

Development Management
South Glos Council
Det of Environment and Community Services
PO Box 299
Bristol
BS37 0DR

Our ref: PR002364
Date: 11th March 2024

Sent via e-mail

Dear Sir/Madam,

Town and Country Planning Act 1990

Frampton Garage, 6 The Causeway, Coalpit Heath, Bristol BS36 2PD

Erection of a building (retrospective) to be used as a store, for pre-MOT inspection and vehicle diagnostics.

I write on behalf of my client, Mr Paul Endicott of Frampton Garage Ltd, to apply for the retention of an existing building to be used in association with Frampton Garage for the above use.

The application is supported by the following plans and documents:

- Application forms and certificates;
- Site plan;
- Site Location Plan;
- Noise report.

Site description and planning history

This application relates to an existing building which exists as part of a car repair and servicing garage complex in the village of Frampton Cotterell. The main garage and workshop for the garage is located at Lower Stone Close, with a yard and workshop located on The Causeway.

This application concerns the yard and building located on The Causeway.

The planning history of this site includes various applications and approvals, such as the change of use of land to a car park, retention of customer car park, erection of a single-storey building for store and staff facilities, and demolition and erection of dwellings. There have been investigations by the Council and complaints related to the site, including concerns about noise

and pollution. An enforcement notice was issued due to a breach of planning control. This notice was the subject to an unsuccessful appeal.

Planning permission PT18/00075/F granted consent for:

“Erection of a single storey building to form store and staff facilities (Class B2) (amendment to previously approved scheme PT17/0851/F) (retrospective) as defined in Town and Country Planning (Use Classes) Order 1987 (as amended).”

This planning permission was approved with conditions on 29th March 2018. The building approved was in a similar location to the one subject to the notice and was restricted to be used for ancillary storage and staff facilities, specifying no repairs of vehicles within the building (condition 1).

Planning application P20/15092/F sought to use the building as a workshop which allowed a wider range of uses including vehicle repair.

The Local Planning Authority refused this planning application, on the grounds:

- i. that the single storey lean-to extension was harmful in appearance.
- ii. the unconditional use of the building as a workshop for the associated garage causes unacceptable impacts on the residential amenity of neighbouring properties in terms of noise and pollution; and
- iii. the use of the building as additional workstation space, rather than the ancillary storage originally approved, could result in increased business operations and the need for more staff.

An appeal against a subsequent Enforcement Notice was dismissed. The Inspector determined:

1. The extensions to the building have caused harm to the character and appearance of the surrounding area. They are seen as alien features and do not integrate well with the existing buildings in terms of materials and design.
2. The workshop use has resulted in an adverse impact on the living conditions of occupiers of adjoining residential properties due to increased noise and disturbance. Mitigation measures recommended by the appellant's noise assessment are not enforceable and would not adequately address the issue.
3. The workshop use has led to a significant increase in on-street vehicle parking, which has had an unacceptable adverse effect on highway safety. The existing parking spaces are insufficient to accommodate the additional vehicles visiting the site for maintenance or repair.

The Application Proposal

This application seeks to retain the workshop building so that it can be used for the storage and inspection of vehicles for pre-MOT checks and diagnostics. There would be no repairs or fitting of replacement parts to any vehicles, and the only equipment would be diagnostics machines for fault finding (e.g. ABS light, airbag light, tyres).

There would be 3 bays for pre-MOT checks and diagnostics. The space in front of the service doors can be utilised for additional parking, and for the manoeuvring of vehicles in and out of the spaces.

We consider that the restrictions on the use as above are identifiable and enforceable.

Proposed Mitigation

The main reason for the refusal of the previous planning application and the dismissal of the appeal was that the proposal would have a harmful effect on the amenities of local residents due to noise and disturbance.

The recommended mitigation measures for noise and disturbance are as previously suggested in the attached noise report and include:

- i) Installation of acoustic absorption materials within the building.
- ii) Roller shutter doors kept closed whilst assessing vehicles.
- iii) Radio: volume of radio kept to considerate levels; radio located so that the speaker facings away from the bay openings.

In addition, it is now suggested that the following planning conditions be implemented to provide further mitigation:

- iv) Prior to the use hereby approved commencing, a Noise Mitigation Management Plan (NMMP) shall be submitted to and approved in writing by the Local Planning Authority. The use shall only be operated in accordance with the approved NMMP.
- v) The use of the building hereby permitted shall be restricted to for use for pre-MOT checks, tracking and wheel alignment, vehicle diagnostics, vehicle safety checks, valeting. The building shall not be used for vehicle body work and general vehicle motor repairs, servicing or MOT testing without the prior approval of the Local Planning Authority.
- vi) No work other than office work shall be carried out before 08:00 hours on weekdays and 08:00 hours on Saturdays nor after 18:00hours on weekdays and 13:00hours on Saturdays (nor at any time on Sundays or Bank Holidays)
- vii) No part of the forecourt area or entranceway shall be used for any use other than the parking / turning of vehicles and the storage of vehicle and equipment.
- viii) The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the pre-existing background level as determined by BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason: To safeguard the amenity of nearby premises and the area generally.

MOT testing and consequential service and repair inevitably includes activities which include power tools would take place in the workshops located off The Causeway.

With the implementation of the advised mitigation measures and conditions above, we consider that noise emissions will be sufficiently reduced such that they will not result in an adverse noise impact. The proposal is therefore compliant with LP policies PSP8 and PSP21.

Parking Impacts

The proposed working restrictions identified above, will have an impact on the use of the property, i.e. the amount of vehicles kept at the site for repairs will be lower which will prevent

the need to park vehicles on nearby streets. There will be an implied improvement to the amenity of residents through restricted working practises in the building. The proposal is therefore compliant with LP policies CS8 and PSP11.

Visual Impacts

The previous appeal accepted that the building was appropriate in terms of its siting, form, scale, and external materials because the building successfully integrates with the pattern of local context. This application does not include the retention of timber clad single storey extensions which were considered visually harmful by the Local Planning Authority and the 2022 Appeal Inspector. The proposal is therefore compliant with LP policies CS13 and PSP1.

Summary

This proposal presents pragmatic solutions to address the concerns identified by the Planning Inspector and the Local Planning Authority which will ensure that the proposal can balance the need to support a small business and local employer as well as safeguarding the residential amenity of the locality.

For these reasons it is hoped that the Council can apply the appropriate conditions and support the proposal.

Yours faithfully,

Stokes Morgan Planning Ltd