Where people matter

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

WRITTEN STATEMENT OF THE LOCAL PLANNING AUTHORITY

Appeal by Mr. Brendan Smith against the decision of Wiltshire Council to refuse the granting of Planning Permission for the retrospective application for the siting of 22 no. storage containers within the existing commercial site at Greenhill Farm, Green Lane, Codford, Nr. Warminster, Wiltshire, BA12 0NY.

PINS Reference: APP/Y3940/W/24/3344690

LPA Reference: PL/2023/10440

1.0 INTRODUCTION

1.1 This statement has been prepared by Wiltshire Council to justify the refusal of planning permission for the retrospective application relating to the siting of 22 no. storage containers on land at Greenhill Farm, Green Lane, Codford. The delegated report which accompanies the decision to refuse planning permission dated 08 February 2024 forms part of the Council's Statement of Case. The delegated report is attached within Appendix A to this Statement. The Decision Notice and reasons for refusal have already been sent to the Planning Inspectorate. However, for completeness' sake, the reason/s for refusal are:

1.This unauthorised proposal pursuant to the siting of the 22 storage containers within the Cranborne Chase National Landscape is an unacceptable and harmful development by virtue of its visual presence and industrial appearance which neither conserves or enhances the setting or character of the highly protected environment, contrary to Core Policy 51 of the adopted Wiltshire Core Strategy, Paragraphs 180

and 182 of the NPPF and the principles enshrined in The Cranborne Chase Partnership Management Plan.

The proposal is also contrary to CP57 of the adopted Wiltshire Council Core Strategy, pursuant to the close proximity of the storage containers to neighbouring residential properties and gardens.

The Council is also not satisfied with the level of supporting information and justification in regards to the containers' use (extent of use, hours of operation, access arrangements and the type of storage whether commercial or residential).

Informatives: (1)

2. This unauthorised development appears to be in breach of the previously approved landscaping scheme in regard to the siting of the storage containers and coaches on land reserved as open landscaping/paddock area, pursuant to planning permission ref. 18/11919/VAR which is currently being implemented. Therefore conditions 10 and 11 of the same planning permission appear to be breached.

2.0 Appeal Site Location.

2.1 See report in Appendix A.

3.0 Proposal

3.1 See report in Appendix A.

4.0 Relevant Policies

4.1 See report in Appendix A.

5.0 Relevant Planning History.

5.1 See report in Appendix A.

6.0 Council's Response to the Appellant's Statement of Case.

6.1 The appellant's Statement of Case does not address the main reason for the planning refusal, namely the permanent harm to the National Landscape by the siting of the proposed storage containers. The retention of dilapidated coaches on site also contribute to visual despoilment.

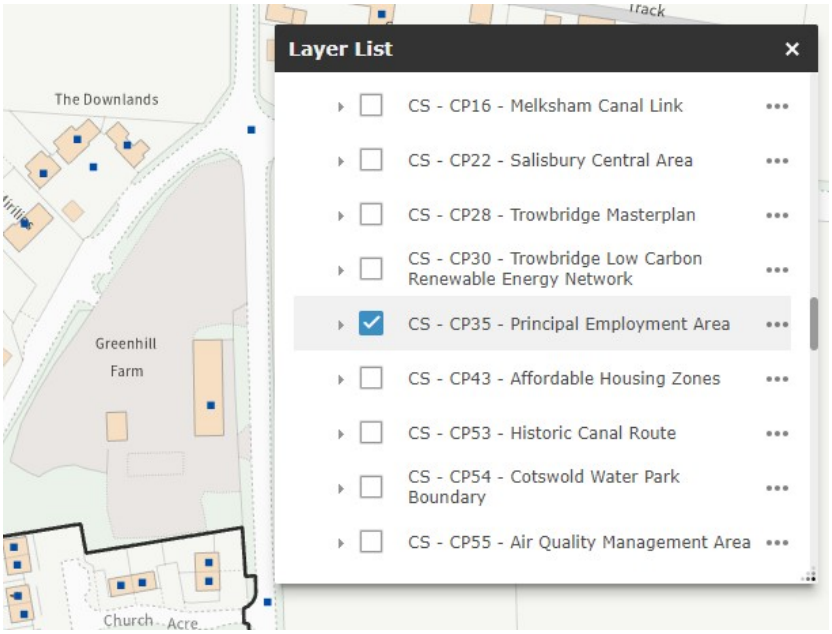
6.2 The planning application was retrospective with the storage units already on site and in place. The as submitted planning application did not request a temporary planning permission. Therefore, the Local Planning Authority (LPA) cannot be criticised for evaluating that the storage containers would be retained on a permanent basis with ongoing harm to the surrounding National Landscape continuing.

For ease of reference and clarity the redacted comments of the Cranborne Chase National Landscape Officer are included within Appendix B of this statement. It is very clear from the officer's comments that there is no support at all for the proposal because it does not 'conserve' nor 'enhance' the National Landscape. Such points have not been addressed within the appellant's statement.

6.3 In regard to paragraphs 6.5 and 6.6 of the appellant's statement, it is claimed that the landscaping scheme, as previously approved within previous permission reference 18/11919/VAR could and would be implemented and as such there would not be a breach of planning control. A copy of the cited approved landscaping plan (00339-1-RevB) is attached within Appendix C, whereby it is patently clear and evident that the storage containers are sited within the proposed paddock area, thereby making the landscaping scheme non implementable. This ties in with such points as discussed within the officer's attached report (paragraphs 7.1 to 7.11 of the officer's report – Appendix A).

6.4 It is not disputed that the provision of storage units fulfils a need within the village and that it is popular, such third party comments received by the LPA during its public consultation process bears this out. The site's planning history indicates a light industrial use of the red lined site, both past and present, with it being located outside of Codford's Settlement Boundary Limits (as identified with paragraph 2.3 of the appellant's statement) and within the Cranborne Chase National Landscape.

The site (contrary to the appellant's assertions) is not within a designated employment zone and so is not captured by Core Policy 35 – Employment Zone. The following snippet taken from the Council's mapping system and policy layer, clearly shows this to be the case:



6.5 The Appellant's statement attempts to argue that the scheme is in accordance with Paragraphs 88 and 89 of the NPPF, relating to supporting the rural community. Paragraph 88 relates to land diversification and tourism/leisure uses, which is not the case here and Paragraph 85 state that such uses 'must be sensitive to its surroundings'. It is submitted that the siting of 22 large sized commercial storage containers do not accord with the principles enshrined within these two paragraphs of the NPPF. As such the current unauthorised usage is contrary to the appellant's assertion within their paragraph 7.5 which states:

"The proposal should therefore be considered to be acceptable in principle in relation to the most relevant national and local planning policies Paragraphs 88 and 89 of the NPPF and Core Policies 34 and 35."

6.6 The final leg of the reason for refusal relates to the provision of inadequate supporting information to the application and the proposed intended use of the storage containers. Section 8 of the appellants statement supplies such detail at this late stage, which does not overcome the described harmful impact of the containers on the surrounding area.

6.7 Section 9 of the appellant's statement attempts to justify the presence of the storage containers at this location and the perceived non-harm to the surrounding landscape. To save repetition, the Inspector is referred to section 8 of the accompanying Officer's report, which discusses this aspect.

The Inspector is advised to note that the two photographs within paragraph 9.6 of the appellants statement do not capture the immediate site and its surroundings; again, reference should be made to the officer's report at figures 3 and 4 where the supplied photographs accordingly relate.

6.8 The appellants statement within paragraph 9.9 serves to contradict their planning argument, whereby it is now claimed that the storage containers retention is temporary to serve the build process, with the appellant suggesting the use of a temporary permission to retain the containers for the duration of the build process.

6.9 This argument runs counter to the previous described need for supplying a much needed service to the local community; therefore, the true need/aims of the applicant is unclear. Consequently, the LPA cannot support the use of a temporary permission because the retention of the storage containers, even on a temporary basis runs counter to the very principles of non-acceptance within this very sensitive landscape area.

It is also bad planning practice to use additional landscaping/planting, as has been suggested, to hide development which is not acceptable in principle. Whilst these suggestions are not acceptable, it is also the case that the previously submitted and approved landscaping scheme (plan ref: 00339-1-RevB) within permission reference 18/11919/VAR could not be truly implemented, due to the presence of the storage containers being located on land which has been designated for landscaping purposes.

6.10 To save repetition other matters raised in the appellant's grounds of appeal are discussed within the main body of the Council's delegated report.

7.0 Conclusion

7.1 The appealed refusal of planning permission for the siting of the proposed storage containers is not supported by policy for the reasons as outlined.

7.2 The Inspector is therefore respectfully invited to dismiss this appeal because the proposed development is not acceptable in planning policy terms.

7.3 Without prejudice to the outcome of the case, if the Inspector is minded to allow the appeal and to grant planning permission, the Council would suggest that due regard is given to the suggested conditions as detailed within Appendix D.

Appendices

List of documents relating to the planning application, the subject of the current appeal:

Appendix A Planning Officer's delegated report.

Appendix B Cranborne Chase National Landscape Officer's Comments.

Appendix C Landscaping plan/scheme as approved within previous permission reference 18/11919/VAR.

APPENDIX D Suggested conditions in the event the appeal is allowed.

CASE OFFICER'S REPORT **APPENDIX A**

Application Reference: 2023/10440
Date of Inspection: 30/01/2024
Consultation Ends: 31/01/2024

1. **POLICIES**

Wiltshire Core Strategy (2015)
CP1 – Settlement Strategy
CP2 – Delivery Strategy
CP31 – Warminster Strategy
CP51 - Landscape
CP57 – Ensuring High Quality Design & Place Shaping
CP60 – Sustainable Transport
CP61 – Transport & New Development

National Context:
National Planning Policy Framework (NPPF) & Planning Practice Guidance (PPG)

2. ISSUES

The principle issues are considered to be:

- Principle of the proposal
- Visual impact on the AONB landscape;
- Ecology;
- Neighbour amenity;
- Highways safety.

3. REPRESENTATIONS

Codford Parish Council**:** The Council's records show that the Parish Council responded four times by stating they had No Objections (08.01.24 & 24.01.24) and forwarded the following comment on 31.01.24:

Codford Parish Council would like to clarify that this application was on the agenda for discussion at the meeting on the 15th January, as the AONB/Protected Landscape Officer had yet to comment, PC was not aware of his grounds for objection when the decision was made. However, the site has long been used for rented storage and provides a valued, increasingly scarce, amenity as supporting comments attest.

Highways: No objections and comment:

Revised comments received on 01.02.2024
Following correspondence from local residents in respect to the approved means of access to the site, I have re-examined the planning history. The approval for the coach business gained consent under application 15/09456/FUL and was Varied under application 18/11919/VAR. These previous approvals granted two means of access to the site, one from New Road and one from Green Lane. Improvements to both of these access points were secured through Condition, notably Conditions 6 and 7 for both applications.

The two approved points of access mentioned above are not the access referred to in my below Consultation Response, which I now refer to as the Southern Green Lane access. The access referred to below does appear to be an historical access point to the site and evidence shows that it has existed as an access point for at least 15 years, albeit, not as an approved point of access for the development approved under 15/09456/FUL. The Southern Green Lane access appears to have been improved in recent years, with an improved surface and widened apron, but it does not appear as though visibility has been improved.

The retrospective self-storage units are located in the Southern part of the site, in close proximity to the Southern Green Lane access and its use would thus appear to be sensible to separate self-storage

vehicles from coaches and other associated vehicles. In terms of the use of the Southern Green Lane access, I would have no objection to its use in principle, assuming this is the applicant's intention, however, I would expect improvements to visibility and the access surface material. These aspects can be secured through condition. Therefore, I now recommend that the below Conditions are attached to any consent granted;

Within 6 months of the date of permission, visibility splays shall be provided at the Southern Green Lane access between the edge of the carriageway and a line extending from a point 2.4m metres back from the edge of the carriageway, measured along the centre line of the access, to the points on the edge of the carriageway 43 metres in both directions from the centre of the access in accordance with the approved plans. Such splays shall thereafter be permanently maintained free from obstruction to vision above a height of 600mm above the level of the adjacent carriageway.
Reason: In the interests of highway safety.

Within 6 months of the date of permission, the first 5m of the Southern Green Lane access, measured from the edge of the carriageway, shall be consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.
Reason: In the interests of highway safety

Notwithstanding the submitted details, the proposed development shall not be occupied until means/works have been implemented to avoid private water from entering the highway.
Reason: To ensure that the highway is not inundated with private water.

Original Comments Dated 11/01/2024:
I note the submission seeks retrospective consent for the siting of 22 shipping containers, which appears to be for use on a self-storage basis. I also understand that such a use has been ongoing within this commercial site for some time and that these containers effectively replace a previous building. The site has numerous points of access, with the primary access appearing to be the South-Eastern access near to the shipping containers. On the basis that the overall use of the site does not appear to be increasing significantly in highway terms, I recommend that no Highway objection is raised.

Cranborne Chase National Landscape (formerly AoNB) Officer: Objects to the application and comments:

This application has been brought to the attention of this National Landscape Partnership.

Our previous engagement with this site was to seek to achieve a business development of a quality that meets government policy in the NPPF and PPG for development in the sensitive environment of an AONB [now known as National Landscapes since 22 November 2023]. It seems progress has been a tad protracted and the quality buildings slow to materialise.

As you know, development within an AONB / NL should conserve and enhance the natural beauty of the particular area. The current site seems to need some attention to the details of previous approvals, and the unauthorised stationing of a significant number of shipping containers suggests a potential shift in the use of the site which may also need a further permission.

Nevertheless, the stationing of a significant number of shipping containers is not an act that conserves or enhances natural beauty. The assertion that the containers are single storey and in a neat line sitting low on the ground does not comply with the quality of development for AONB / NL set out in PPG.

There are no proposals to enhance biodiversity, either in line with national or local criteria [such as our Position Statement May 2022] and it appears the application fails on that matter.

Furthermore, s.245 of LU&R Act 2023 reinforced s.85 of CRoW Act 2000, applying to all 'relevant authorities' [including Councils and Councillors] so that when making any decision affecting land in an AONB they 'must seek to further the purpose of conserving and enhancing the natural beauty of the AONB'. As the stationing of shipping containers does not do that, the application fails. Whilst there might be case for a temporary permission to allow the applicant time to remove the shipping containers, this National Landscape Partnership recommends that should be limited to 1 June 2024 and that the site should be cleared.

Cranborne Chase National Landscape Partnership most strongly recommends the stationing of shipping containers on the site is refused.

Landscape Officer: No response.

Ecology Officer: No response

Neighbour/Third Party Comments: Forty nine emails of response received raising the following points:

-Objections & support received for the proposal.
-Site has historically been used for storage purposes, so is in a transition process.
-Useful storage facilities, business relies upon it. Support to and from local businesses.
-Support for application. Storage containers would tidy up 'eyesore' site.
-Traffic, highway and pedestrian safety considerations.
-Lessen visual impact by landscaping.
-Use of site not changed since previous owners.
-Village has lack of storage facilities, so is a valuable resource utilised by villagers.
-Covid responsible for delay in progression of site.
-Creation of employment facilities.
-New Road & Green Lane narrow in places for pedestrians. Used by school children, walkers horse riders. General highway safety concerns. Gren Lane not suitable.
-Site is in AoNB. Variety of wildlife observed by villagers.
-Visual blight & harm to the AoNB and countryside.
-Contrary to principles of and no regard for the AoNB & its Management Plan.
-AoNB's have highest status of land protection, which must be observed.
-Site is very exposed & a visual blight on the character of the local area.
-Derelict, rotten coaches with general detritus despoiling site-"Graveyard for derelict vehicles"
-Derelict condition of site compromising the well-being of the local villagers.
-Council urged to assess business activities and further development of site.
-Non compliance with 2016 and 2019 planning permissions.
-Degradation & loss of paddock area - No landscaping attempted over last 5 years- Breach
-Landscaping conditions for visual betterment of site not implemented-site an 'eyesore'
-Business use increased. Severe highway safety concerns.
-Visual detriment, rural location is an industrial estate, getting worse.
-Applicant & site well known in the village.
-Area adjacent to houses & social housing estate
-Proposed paddock area of approved landscaping scheme lost due to containers.
-Retrospective consent not to be given and whole site needs evaluation.
-Alarms sounding, nuisance to local residents.
-Waste management of site required.
-Storage units hidden from road, not visible.
-Applicant ignored previous permissions.
-Harmful impact on Ecology, neighbouring amenity & highway safety implications.
-Applicant not utilising New Road access but is relying on Green Lane.
-Neighbour notification process.
-Discussions with Parish Council, who are unaware of site's planning history?
-Unauthorised use of site taking place continuously i.e. 24/7
-Storage containers do not bring employment to the village.
-Development should respect planning laws, policy & regulations.

4. Relevant Planning History

There are a number of historical applications on the site:

- W/75/00053/HIS - Conversion of part of barn into waste food processing plant. Approved.
- W/89/01430/OUT - Industrial development (class B1 only). Approved.
- 01/06463/FUL – Industrial workshop building. Refused.
- 06/03763/EUD- Existing use for various storage uses, boat, cars, caravan, motor parts. Refused
- 15/09456/FUL - Replace the existing industrial units with a new vehicle repair workshop, a coach maintenance and parking, stables and business units – Approved.
- 18/11919/VAR Variation of condition 02 (approved plans) on 15/09456/FUL to extend the size of the coach depot and remove the stable block. Approved.

5. ASSESSMENT:

5.1 Site description and proposal

The site is located at Codford, an identified Large Village within the Wiltshire Core Strategy, but located outside of the limits of development. Within its past, the site contained buildings which were apparently used as commercial units. The topography of the site drops down in level across the site from west to east. There are existing mature hedgerows bounding the site, with a mix of post and wire fencing. The site lies within the Cranborne Chase National Landscape (Formerly an Area of Outstanding Natural Beauty (AoNB).

5.2 The 2015 planning proposal was originally for the replacement of the existing derelict units with a new vehicle repair workshop, coach maintenance and parking, stables and business units. The subsequent approved variation obtained permission to allow for amendments to the design to increase the size of the proposed coach maintenance workshop and therefore the necessity for the removal of the stable block, as the proposed extension would incorporate this area.

5.3 The current application and proposal seeks to regularise the retrospective siting of 22 large sized shipping storage containers, as sited on the southern aspect of the site, immediately adjacent to existing housing development at Church Acre.

5.4 They are located within the proposed green paddock area of the site, which is protected by conditions 10 and 11 of the 18/11919/VAR decision to be safeguarded as paddock land with landscaping, as confirmed by the two previous permissions. Their siting is such that the above mentioned planning permission, which is currently being implemented, would be found in breach of these conditions.

5.5 From the received third party comments it is apparent that the storage units are in use. Whilst silent on this particular aspect, it is noted from the submitted plans that the previously approved business units to the East aspect of the site have been omitted, with instead the proposed retention of the as existing green rectangular building. Therefore, the scheme also proposes the loss of the business units.

6. PRINCIPLE OF THE PROPOSAL

The principle of the proposed development is considered to be NOT acceptable, as discussed throughout the following report.

6.1 Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan unless material considerations indicate otherwise.

6.2 The following snippets taken from the submitted information serve to show the site proposals:

Fig.1 Location Plan (left) and the Council's plan of the immediate area (right)

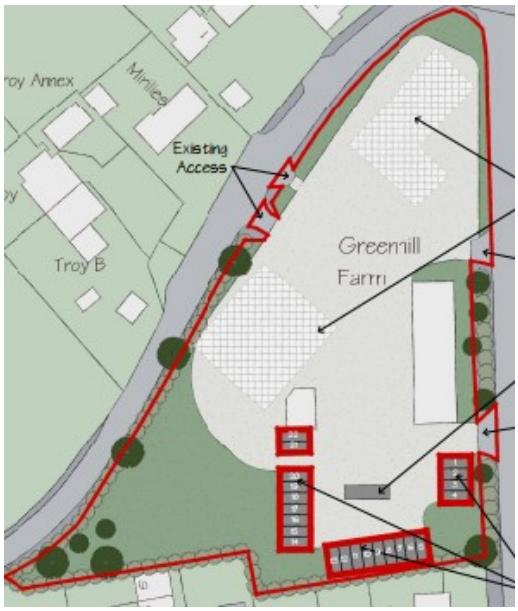


Application Location Plan



Snippet from Council Plans

Fig.2 Proposed/Existing Site plan (left) and approved landscaping scheme (right).



Proposed site plan



Site plan/Landscaping scheme as approved within 18/11919/VAR

7. Visual Impact on the character of the area including on the National Landscape.

7.1 The site is located within the Cranborne Chase National Landscape (formerly AoNB) and within the Wylye Chalk River Valley landscape character area. Concerns and objections have been raised by the Cranborne Chase National Landscape Officer over the proposed retention of the shipping containers on the site, such that they do not enhance or conserve the natural beauty of the National Landscape. Further mention is made of the fact that there are no proposals to enhance biodiversity, either in accordance with national or local criteria levels. The National Landscape Officer comments in part:

" … the stationing of a significant number of shipping containers is not an act that conserves or enhances natural beauty. The assertion that the containers are single storey and in a neat line sitting low on the ground does not comply with the quality of development for AONB / NL set out in PPG".

7.2 The scheme does not accord with the Cranborne Chase management plan known as The Cranborne Chase Partnership Plan 2019-2024. This document makes it clear and reinforces the need and requirement to protect the AoNB as this designation *"is one of the nation's finest landscapes. It is of high scenic quality that has statutory protection in order to conserve and enhance the natural beauty of its landscape".* The Plan highlights such landscape qualities as being its diversity, distinctiveness, remoteness, dark night skies and its overwhelmingly rural character. The latter quality being of particular relevance due to the site's remote location, with it being bounded by open countryside.

7.3 The NPPF states the importance of conserving and enhancing the natural environment and that great weight should be given to conserving landscape and scenic beauty in National Landscapes. This is reflected within the WCS (2015) core policy 51 relating to landscape, where development shall protect, conserve and where possible enhance protected landscapes.

7.4 The National Landscape officer maintains concerns at the proposed developments impact within this landscape, highlighting that the rows of metal shipping containers do not enhance or conserve the character of this land designation.

7.5 The original 2015 application was in support of the scheme, which aimed to tidy up the despoiled nature of the site, whereby the removal of dilapidated structures would result in beneficial effects to the landscape. In 2019 a variation application was approved to extend the size of the coach depot and to remove the stables from the scheme. The overarching principle of these two permissions is that the site would be cleared of the various dilapidated structures and enhanced with the as approved landscaping scheme incorporating an area of green paddock land to the south, as shown in the above approved landscaping snippet within Fig.2.

7.6 The present situation is that the site is being used as a coach storage yard, building works have commenced on one of the two buildings and whilst the historic aged structures have been removed, the site now contains a large number of stored abandoned coaches, some of which are derelict, along with other artefacts and detritus throughout the majority of the site. The site's appearance is that of neglect and mismanagement. The following photographs taken by the case officer from New Road serve to highlight such issues:

Fig.3 Site photographs taken from New Road.









7.7 The siting of the storage containers as shown in Fig.2 above encroaches onto the approved proposed green paddock area of the site, likewise the storage of the coaches on the north west perimeter of the site is also in contravention of the approved landscaping scheme and related conditions 10 and 11 of permission reference 18/11919/VAR.

7.8 It is noted that the provision of the storage containers is welcomed and supported by local people, however, due to their chosen location and for all of the reasons as discussed throughout, their presence at this location cannot be supported.

7.9 The harm to the National Landscape relates to elevated views into the site, which due to its despoiled nature, has a harmful impact on the character of the surrounding land designation. It is considered that the scale and numbers of the retained storage containers, serve to exacerbate their harmful impact within this sensitive landscape, to a detrimental effect.

7.10 The submitted retrospective planning application together with its covering documentation offers no justification or mitigation for the steel storage units, neither does it appear to recognise the importance of the National Landscape designation.

7.11 The storage containers by virtue of their functional, utilitarian and industrial appearance and functionality are visually harmful to the setting and character of the Cranborne Chase National Landscape.

8. Amenity

8.1 The nearest neighbouring properties to the storage containers are those to the immediate south of the site at Church Acre, with the containers being sited tight on the boundary with numbers 7, 8, 9 and 10.

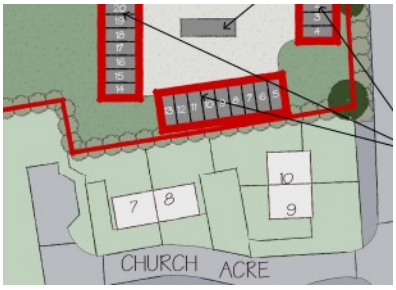
8.2 The policy aspect of amenity is covered by Core Policy 57 whereby subsection vii. of the policy relates to amenity matters:

vii. having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution (e.g. light intrusion, noise, smoke, fumes, effluent, waste or litter)

The photograph and plan shows the close siting of the containers to residential dwellings:

Fig.4 Photograph and snippet taken from application's site plan.





8.3 The application's details are sparse and the agent was contacted for clarification of details relating to the siting and use of the storage containers, such as the hours of availability and access and the level of their use. The wording of the said email was as follows:

"Dear Mr. Kemp,
I am the planning officer dealing with this planning application and I would be grateful if you would provide answers to the following questions as I've listed below:

1.In regard to the storage containers on site, please can you tell me what storage use they are being used for, are they for a commercial use by businesses, or are they used by private individuals?
2.Are the storage containers rented out and if so are they rented out on a weekly, monthly or annual basis? If they are not rented out, how are they utilised?

3.Are the containers presently being used for storage purposes?

4.Depending on the answer to question 3, what are or would be the access arrangements for clients intending to use the storage units, for example would it be 24/7 unlimited access or would access and use be limited to certain hours per day and certain days per week, if so, what would these be?

5.In regard to the large rectangular green coloured building as sited by Green Lane and shown on your plans, please can you tell me what is happening with it in terms of use and /or intended use. Is it being retained and if so what is its current use or intended use? I have taken a snippet of this building from your plans and highlighted it in yellow for identification purposes:



Many thanks for your assistance with this application and I would ask that you come back to me no later than by the end of next Monday the 05th February with your responses. I would also be grateful for an acknowledgement of this email in the current meantime.
Best regards".

A response was received on the 07 February from the agent informing the Council that the agent was awaiting a reply from his client to these questions. At this time of writing on the 08 February, no such response has been received.

8.4 Third party comments indicate that the containers' use is popular and that such storage is a mix of residential and commercial. If it is the case that their access and use is unlimited and unsupervised then there is the potential for harmful impact on neighbouring amenity especially at night time where artificial lighting would be used. This combined with the potential for the generation of noise by the metal doors opening and closing against the metal framework of the containers, together with the loading and unloading of the steel containers themselves at night time would impact on neighbours' amenity and would be contrary to CP57.

8.5 Third party comments state that the storage containers are not visible from the public realm. This may be the case when viewing the site from Green Lane, due to the dense hedgerow screening them, but when viewed from New Road, interspersed views are available in between the numerous parked coaches and other paraphernalia. In the event that this despoiled land were to be cleared, such views of the storage containers would be clear and uninterrupted.

9.0 Ecology.

9.1 The Ecology section of the Council were consulted with no response being received.

10. Landscape.

10.1 The Landscape section of the Council were consulted with no response being received. However, the Cranborne Chase National Landscape Officer has objected, as recorded in section 7 above, and the National Landscape issues have been addressed.

11. Highways

11.1 It is noted that many of the neighbour comments related to highway matters, such as the use of the entrances to the site and the pedestrian use of Green Lane. The Highways Officer has been consulted on this matter, who offered comments as recorded above in the representation section of this report. The officer has noted such neighbour comments and has raised no objections subject to conditions.

12. Other Matters.

12.1 The despoiled nature of the site is noted with the site having the open appearance of abandoned derelict vehicles', piles of rubble and other detritus. Whilst the condition of the land is not the subject matter for the application, the Council's Planning Enforcement Section have been notified of this matter.

12.2 The application offers limited information in regard to the use of the storage containers in that we do not know whether their use is primarily commercial or residential. Such relevant questions were asked of the agent, but as recorded above, no response was received. The received third party neighbour comments indicate that they are used by local people for both residential and commercial storage.

12.3 It is also noted that the previously approved business units within the 2015 permission have been omitted from the plans, with no such mention or details being made available within the application. This was also highlighted to the agent within the aforementioned email. A large and aged single storey rectangular building is sited at this location and we have not been informed of its current purpose or function.

12.4 The neighbour comments indicate this site will generate much needed jobs for the village, which is understood. However, this may be the case in regard to the coach business, but with the loss of the approved business units, and the storage containers not creating any jobs, the village would not benefit in this regard. In essence, the storage containers are simply convenient storage facilities.

13. Conclusion

13.1 It is appraised that the proposed development would have a detrimental impact on the character and setting of the Cranborne Chase National Landscape and also on the amenity of the immediately adjacent neighbouring residential properties at Church Acre. The proposal is also at odds with the previously approved landscaping scheme as approved within planning permission reference 18/11919/VAR and related conditions 10 and 11. The proposed development fails to comply with the requirements of policies CP51 and CP57 of the Wiltshire Core Strategy, the paragraphs 180 and 182 of the NPPF and the principles of the Cranborne Chase Partnership Plan. The application is therefore recommended for refusal for the following reason/s.

RECOMMENDATION: Refuse for the following reasons.

APPENDIX B

Application Ref: 2023/10440 Retrospective siting of 22 shipping containers at Codford, Wiltshire.

This application has been brought to the attention of this National Landscape Partnership.

Our previous engagement with this site was to seek to achieve a business development of a quality that meets government policy in the NPPF and PPG for development in the sensitive environment of an AONB [now known as National Landscapes since 22 November 2023]. It seems progress has been a tad protracted and the quality buildings slow to materialise.

As you know, development within an AONB / NL should conserve and enhance the natural beauty of the particular area. The current site seems to need some attention to the details of previous approvals, and the unauthorised stationing of a significant number of shipping containers suggests a potential shift in the use of the site which may also need a further permission.

Nevertheless, the stationing of a significant number of shipping containers is not an act that conserves or enhances natural beauty. The assertion that the containers are single storey and in a neat line sitting low on the ground does not comply with the quality of development for AONB / NL set out in PPG.

There are no proposals to enhance biodiversity, either in line with national or local criteria [such as our Position Statement May 2022] and it appears the application fails on that matter.

Furthermore, s.245 of LU&R Act 2023 reinforced s.85 of CRoW Act 2000, applying to all 'relevant authorities' [including Councils and Councillors] so that when making any decision affecting land in an AONB they 'must seek to further the purpose of conserving and enhancing the natural beauty of the AONB'. As the stationing of shipping containers does not do that, the application fails. Whilst there might be case for a temporary permission to allow the applicant time to remove the shipping containers, this National Landscape Partnership recommends that should be limited to 1 June 2024 and that the site should be cleared.

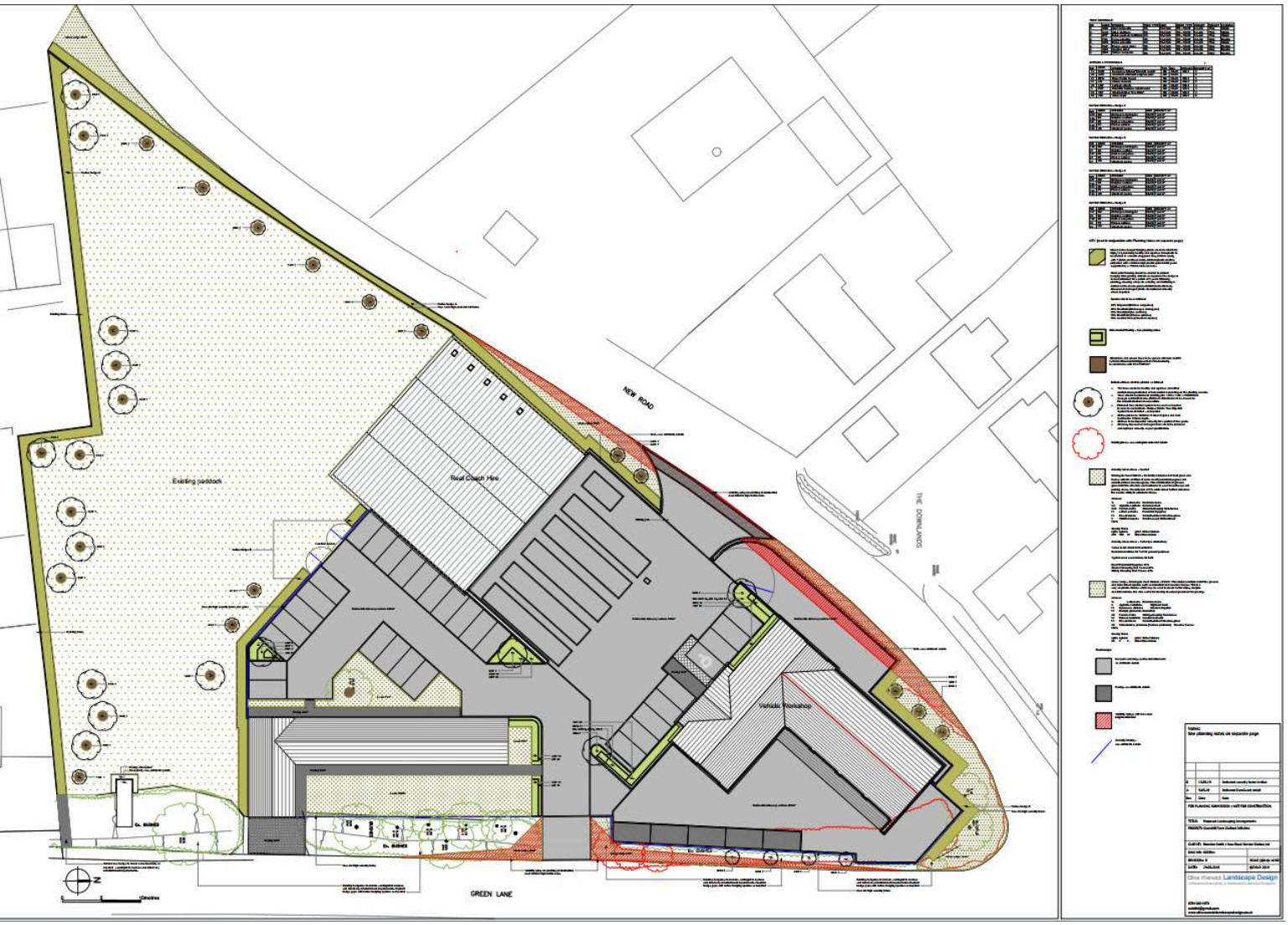
Cranborne Chase National Landscape Partnership most strongly recommends the stationing of shipping containers on the site is refused.

Regards Richard.

Richard Burden BSc DipCons MSc MCMI(rtd) MCIPD FLI PPLI Chartered Landscape Architect
Principal Landscape & Planning Officer (part-time, Mon-Wed)

Cranborne Chase National Landscape
an area of outstanding natural beauty
Cranborne Chase NL Office, Rushmore Farm, Tinkley Bottom, Tollard Royal, Wiltshire, SP5 5QA
Tel: 01725 517417

APPENDIX C


NEW ROAD
Existing paddock
Real Coach Hire
THE DOWNLANDS
Vehicle Workshop
GREEN LANE
N

Suggested Planning Conditions **APPENDIX D**

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

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

AK_162_01 Site & location Plan, AK_162_02 Storage Container Details received on 15.12.2023

REASON: For the avoidance of doubt and in the interests of proper planning.

3. The storage containers shall be of a dark green colour.

REASON: In the interests of the visual amenities of the area and the surrounding National Landscape.