

Application No: 17/00021/FULL Full Application

Site: Marico House, Brook Hill, Bramshaw, SO43 7JB

Proposal: Continued use of land as B1 office; Single storey extension to existing office building

Applicant: Mr J Riding, Marico Marine Ltd

Case Officer: Clare Ings

Parish: BRAMSHAW

1. REASON FOR COMMITTEE CONSIDERATION

Contrary to Parish Council view

2. DEVELOPMENT PLAN DESIGNATION

Conservation Area

3. PRINCIPAL DEVELOPMENT PLAN POLICIES

DP1 General Development Principles
DP6 Design Principles
DP17 Extensions to Non Residential Buildings and Uses
CP14 Business and Employment Development
CP15 Existing Employment Sites

4. SUPPLEMENTARY PLANNING GUIDANCE

Not applicable

5. NATIONAL PLANNING POLICY FRAMEWORK

Sec 3 - Supporting a prosperous rural economy
Sec 10 - Climate Change, Flooding and Coastal Change
Sec 11 - Conserving and enhancing the natural environment

6. MEMBER COMMENTS

None received

7. PARISH COUNCIL COMMENTS

Bramshaw Parish Council: Recommend permission.
• proposed extension is unobtrusive and in keeping with the existing building

- permission will allow the business to continue in Bramshaw - important for local trade and employment
- small intrusion into agricultural land in same ownership is insignificant
- increased ridge height is not significant nor would privacy be affected
- would achieve permanent removal of portacabin

8. CONSULTEES

No consultations required

9. REPRESENTATIONS

- 9.1 One representation received with the following comments:
- no objection to principle of extension nor proposed footprint
 - concerned over the proposed height, ridge is shown to be as high as existing building
 - would prefer not to see any windows in the side elevation
 - would like to see temporary structure removed from site

10. RELEVANT HISTORY

- 10.1 Extension; addition of link; external alterations (10/95642) granted permission on 23 November 2010
- 10.2 Extension; addition of link; external alterations (10/95033) granted permission on 16 June 2010
- 10.3 Refurbish and extend stable block to form office; parking; access (04/80757) granted permission on 19 July 2004
- 10.4 Use of buildings for Class B1 (Business) (NFDC/97/06947) refused on 30 April 1997. Subsequent appeal allowed on 21 April 1998

11. ASSESSMENT

- 11.1 The application site lies to the west of the B3079 between Brook and Bramshaw in an area of open countryside, and opposite the golf course. It comprises an office with ancillary storage (previously a barn and stables now linked). The building is single storey, brick built under a tiled roof, with extensive glazing. An area for parking lies to the front and side of the site. To the rear of the building is a portacabin sited on ground which has been levelled and surrounded with a low retaining grass bund. A post and rail fence separates the office use from the adjoining paddock which is in the same ownership, although it should be noted that the portacabin and level ground has encroached into this paddock. The boundary with the B3079 is formed by a wooden fence with planting becoming established. The site lies within the Forest Central (North) Conservation Area character area F.

- 11.2 The proposal is to replace the portacabin (which does not have planning permission) with a single storey extension to provide additional office space. It would be L-shaped with the ridge to match the higher ridge of the existing building. Materials would match the existing building. The proposed floorspace would add a further 72m² to the existing 100m² of office floorspace. The building is occupied by Marico Marine Ltd, a successful marine specialist, high technology company (developing software to manage ship movement risk and vehicle tracking systems), and the additional floorspace is proposed for simulator/office accommodation; there would not be any increase in staff.
- 11.3 The key considerations are the compliance with policy, the scale and design of the proposal, and its impact on the wider street scene, character and appearance of the conservation area and neighbouring properties. With regard to the impact on the nearest neighbour, it is not considered that there would be any overlooking given the distances involved (some 50m from the side elevation of Burnside Farm).
- 11.4 The policies relevant to the principle of the proposal are CP14 and DP17, both of which support the limited extension of small businesses outside the defined villages where they would help the well-being of the local community and would not materially change the level of activity on the site. In addition, policy DP17 requires that any development should be contained within the existing site boundary.
- 11.5 Enabling the extension be built would rely on an existing and further encroachment into the paddock to the rear, outside the existing site curtilage (previously indicated on earlier applications as close to the rear elevation of the existing building), and therefore would be contrary to policy DP17. The portacabin already encroaches on this land, and the use of the land is not considered would be immune from Enforcement having taken place about 6 years ago.
- 11.6 The size of the extension would be large when compared with the existing building and would represent an almost 70% increase in floorspace. Whilst there is no numeric restriction set out in policy DP17, this increase is not considered to be sufficiently small scale to meet the criteria of the policy. This is particularly so as the immediate surroundings are very rural, with only sporadic development, and a significant extension on an existing modest building would have a noticeable and adverse impact. The application was the subject of a pre-application enquiry in which it was stated that a smaller extension, more akin to the size of the portacabin (about 30m²), would be appropriate. This would also avoid the need for a significant encroachment into the paddock.
- 11.7 Character area F of the Forest Central North Conservation Area is defined as having a dispersed linear manner along the main road

with buildings generally fronting the road behind the wide verges. The extension and use of the land into the adjoining paddock would be seen in views from the B3079, especially when travelling north, and would be seen as a significant incursion into the paddock land to the rear, creating development in depth. As such this would have a detrimental impact on the wider rural landscape, and the character and appearance of the conservation area.

11.8 Given the nature of the existing business (marine specialist), its presence within the National Park is not essential as it would not be seen to contribute to the land-based economy, and would not form part of any farm diversification scheme. For this reason, it would also be contrary to policy CP17.

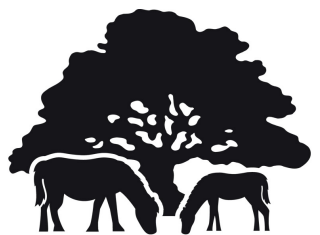
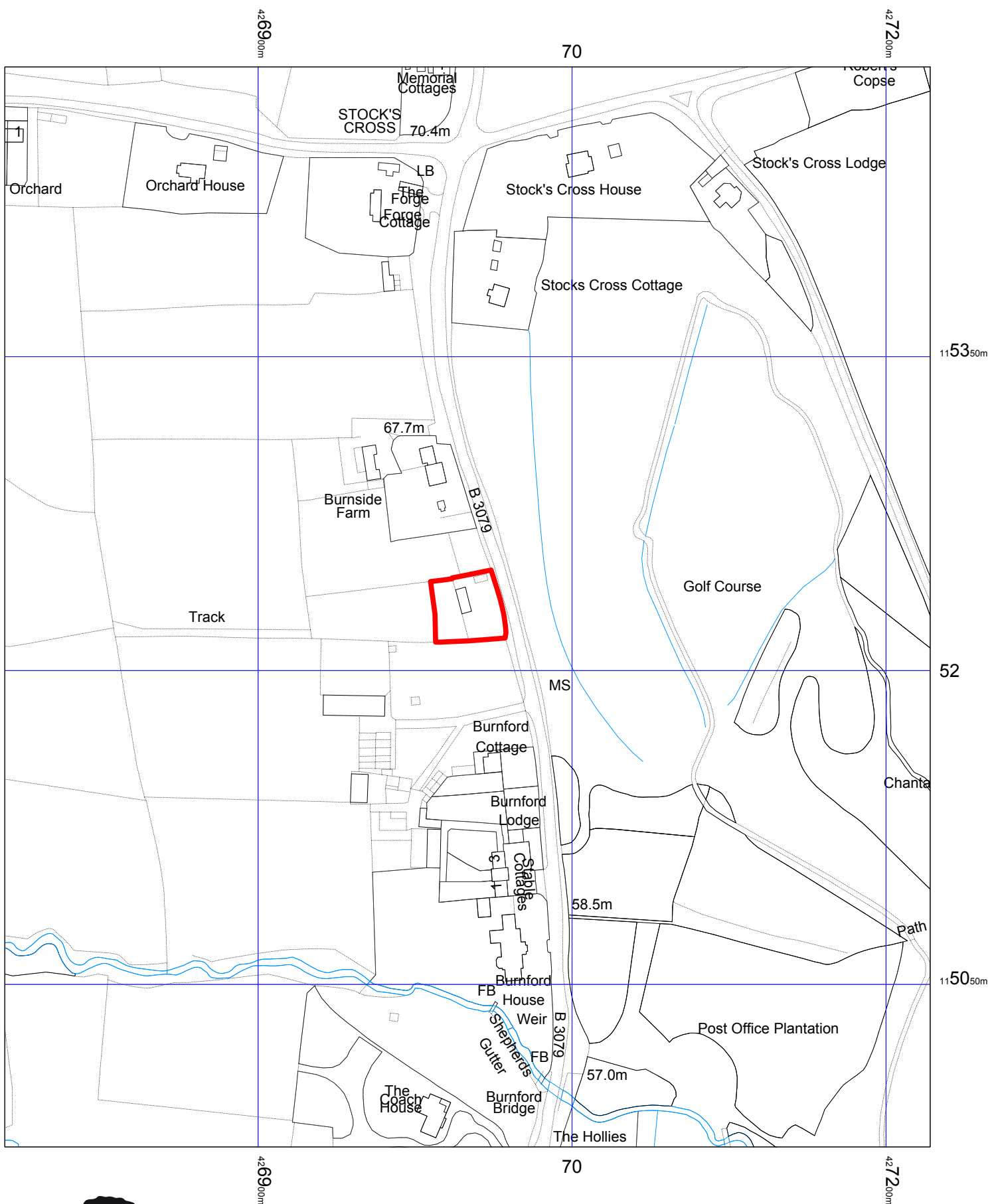
11.9 Due to the scale of the development, and its further encroachment in to the paddock, both of which would have an adverse impact on the wider landscape and the character and appearance of the conservation area, the application is recommended for refusal.

12. RECOMMENDATION

Refuse

Reason(s)

1 The proposed development, by virtue of its scale and massing, would have a detrimental visual impact in the wider landscape and on the character and appearance of the conservation area which would be exacerbated by the extension and therefore continuing B1 use encroaching into the undeveloped paddock to the rear. The development would therefore be contrary to policies DP1, DP17 and CP14 of the New Forest National Park Core Strategy and development Management Policies DPD (2010).



NEW FOREST
NATIONAL PARK

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