

<b>LOCATION:</b>	Runnymede Motor Company, Pace Windlesham South, London Road, Windlesham, Surrey, GU20 6PJ,
<b>PROPOSAL:</b>	Enlargement of car sales area and installation of three canopies and a front security gate.
<b>TYPE:</b>	Full Planning Application
<b>APPLICANT:</b>	Runneymede Motor Company
<b>OFFICER:</b>	Miss Patricia Terceiro

**This application would normally be determined under the Council's Scheme of Delegation. However, it is being reported to the Planning Applications Committee at the request of Cllr Valerie White, due to concerns in respect of noise and privacy.**

**RECOMMENDATION: Grant, subject to conditions**

**1.0 SUMMARY**

- 1.1 Pace Windlesham South is an established car sales business located south of the A30, within the settlement area of Windlesham. This proposal seeks to extend the area used for vehicle parking, as well as installing a canopy in the rear area of the site to provide protection for the cars on display and erecting a security gate. The application site is accessed through a petrol station and, as such, has limited presence within the streetscene.
- 1.2 The proposal would support the needs a local business, subject to no adverse impact on the character of the area, residential amenities of the adjacent neighbours and highway safety. As discussed throughout the report, the proposal is recommended for approval, subject to planning conditions.

**2.0 SITE DESCRIPTION**

- 2.1 The application site lies to the south of London Road, in the settlement area of Windlesham. It consists of a car sales showroom at rear of the Esso Petrol station. There is an L shaped building located in the south east corner and currently there is space for 24 no cars to be parked on site. The land slopes down from the road towards the rear and the site is bounded by residential dwellings to the east, north and south. A row of mature of mature trees covered by TPO 1/76 follows the south western boundary site, but they are located in the rear gardens of the Bosman Road properties.

**3.0 RELEVANT HISTORY**

- 3.1 99/0956 Redevelopment of garage forecourt to provide three petrol pumps and the erection of three single storey buildings to provide sales area; car showroom and valeting facilities and car wash, together with associated car parking and landscaping. Approved, 1999. Implemented.
- 3.2 01/0223 Erection of a detached building to be used as a car showroom. Approved, 2001. Implemented.
- 3.3 01/0683 Installation of 7 floodlights. Refused, 2002.

## 4.0 THE PROPOSAL

- 4.1 Full planning permission is sought for the enlargement of car sales area and installation of three canopies and a front security gate.
- 4.2 This application is to enlarge the existing car forecourt, up to the site boundary, towards the south west of the site which will allow parking for 10 additional vehicles. This area would be laid to permeable materials to match the existing. The 3 no canopies would be installed near the site's rear elevation and measure 5m in depth, 24m in width and 3.1m in maximum height. They would consist of galvanised steel support posts and horizontal side/inclined brace members with fabric covers in light blue, dark blue and red. These colours reflect the Runnymede Car Company's logo. The black wrought iron security gate would be located at the front of the site and measure 1m in height and 5.2m in width.
- 4.3 The proposed development would support the expansion of a local business. The Design and Access Statement submitted in support of this application advises that the canopies provide covering for the luxury vehicles which are constantly covered with debris from the tree leaves and bird droppings. The front black wrought iron gate would provide added security to the motor company which sells expensive, luxury vehicles to the general public.

## 5.0 CONSULTATION RESPONSES

- 5.1 Surrey County Highway Authority No objections
- 5.2 Windlesham Parish Council Objects to the proposal for the following reasons:
- The application is retrospective [*Officer comment: the application form states that the development has not yet commenced. Following a site visit, there was no evidence to show otherwise*];
  - Trees have been removed from the site without consent;
  - The proposal would be detrimental to the properties bordering the site.
- 5.3 Environmental Health No objections
- 5.4 Tree Officer No objections

## 6.0 REPRESENTATION

- 6.1 At the time of preparation of this report 6 no representations have been received which raise the following issues:
- The proposed colourful plastic canopies would not be appropriate for the semi-rural, village setting of Windlesham and would significantly negatively affect the outlook of the enamouring properties;
  - Trees and vegetation have been removed from site;
  - The proposal would cause loss of privacy and noise to adjacent neighbours;
  - Light pollution from the existing LED lights on site, as the trees and shrubs on the site's boundaries have been removed;
  - The proposal to park additional cars on site would reduce air quality;

- Matters related to access should Southern Electric need to undertake works on site [*Officer comment: this falls outside the remit of planning and therefore is not a consideration*];
- Matters related to security cameras [*Officer comment: these are not included as a part of the proposal*];
- Matters related to garden outlook [*Officer comment: there is no right to a private view in planning*].

## **7.0 PLANNING CONSIDERATION**

7.1 The application site is located in a predominantly residential area within a defined settlement, as set out in the Proposals Map of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP). In this case, consideration is given to Policies DM9 and DM11 of the CSDMP.

7.2 The main issues to be considered within this application are:

- Impact on character and appearance of the surrounding area
- Residential amenity
- Transport and highways considerations

### **7.3 Impact on character of area, including trees**

7.3.1 Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document (CSDMP) 2012 promotes high quality design. Development should respect and enhance the character of the local environment and be appropriate in scale, materials, massing, bulk and density. This Policy further says that development should be designed to protect trees and other vegetation worthy of retention and provide high quality hard and soft landscaping where appropriate.

7.3.2 The proposed canopies would be coloured light blue, dark blue and red. They would sit at about 50m from the highway verge and, given their modest height and open nature, it is not considered they would appear incongruous in the streetscene. The proposed canopies would reflect the use of the site and would be considered in keeping with the nature of the car sales business.

7.3.3 The application site is accessed off the A30 through the existing petrol station. The proposed gates would retain a separation distance of some 38m from the highway verge, be modest in size and open in nature. As such, it is not considered that this element of the proposal would appear out of keeping with the character of the area.

7.3.4 The proposal would extend the car sales area to accommodate an additional 10 parking spaces on site. The use of the site is well established and, as such, it is not considered that parking these additional vehicles on site would detract from its character or from the road.

7.3.5 The applicant has submitted a tree report in support of their application. The proposal would result in the loss of a strip of vegetation that abuts the site's boundaries with nos 55 to 60 Bosman Drive. This vegetation is part of the landscape scheme approved under application 99/0956 with condition 3 of that planning application requiring the landscape to remain in place for a period of 5 years. Planning permission 01/0223 had a similar condition. As such, there is no requirement to retain this vegetation in perpetuity nor is it covered by any Tree Preservation Order. The applicant has confirmed that no vegetation has been removed from the site and although written representations have been received stating otherwise, it remains that the applicant is well within their own rights of removing this vegetation.

Following an Officer site visit, it was noted that vegetation on the site's boundaries remains in place and this appears broadly consistent with the details contained in the tree report. This aside, it remains the whole strip of vegetation would have to be removed to accommodate the extended car parking area.

- 7.3.6 The Tree Officer has been consulted on the proposal and raises no objection, subject to the planning condition attached to this recommendation. The vegetation that would be removed to accommodate the proposal consists of a laurel hedge and, given its distance to the public highway, it is not considered that losing this strip of vegetation would be detrimental to the streetscene.
- 7.3.7 As such, the proposal would not adversely affect the character and appearance of the surrounding area and would be in accordance with Policies CP2 and DM9 of the CSDMP, the RDG and the WNP.

#### **7.4 Impact on residential amenity**

- 7.4.1 Policy DM9 of the CSDMP 2012 states that development should respect the amenities of the adjoining properties and uses.
- 7.4.2 The proposed canopies would be located next to the common boundary with Cedar Cottage to the South and retain a separation distance of about 3.1m to no 60 Bosman Drive rear boundary. Given their modest single storey height and open nature it is not considered this element of the proposal would be detrimental to the residential amenities currently enjoyed by these residents.
- 7.4.3 The proposed gates would be located well within the application site and, in light of their open nature and modest size, it is not considered the gates would erode the residential amenities currently enjoyed by the adjacent neighbours.
- 7.4.4 The proposal would result in cars parked adjacent to the rear boundaries of nos 60, 62, 64 and 55 Bosman Drive and Cedar Cottage, Snows Paddock. The cars would be screened from these neighbours by their boundaries and, as such, it is not considered that parking cars closer to these properties would result in overbearing, overshadowing or overlooking impacts.
- 7.4.5 The proposal would not comprise car washing or valeting facilities and it is noted that these are restricted to take place inside the car sales building, in line with condition 5 of planning permission 01/0223. For completeness, a similar condition has been imposed to this recommendation, in the interests of minimising noise and disturbance to the nearest neighbours. Likewise, planning conditions restricting car repair activities on site and deliveries were added to this recommendation, in order to protect the adjacent neighbours from undue noise and disturbance. This current application does not comprise any floodlights and the installation of these would require planning permission in its own right. The impact of these would therefore be assessed in the event of such an application being forthcoming.
- 7.4.6 It is noted that the new car spaces would be next to the rear boundaries of nos 60, 62, 64 and 55 Bosman Drive and Cedar Cottage, with these properties' rear gardens in between. The separation distances to the rear walls of these properties would range between approximately 10m to 19m. Given these separation distances and that the application site has an authorised use to operate as a car sales business, it is not considered that parking additional 10 cars on site would result in undue noise and disturbance over and above the current levels. The Environmental Health Service has been consulted on this application and raised no objections to the proposal.
- 7.4.7 As such, the proposal would not be considered to affect the residential amenities of the neighbouring properties and would be in accordance with Policy DM9 of the CSDMP and the RDG.

## **7.5 Parking and access**

- 7.5.1 Policy DM11 states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be supported by the Council, unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented.
- 7.5.2 The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements.
- 7.5.3 The proposal is therefore in line with Policy DM11 of the CSDMP.

## **8.0 POSITIVE/PROACTIVE WORKING**

- 8.1 In assessing this application, officers have worked with the applicant in a positive, creative and proactive manner consistent with the requirements of paragraphs 38-41 of the NPPF. This included 1 or more of the following:-
- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
  - b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.
  - c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
  - d) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

## **9.0 CONCLUSION**

- 9.1 In conclusion, the proposal would support a local business and is considered it would not result in an adverse impact on the character and appearance of the surrounding area, nor on the residential amenities or highways. Therefore, the proposal would comply with Policies DM9 and DM11 of the CSDMP and is recommended for conditional approval.

## **10.0 RECOMMENDATION**

GRANT subject to the following conditions:

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

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. The proposed development shall be built in accordance with the following approved plans, unless the prior written approval has been obtained from the Local Planning Authority.

- Drawing no RMC/PLAN/002 - proposed ground floor plan, received 23 October 2020
- Drawing no RMC/PLAN/004 - existing and proposed ground floor plan and elevations of security gate, received 23 October 2020
- Drawing no RMC/PLAN/005 - proposed block plan, received 23 October 2020
- Drawing no RMC/PLAN/003 - proposed canopies ground floor plan and elevations, received 23 October 2020

Reason: For the avoidance of doubt and in the interest of proper planning and as advised in ID.17a of the Planning Practice Guidance.

3. The building works, hereby approved, shall be constructed in external fascia materials as described on drawings no RMC/PLAN/003, RMC/PLAN/004 and RMC/PLAN/002, all received 23 October 2020.

Reason: In the interests of the visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

4. No development shall commence until a site-specific construction method statement has been submitted to and approved in writing by the Local Planning Authority. This should include a method statement for hand dug excavation within the Root Protection Area of the protected trees, details of the foundation design and pit lining. The works shall be carried out in accordance with the approved submitted details unless otherwise agreed by the Local Planning Authority.

Reason: to avoid damage to the roots of retained trees on site and to ensure that retained landscaping is not damaged or destroyed during construction, in line with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

5. No valeting or car washing of cars for sale shall take place outside the car sales building.

Reason: In the interests of residential amenities to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

6. No car repairs or servicing shall take place within the application site without prior written consent of the Local Planning Authority.

Reason: In the interests of residential amenities and highway safety to accord with Policies DM9 and DM 11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

7. No deliveries of any sort shall take place between the hours of 10pm and 7am.  
Reason: In the interests of residential amenities to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

8. The cars on site shall only be moved between the hours of 7am to 7pm.

Reason: In the interests of residential amenities to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

## **Informative(s)**

1. This Decision Notice is a legal document and therefore should be kept in a safe place as it may be required if or when selling your home. A replacement copy can be obtained, however, there is a charge for this service.
2. The applicant is advised that this permission is only pursuant to the Town and Country Planning Act 1990 and is advised to contact Building Control with regard to the necessary consents applicable under the Building Regulations and the effects of legislation under the Building Act 1984.
3. The decision has been taken in compliance with paragraphs 38-41 of the NPPF to work with the applicant in a positive and proactive manner. Please see the Officer's Report for further details.