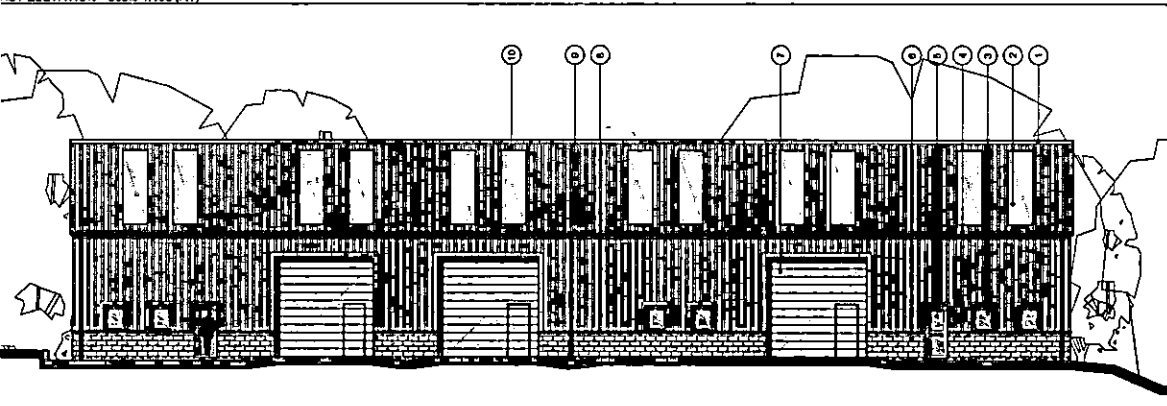
WEST ELEVATION - Scale 1:100 (A1)



FLOOR PLAN - Scale 1:200 (A1)



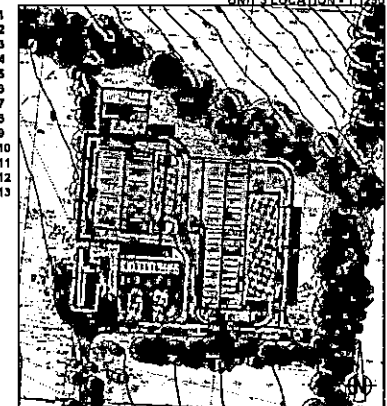
EAST ELEVATION - Scale 1:100 (A1)



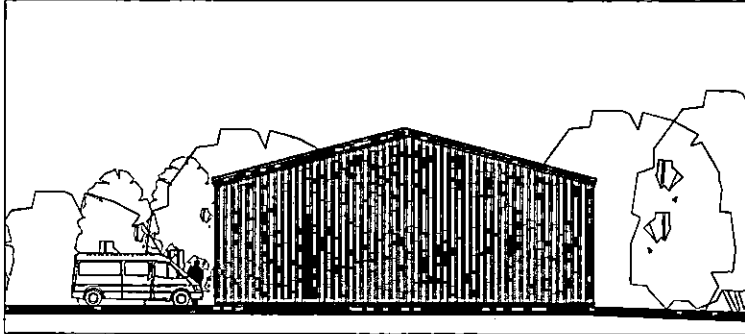
NOTES

- 1 ROOF CLADDING - Metal box-profile. Powder-coated, Dark Grey.
- 2 GUTTERS - Metal box-profile. Powder-coated, Dark Grey.
- 3 WINDOWS - Aluminium. Powder-coated. Colour TBC.
- 4 WALL CLADDING - Metal box-profile. Powder-coated, Green.
- 5 ENTRANCE DOORS - Aluminium/Glass. Powder-coated. Colour TBC.
- 6 WALL - Masonry.
- 7 SECTIONAL LOADING DOORS - Steel. Powder-coated, Colour TBC.
- 8 DRIP FLASHINGS - Steel. Powder-coated. Colour (to match wall above).
- 9 DOWNPIPES - uPVC. Black.
- 10 ROOF LIGHTS - GRP. Approx. 20% floor space coverage.
- 11 FIRE ESCAPE DOORS - Steel. Powder-coated. Colour TBC.
- 12 TIMBER CLADDING - Larch. Tongue and Groove. Vertically laid.
- 13 ROOF FLASHINGS - Steel. Powder-coated, Dark Grey.

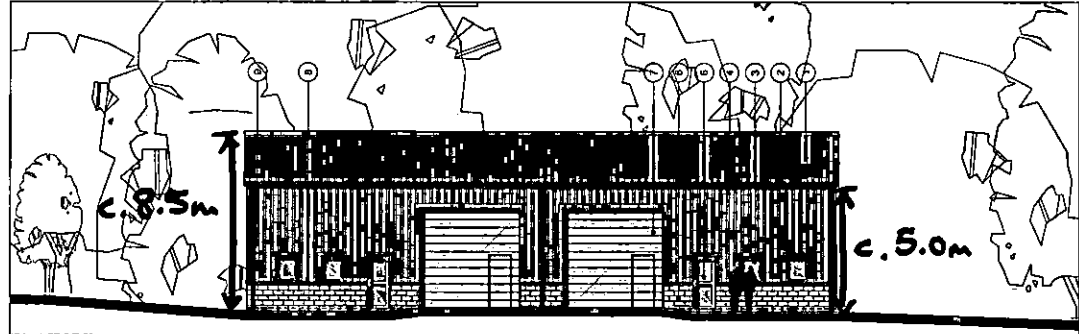
UNIT 3 LOCATION - 1:1250



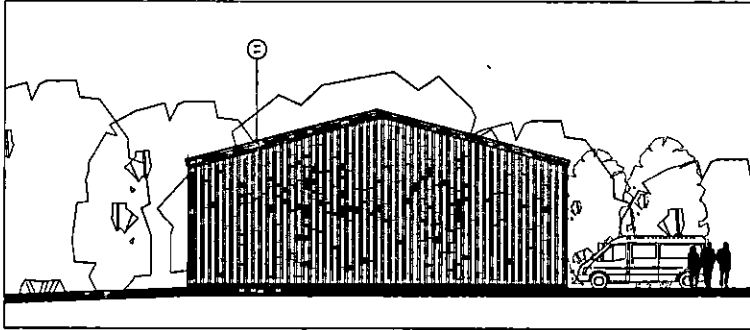
EAST ELEVATION - Scale 1:100 (A1)



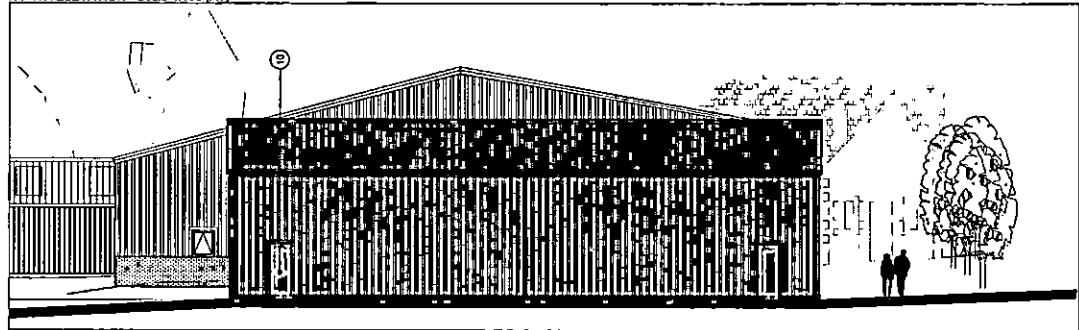
SOUTH ELEVATION - Scale 1:100 (A1)



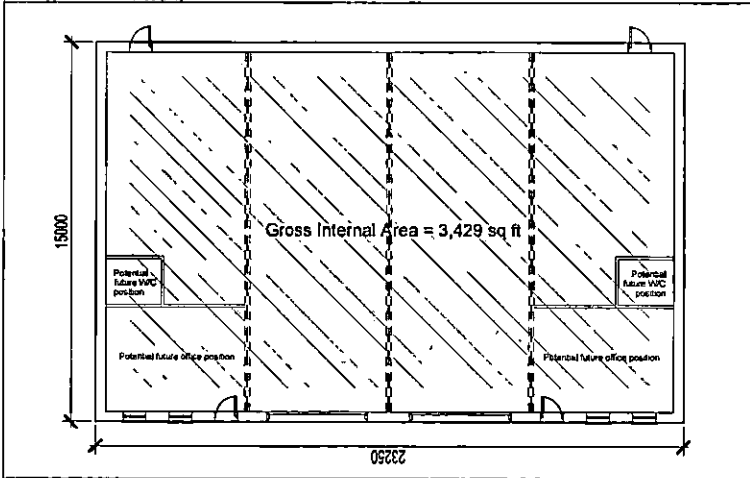
WEST ELEVATION - Scale 1:100 (A1)



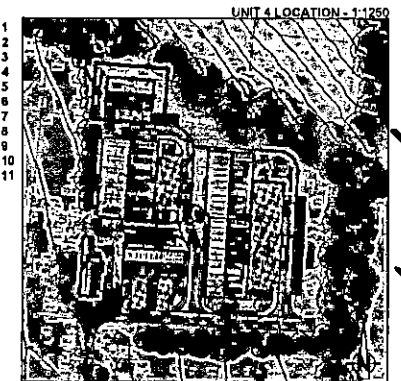
NORTH ELEVATION - Scale 1:100 (A1)



FLOOR PLAN - Scale 1:100 (A1)



- NOTES**
- 1 ROOF CLADDING - Metal box-profile, Powder-coated, Dark Grey.
  - 2 GUTTERS - Metal box-profile, Powder-coated, Dark Grey.
  - 3 WINDOWS - Aluminium, Powder-coated, Colour TBC.
  - 4 WALL CLADDING - Metal box-profile, Powder-coated, Green.
  - 5 ENTRANCE DOORS - Aluminium/Glass, Powder-coated, Colour TBC.
  - 6 WALL - Masonry.
  - 7 SECTIONAL LOADING DOORS - Steel, Powder-coated, Colour TBC.
  - 8 DRIP FLASHINGS - Steel, Powder-coated, Colour (to match wall above).
  - 9 DOWNPIPES - uPVC, Black.
  - 10 FIRE ESCAPE DOORS - Steel, Powder-coated, Colour TBC.
  - 11 ROOF FLASHINGS - Steel, Powder-coated, Dark Grey.



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15/01048/FUL.



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## Highways Development Management

Shire Hall  
Gloucester  
GL1 2TH

Mike Napper  
Cotswold District Council  
Trinity Road  
Cirencester  
Gloucestershire  
GL7 1PX

Please ask for: Mark Sweet

Our Ref: C/2015/033887

Your Ref: 15/01048/FUL

Date: 22 July 2015

Dear Mike,

### TOWN AND COUNTRY PLANNING ACT 1990 HIGHWAY RECOMMENDATION

**LOCATION: Bagendon Downs Farm Perrotts Brook Bagendon Cirencester  
Gloucestershire GL7 7JE**

**PROPOSED: Redevelopment and conversion of former pig farm buildings to provide 4  
light industrial workshops (Use Class B1(c) and Ancillary B8) with associated car  
parking and access.**

The above application has been assessed with revised plans;

The above proposal seeks consent for the re-development of existing agricultural buildings to provide 4 light industrial units Use class B1(c) and B8 ancillary use with associated car parking. The proposal is proposed to accommodate business' displaced from Lyncroft Farm Workshops, 500m to the east of the above location. The proposal involves the erection of 2 new units and the retention and upgrading of 2 existing agricultural units.

The above location is situated to the west of Perrots Brook, north of the junction of Welsh Way and road C189 (known locally as Dowers Lane) connecting Welsh Way with the A417 at Quarry Junction. Both roads, are category 3 highways subject to a designated speed of 60 MPH. Welsh Way connects the A435 to the east with the A417 to the west. Cirencester is approximately 3 miles south of the application site.

Until 2009 the site was used as an intensive pig rearing farm accommodating approximately 4000 pigs in buildings and structures extending to 3825 sq.m in floor area. Permission was granted in 2011 (11/02788/FUL) for the redevelopment of the pig farm to an equestrian centre with buildings and structures extending to 4060 sq.m. Subsequently, 3 additional applications (12/02544/FUL, 12/03845/FUL and 12/05670/FUL) were submitted and approved for



amendments to the design of the office block. To date; only the office block has been constructed. This permission is therefore felt to be extant and capable of full implementation. Pre-application advice relating to this application was requested under C/2014/031670 that included a Highways response indicating that any application should demonstrate an access that was safe and suitable for all.

The application site is accessed via an existing vehicular access from the south west corner of the site, southerly towards Welsh Way. As part of the consented use as an equestrian centre it was proposed to upgrade the existing un-surfaced access track to provide a 4.8m wide surfaced carriageway with appropriate lay-by's/passing bays to allow a horse box and large car to pass without conflict. The junction is to be improved to provide kerbed radii of 10m to the west and 7m to the east to accommodate the swept path of the largest vehicle likely to require access. The site access included the provision of visibility splays suitable for the recorded speed of traffic on Welsh Way. This access was approved by GCC (Drawing NTT/674/001 rev P2) under 11/02788/FUL. The current application proposes alterations to the approved access on Drawing NTT/674/002 rev P3 referred provides a 5.5m wide surfaced carriageway extending into the site from the highway entrance and internally for the internal site access road to the commercial units on drawing 7683 PL03D and 7683 PL30A. This is considered acceptable with sufficient space for vehicles to pass at the site entrance and internally with visibility along the internal access road. The junction is to be altered to provide a 8m kerbed radii to the west and 7m to east to accommodate the swept path of the largest vehicle likely to require access shown on drawing NTT/674/002 rev P3. The 7.5 T box van is the largest vehicle, likely to regularly use the development, as the B8 element is ancillary. The junction and access from the highway is considered to be an overall improvement in the previously approved junction access.

It is proposed to retain and convert 2 of the existing buildings. Additional workshop buildings and associated parking being located within the footprint of previous buildings on the site. The existing office building would be retained to provide 415 sq.m of office accommodation. The proposal will result in the provision of a total floor area of 3696 sq.m for light industrial use.

Car parking for 55 cars is proposed in front the buildings served by an internal access road running along the sites southern boundary and to the east of each building.

Cycle and motorcycle parking has been provided in compliance Appendix 9 parking standards referred to in policy 39 of Cotswold District Local Plan on drawing 7683 PL03D

The application is supported by the inclusion of a Trip Generation Comparison Report that indicates that the above proposal would generate 209 2-way trips per day. When compared with extant permission for an Equestrian centre, the net change in trips associated with the proposal is indicated as an increase of 21 2-way trips per day. The equestrian centre trip generation of up to 188 trips was agreed at pre-application stage based on calculated on first principle approach of up to two two-way trips a day by owners to the 47 horses and ponies stabled on site. Therefore it is considered potential trip generation of the proposal compared with the equestrian use is not significant to detrimentally impact on highway movements. In addition the levels of trip generation associated with the proposal are felt to be similar to that generated by Lyncroft Farm workshops that this proposal will replace on site however it is accepted that existing employment on Lyncroft Farm may not relocate to the site.

Local comment has been made relating to the potential increase in traffic on Dowers Lane towards the A417. Bagendon Downs Farm is 500m west of Lyncroft Farm, it is therefore felt that drivers attending Lyncroft Farm will extend or reduce their existing route to access their destination.

The development site is felt to be in a remote position and will require the use of private cars to provide access. However; as it is a replacement for the adjacent industrial units, any associated trips are not felt to present a significant additional impact on the local highway network and the proposal is felt to conform with Policy 24 (Employment Uses) 5 (b) of Cotswold District Local Plan (CDLP) 2001-2011 (Adopted April 2006).

I refer to the above planning application received on 24th April 2015 with Site Plan, Application Form and supporting information. **I recommend that no highway objection be raised subject to the following conditions being attached to any permission granted:-**

Before the development hereby authorised is brought into use the vehicular parking, turning and loading/unloading facilities shall be provided in accordance with drawing 7683 PL03D and 7683 PL30A, and those facilities shall be maintained for those purposes to take place in those areas only thereafter.

Reason:- To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the paragraphs 32 and 35 of the National Planning Policy Framework and Policy 38 and 39 of the CDLP.

Before the development hereby authorised is brought into use the proposed vehicular access shall be laid out and constructed in accordance with the submitted details including drawing NTT/674/002, revision P3, and thereafter similarly maintained.

Reason: To ensure a satisfactory means of access is provided and maintained in the interests of highway safety and accordance with paragraph 32 of the NPPF and Policy 38 of the CDLP.

The development hereby permitted shall not be occupied until the cycle storage facilities have been made available for use in accordance with the submitted plan 7683 PL03D and those facilities shall be maintained for the duration of the development.

Reason:- To ensure that adequate cycle parking is provided, to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework.

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. specify the type and number of vehicles;
- ii. provide for the parking of vehicles of site operatives and visitors;
- iii. provide for the loading and unloading of plant and materials;
- iv. provide for the storage of plant and materials used in constructing the development;
- v. provide for wheel washing facilities;
- vi. specify the intended hours of construction operations;

vii. measures to control the emission of dust and dirt during construction

viii. routing of construction traffic.

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework.

No development shall commence on site until a scheme has been submitted for the provision of fire hydrants for the benefit of the commercial development in a location agreed with the Council and should meet the requirements of Building Regulations Approved Document B Volume 2 Sections 15 & 16 (Fire Hydrants/Water Supplies and Vehicle Access). The commercial development buildings shall not be occupied until the hydrants have been provided to the satisfaction of the Council.

Reason: To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

Note: The developer will be expected to meet the full costs of supplying and installing the fire hydrants and associated infrastructure.

Note: The proposed development will require alterations to the verge crossing and the Applicant/Developer is required to obtain the permission of the County Council before commencing any works on the highway.

Yours sincerely,

Mark Sweet

Senior Technician