

DESIGN AND ACCESS STATEMENT FOR DEMOLITION OF THE EXISTING COMMERCIAL WORKSHOP AND REMOVAL OF EXISTING STORAGE CONTAINERS AND ERECTION OF A REPLACEMENT COMMERCIAL WORKSHOP AT THOMPSTONE COTTAGE, 155 MAIN ROAD, SHEEPY MAGNA, ATHERSTONE

This statement has been submitted by Andrew Large Surveyors Ltd on behalf of the applicant Mr Spencer and relates to the full planning application for the demolition of the existing commercial workshop and removal of existing containers and erection of a replacement commercial workshop at Thompstone Cottage, 155 Main Road, Sheepy Magna, Atherstone CV9 3QU.

1.0 Site Appraisal

1.1 Introduction and Physical Context



Figure one: Street view of the application site showing existing workshop and associated storage areas

The site currently comprises of an existing two -storey semi detached residential property (Thompstone Cottage) and an existing block-built workshop with two storage containers to the west of the site, adjoining the workshop. The site is bounded by residential properties to the east and the west, and to the south of the site and to the north of Main Road, there is open countryside. The site is accessed via an existing entrance off Main Road.

Sheepy Farm Services has been trading and operating from this site for circa 50 years. They are a Lorry Haulier and repair business and Agricultural and Industrial Engineers being an approved service dealer for Ventrac compact tractors and attachments. They employ six full time staff.

They have an operator license for 5 heavy good vehicles, which has been in place for 40 years continuously. Presently the business operates from the existing workshop, two storage containers and area of hardstanding. Specifically the existing workshop does not allow the business to work on lorries undercover and this has to happen outside. This has created

unacceptable working conditions for employees and also leads to industrial activities outside with implications for noise, odour, Tlight pollution etc.

The existing workshop and containers have an area of around 140 sq m. The proposed workshop would have a footprint of 229 sq.metres.

1.2 Economic Context

The proposal will lead to a significantly better environment for employees, and ensures the continued support of a small rural business.

2.0 Assessment Against Planning Policy

The proposed development has been assessed and evaluated against the criteria set within the following listed policies.

2.1 National Planning Policy Framework December 2024

Section 6. Supporting a prosperous rural economy

Para 88 – Supporting a Prosperous Rural Economy

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. To promote a strong rural economy, local and neighbourhood plans should:

- *support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings;*
- *promote the development and diversification of agricultural and other land-based rural businesses;*

89. Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or

by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

Paragraph 88 of the NPPF makes clear that planning policies should **take a positive approach to sustainable new development in rural areas** to create jobs and promote prosperity. An agricultural repair business is a **land-based rural enterprise** that directly supports the agricultural sector—a vital component of the local and national economy. An upgraded workshop facility would enhance the business's ability to meet demand, increase operational efficiency, and create or sustain local employment opportunities.

Presently the business operating from the site has insufficient space to work on the largest of vehicles. The business has an operator license for 5 heavy good vehicles and with all works to HGV's currently being carried outside. These vehicles require regular service and maintenance. The proposed building would allow for upto two HGV's to be worked on safely under cover.

Standard 18-ton lorries in the UK typically range from 3.5m to 4.1m in height, depending on the specific configuration and body type. To ensure safe and efficient work on these lorries, workshops need to provide at least 4.95m of clearance. This extra height accounts for potential issues with overhead obstructions, like pipes or lighting, within the workshop.

The height allowance is crucial for safety, especially when working under the vehicle or with tools and equipment. It also ensures practical manoeuvrability within the workshop for technicians and the truck itself.

The application site is surrounded by residential property; Working on an 18-tonne lorry in a residential area presents several potential issues, including noise pollution, potential damage to property, and safety concerns for both the workers and residents.

Noise is seen as a partilcur factor; Large vehicles, especially during maintenance, can generate significant noise that disrupts residents. Moving operations inside a workshop will significantly increase the amenity of neighbours. Provision could also be made for sound insulation to walls bordering the closest dwelling to the west (159 Main Road) offering a betterment over the pre-existing arrangements.

2.2 Local Policy

Site Allocations and Development Management Policies DPD (SADMP)

DM1 Presumption in favour of Sustainable Development

Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Borough Council will grant permission unless material considerations indicate otherwise, taking into account whether:

a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or

b) Specific policies in that Framework indicate that development should be restricted.

The proposal makes efficient use of land through redevelopment rather than greenfield expansion. The redevelopment will also help contribute to the long-term viability of an existing business

DM6 Enhancement in Biodiversity and Geological Interest

Development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value including proposals for their long term future management.

Major developments in particular must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services.

Proposals where the primary objective is to conserve or enhance biodiversity or geological interest will be permitted where they comply with other relevant policies in the plan.

On site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term. The removal or damage of such features shall only be acceptable where it can be demonstrated the proposal will result in no net loss of biodiversity and where the integrity of local ecological networks can be secured.

If the harm cannot be prevented, adequately mitigated against or appropriate compensation measures provided, planning permission will be refused.

The proposal is situated on a brownfield site and is for the replacement of an existing workshop. No adverse impact is being created in terms of nature conservation or geological value.

DM7 Preventing Pollution and Flooding

Adverse impacts from pollution and flooding will be prevented by

ensuring that development proposals demonstrate that: drainage function of water bodies in the borough; provided;

a) It will not adversely impact the water quality, ecological value or

b) Appropriate containment solutions for oils, fuels and chemicals are

c) All reasonable steps are taken through design, siting and technological solutions to ensure the abatement of obtrusive light

to avoid sky glow, glare and light intrusion;

d) It would not cause noise or vibrations of a level which would disturb areas that are valued for their tranquillity in terms of

recreation or amenity;

e) Appropriate remediation of contaminated land in line with minimum national standards is undertaken;

f) It will not contribute to poor air quality; unstable land; and g) It will not result in land instability or further intensify existing h) The development doesn't create or exacerbate flooding by being located away from areas of flood risk unless adequately mitigated against in line with National Policy.

A new building will offer opportunity to improve drainage and waste storage over older structures. Pollution control measures (e.g., oil interceptors, appropriate waste handling) can be designed into the scheme.

The likelihood of flooding from rivers, groundwater or reservoirs has been deemed as very low based on the flood risk summary on the government website.

DM10 Development and Design Developments will be permitted providing that the following requirements are met:

a) It would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality (including odour), noise, vibration and visual intrusion; be adversely affected by activities in the vicinity of the site;

The proposal will result in a positive improvement for the neighbouring residential amenities, as will ensure industrial activities are now carried out internally.

b) The amenity of occupiers of the proposed development would not be adversely affected by activities in the vicinity of the site;

The proposal will lead to no change in terms of the activities carried out on the site.

c) It complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features;

The new proposal allows for a high-quality, context-sensitive design to replace an outdated structure.

d) The use and application of building materials respects the materials of existing, adjoining / neighbouring buildings and the local area generally;

The new building can be better integrated into its rural surroundings in terms of scale, massing, and materials

e) It incorporates a high standard of landscaping where this would add to the quality of the design and siting;

Landscaping between the highway verge and the new building has been incorporated in response to pre-application advice received from the Local Authority.

f) It maximises opportunities for the conservation of energy and resources through design, layout, orientation and construction in line with Core Strategy Policy 24;

Where feasible, sustainable forms of construction will be utilized within the new build.

g) Where parking is to be provided charging points for electric or low emission vehicles are included where feasible;.

h) An appropriate Sustainable Drainage Scheme is submitted to and approved by the relevant Authority. Schemes should incorporate wildlife areas, ponds, swales and permeable paving where appropriate;

DM17 Highways and Transportation Development proposals will be supported where they:

a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;

b) Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;

c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;

d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;

e) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe. Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness). All proposals for new

development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority

The existing access is being utilized and no changes are being proposed in terms of the growth of the business - therefore there will be no intensification of the use of the site access or impact upon the road network. The main premise behind this application is to provide covered workshop space to work on heavy goods vehicles, presently the workshop is not big enough to accommodate a HGV both in terms of footprint and also height

DM18 Vehicle Parking Standards

All proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design. Any development will be expected to provide disabled parking provision. Developments within Hinckley Town Centre should demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking.

There is already sufficient off-street parking incorporated within the site, as can be shown on the layout plan, in accordance with the Leicestershire Highways Design Guide. The development will not lead to any increase in traffic movements.

The dimensions of the spaces shown inside the building have been based on the exact size of the largest vehicle which the business uses.

Sheepy Parish Neighbourhood Plan 2018 – 2036. Made May 2022

Policy S5 Ecology and Biodiversity

Development should have appropriate regard for the network of local ecological features and habitats which include (as shown on the adjacent map and on the Policies Map):

1. Sheepy Fields SSSI
2. River Sence and its tributaries
3. Manor Farm Meadows, Sheepy Parva
4. Tinsel Lane Roadside Verge, Wellsborough
5. Sheepy Magna Churchyard

6. Marsh near Harris Bridge, River Sence

New development which impacts on existing ecological corridors and landscape features (such as watercourses, hedgerows and tree-lines) will be expected to maintain and extend them for reasons of biodiversity thus, wherever possible, demonstrating overall net-gain.

The development is for a replacement workshop on a brownfield site and will result in no adverse impact on any ecological corridors or landscape features.

Policy S6 Water Management

New development should take full account of flood risk especially from rivers, groundwater and overland flow. Development is directed to locations at the lowest risk of flooding, applying the Sequential Test and if necessary, applying the Exception Test. Where development is proposed in flood risk Sheepy Parish Neighbourhood Plan Review 22 areas, mitigation measures must be in place to reduce the effects of flood water. Developments should take opportunities to reduce flood risk elsewhere.

Appropriately to their scale and subject to viability considerations, developments should incorporate Sustainable Drainage Systems (SuDS), designed to mimic natural drainage routes, with attenuation, storage and treatment capacities to manage surface water run-off with a goal of no net increase above the 'surface water run off for greenfield sites rate'; related design considerations are set out in Appendix 5.

The likelihood of flooding from rivers, groundwater or reservoirs has been deemed as very low based on the flood risk summary on the government website.

The application comprises concrete hardstanding, there would no increase in surface water run off as part of the development proposals.

Policy S8 Design

Design Development proposals should be designed with evident care so as to:

A. Respond positively to the character of the area in which it is located as set out in the Design Guide in Appendix 5. Innovative design that is appropriate to the prevailing character of the area is encouraged;

B. Demonstrably respond to the features of its setting;

C. Work with the scale, form and character of the location and make a positive contribution to the street-scene;

D. Protect important local features such as traditional walls, hedgerows and trees; E. Be future-proofed with low carbon heating and high levels of energy efficiency;

F. Show appropriate regard for the amenities of neighbouring properties including daylight/sunlight, privacy, air quality, noise and light pollution; and

G. Provide a safe and suitable access with appropriate on-site parking provision.

The design of the new workshop and removal of the storage containers, ensures that the new proposal is much more in keeping with the rural vernacular. The relocation of industrial activities to within a purpose built workshop should result in a positive impact on neighbouring amenities, with a likely reduction in noise and light pollution.

The proposed height is required to accommodate the size of the heavy goods vehicles that operate from the site as previously discussed in this statement.

Policy S17 Rural Economy

Policy S17: Rural Economy Small-scale business and enterprise development, including live/work units, through the conversion of existing buildings and well-designed new buildings will be supported where it meets the requirements of Site Allocations and Development Management Policies DPD Policies DM5 and DM20 and the other policies of the Neighbourhood Plan. Tourism development is particularly encouraged, especially that associated with Richard III and the Battle of Bosworth Field.

The proposal directly supports a local rural enterprise and helps retain employment opportunities in the parish.

3.0 Design Component

3.1 Use

The proposal is for the erection of a replacement workshop. The site is already classed as brownfield with established B2 and B8 uses.

3.2 Amount

The proposed workshop will be 60ft x 40ft, with a total floorspace of 229 sq.meters.

3.3 Layout

The proposed layout can be seen on the submitted floor plan.

3.4 Scale

The building will have a maximum eaves height of 5.17 meters and a ridge height of 6.8 meters, with a 15 degree pitch roof.

3.5 Landscaping

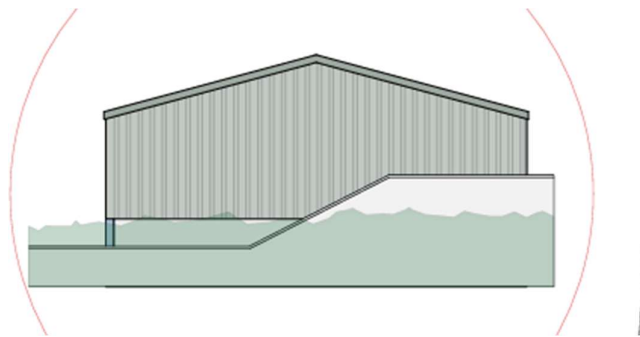


Figure two: Proposed street scene

A native hedge has been proposed as the front of the site, which will screen part of the wall and the building. The redevelopment of the site provides an opportunity to improve the street scene, secured as part of the development proposals.

3.6 Appearance

The building will be clad in corrugated sheeting - which will be juniper green in colour, over prefabricated concrete panels and brick work, with roller shutter doors.

4.0 Access Component

The proposal will utilize the existing access. There will be no increase in vehicular usage or type of vehicle using the application site. The application benefits from an existing B2 and B8 use.

5.0 Conclusion

The proposed development has been assessed against national, regional and local policy during the application stage, and as has been highlighted in this statement, the proposal meets all of the relevant policy criteria.

It is for these reasons that the application should be granted.

Signed.....

Andrew J Large MRICS FAAV

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