19th September 2023

Our Ref: SWLC.LPC1031

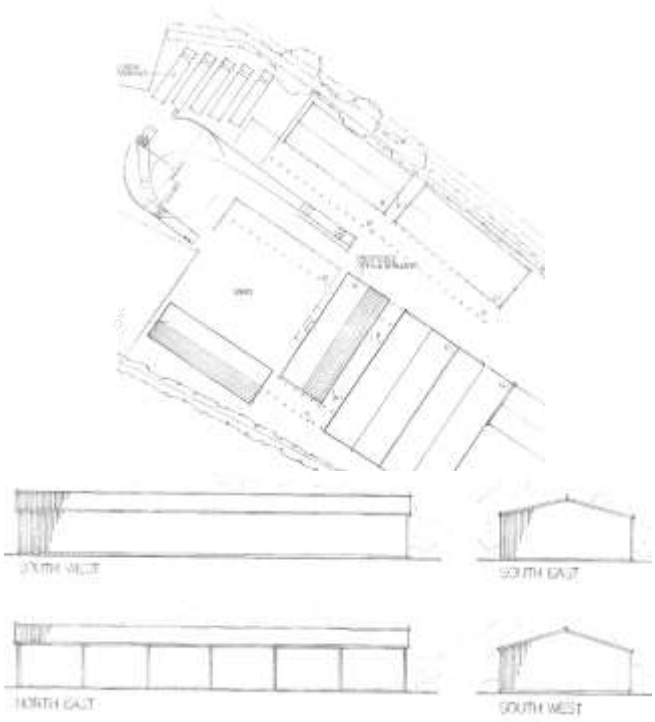
Development Services – North
Wiltshire Council
Monkton Park
Chippenham
Wiltshire
SN15 1ER

Dear Sir/Madam

Town and Country Planning Act 1990
Oaklands Industrial Estate, Braydon,
Royal Wootton Bassett, Wiltshire, SN5 0AN

The above site has grown progressively to meet differing demands over the years. The most recent grant of planning permission was by application 18/11078/FUL (and the related discharge of conditions – 19/03545/DOC). Works were executed to make connection to the new foul treatment system, but did not progress as the then prospective tenants (Kudos Fencing) relocated to the north western part of the site instead.

The approved plan extract inserted below shows the extent of those new buildings approved by application 18/11078/FUL, which principally comprised a large office building and packing shed.



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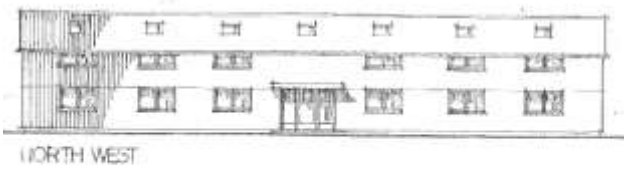
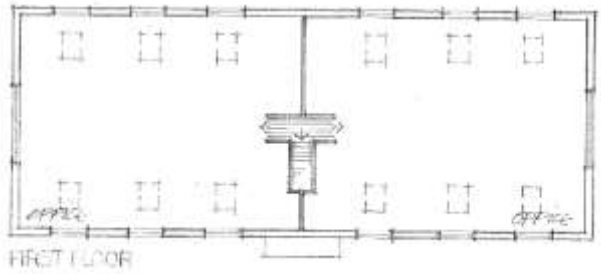
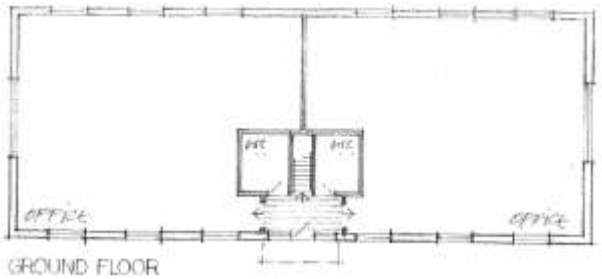
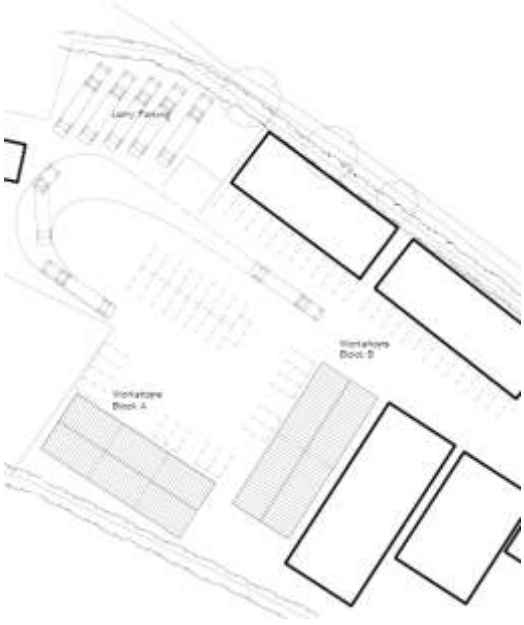


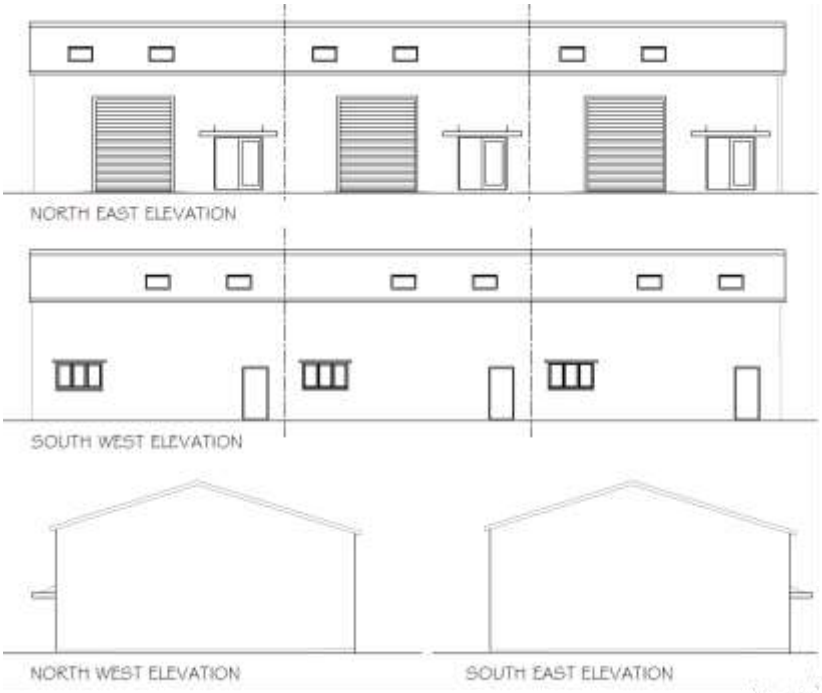




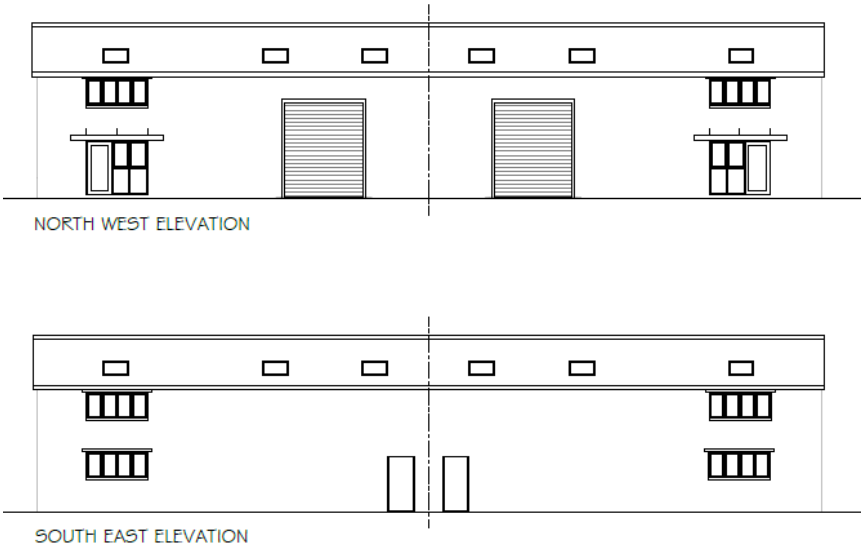
As indicated these buildings are believed to be extant, however, the nature of the Industrial Estate as a whole does not attract substantial office interest, as it is largely occupied by small firms primarily requiring workshop and storage space. In order to therefore service the specific demand received my client wishes to revise the approved building's form and related usage, albeit the broad scope of Class E to the Schedule to the Use Classes Order now applicable provides considerable flexibility.



The specific changes shown on the proposed site inserted above involve replacing the approved packing shed with 3No workshop/storage units (103.6m² each unit). The built form of block A shown below is intended to mirror those units approved by application 09/01591/FUL, positioned along the north eastern site boundary, directly opposite. The approved site plan extract inserted on the first page annotates that building as Building B.



Block A raised the height of the resulting building, relative to that being replaced but it not only reflects others on the site, but it is sited in depth, well away from any public view and against a well established hedged/treed southern boundary. It is intended as a single storey space. The building will be render finished below a dark grey powder coater profiled sheeted roof covering, echoing the consistent and uniform finish throughout the estate.



Block B shown on the previous page (166.4m² on the ground floor and 77.7m² for the first floor areas) is fundamentally the same building approved but has been modified externally to include roller shutter doors and creates 2No workshop/storage units, with mezzanine office space. The proposed floor plans are inserted below in order to show the comparable changes proposed.



In association with the proposed building changes, the site plan extract inserted earlier also shows that what was previously intended as an open yard for storage, as previously established (and retained), will be removed to accommodate increased parking capacity and manoeuvring space.

Previous applications at Oaklands Industrial Estate have elicited from your highway's officer comments regarding the change in parking required, which has been progressively increased, notwithstanding of course that there is no opportunity to park off site, and there have been no complaints about parking pressures spilling from the site. However, for the avoidance of doubt, the site layout plan extract above shows 31 new parking spaces, being new and directly related to the revised application particulars. This equates to the total floor area proposed (604m²) as approximately 1 space per 19.5m² and is therefore comfortably within your Council's adopted parking standards.

As indicated above there have been a series of applications that have grown the Industrial Estate and it is material to note that by application 09/01591/FUL permission was approved for the erection of 4No workshop the proposed Building A. Had the packing shed permission been completed such and the scope of works in the immediate vicinity obviously helps to reinforce the acceptable workshop/storage use proposed. There is a consistent built form throughout the estate.

The industrial site as a whole accommodates a range of businesses, which include small workshops in the main, with associated storage uses. It has been previously agreed that the uses present comprises a mix of B1, B2 and B8 uses. The application therefore seeks a mixed use permission to allow for workshop and storage uses falling within Use Classes E (g) and B8 to the Schedule to the Use Classes Order.

Section 70[2] of the Town and Country Planning Act 1990 and Section 38 [6] of the Planning and Compulsory Purchase Act 2004, together with the provisions of the NPPF, require that all planning decisions are made in accordance with the Development Plan unless other material considerations indicate otherwise.

The relevant Development plan in this instance is the Wiltshire Core Strategy (adopted January 2015). The following policies therein are believed to be directly relevant to the application development's assessment.

Wiltshire Core Strategy

Core Policy 1 – Settlement Strategy
Core Policy 2 – Delivery Strategy
Core Policy19 – Spatial Strategy for Royal Wootton Basset and Cricklade Community Area
Core Policy 34 – Additional Employment Land
Core Policy 51 – Landscape
Core Policy 62 – Development Impacts on the Transport network
Core Policy 67 – Flood Risk

In light of those policies and the background details explained earlier the key issues arising are believed to concern the acceptable principle of development, and its physical accommodation on site, as well as the highway impacts.

Land Use

In terms of land use the location is not a typical site where new development, including that for employment, would normally be considered as acceptable. The site is not within a defined settlement boundary and is effectively open countryside. The application appears therefore to be contrary to the strategy of the Development Plan as set out in policies CP1 CP2 and CP19; and to the NPPF. However, the Development Plan also makes provision for unanticipated employment development on unallocated sites to come forward, Core policy CP34 applies and allows for such development in certain circumstances and subject to a range of criteria. These have of course already been found to support the site's redevelopment, as part of the wider mix.

The material circumstances of the site are therefore relevant in this determination. The site history clearly shows a pattern of approvals for similar types of structures to those proposed here, and with similar uses. The area despite being outside a settlement is already developed and the proposed area for building works is already

hard standing and the subject of previous approvals. In terms of land use the proposals would not therefore see a material intensification and growth of existing uses. In this context whilst not directly adjoining the Market Town of Royal Wotton Basset the site is within a reasonable proximity of the town and as an existing site used for a previously consented form of employment use it would not be reasonable to withhold consent on the basis of an in principle objection when CP34 does provide some level of support (as has been previously established). In broad terms the proposal accords with the Development Plan, given these considerations.

The benefits of such works will see the support, reinforcement and retention of employment uses that are established.

The addition of further employment space should be welcomed as before. There are a mix of B Class use on the site already (now including Class E, which is more flexible) and the addition of a further mixed use, as proposed, is similarly acceptable.

The addition of an element of B8 use is acceptable in this instance due to its relatively small size and scale within a potential mixed use, which will not overwhelm the site and is in keeping with the scale of other users. Articulated lorries are already present and in use by the existing tenants. The parking and turning space for such vehicles is unaffected by the application proposal. This is an infill of an existing industrial estate and is proportionate to the size of the estate and the intensity of use it can support.

Residential amenity

The nearest residential properties are to the north west of the site. The proposed uses are however not considered to worsen the existing situation with regards to noise or overlooking. The distance and intervening vegetation also strongly mitigates against these factors.

There is no proposed additional outdoor storage.

Design

The units have been designed with previous permissions in mind, revising building B and mirroring another for building A, and are to be constructed in materials sympathetic to those used on adjacent units, in this case, render and steel.

In terms of the impact on character and appearance the works will sit within a clearly developed envelope of land. The increased height of building A does not markedly change the appearance of the local area and both structures will not be incongruous in their setting.

Highways

In terms of highways impact the extant permission and existing uses on site and the addition of a relatively minor change in the intensity of use would not result in a significant increase in vehicle movements through the site and the existing access.

The parking provision will more than accommodate increased parking pressures and there is no evidence to suggest the revised building will exceed the severity test at paragraph 111 to the NPPF, regarding impacts on the safety and convenience of other road users.

The proposal indicates a formalisation of parking spaces that are already essentially available. The projection for achievable spaces satisfies the requirements for parking that the development requires and will not impact on other users.

The plans also show turning for HGV's as being achievable and will be retained as previously approved.

Conclusion

The proposed development reflects the site's planning history. It is relatively close to Royal Wootton Bassett and would facilitate modest expansion of existing facilities already in employment use and so is considered to be broadly in accord with CP34. The site specific circumstances include the existing use of the surrounding commercial estate which has a variety of Class E, B2 and B8 uses. This provides a context in which the additional structures will be satisfactorily accommodated.

The intensity of use of the overall site will see only a marginal change with associated delivery traffic and parking. The location of the site as suitable for commercial use is long established. The proposals are therefore in keeping with the area and are acceptable.

I hope these comments are sufficient to ensure your support however if you have any questions, please do not hesitate to contact me.

Yours faithfully

Simon Chambers
Director

Enc

Cc Mr L Marchington