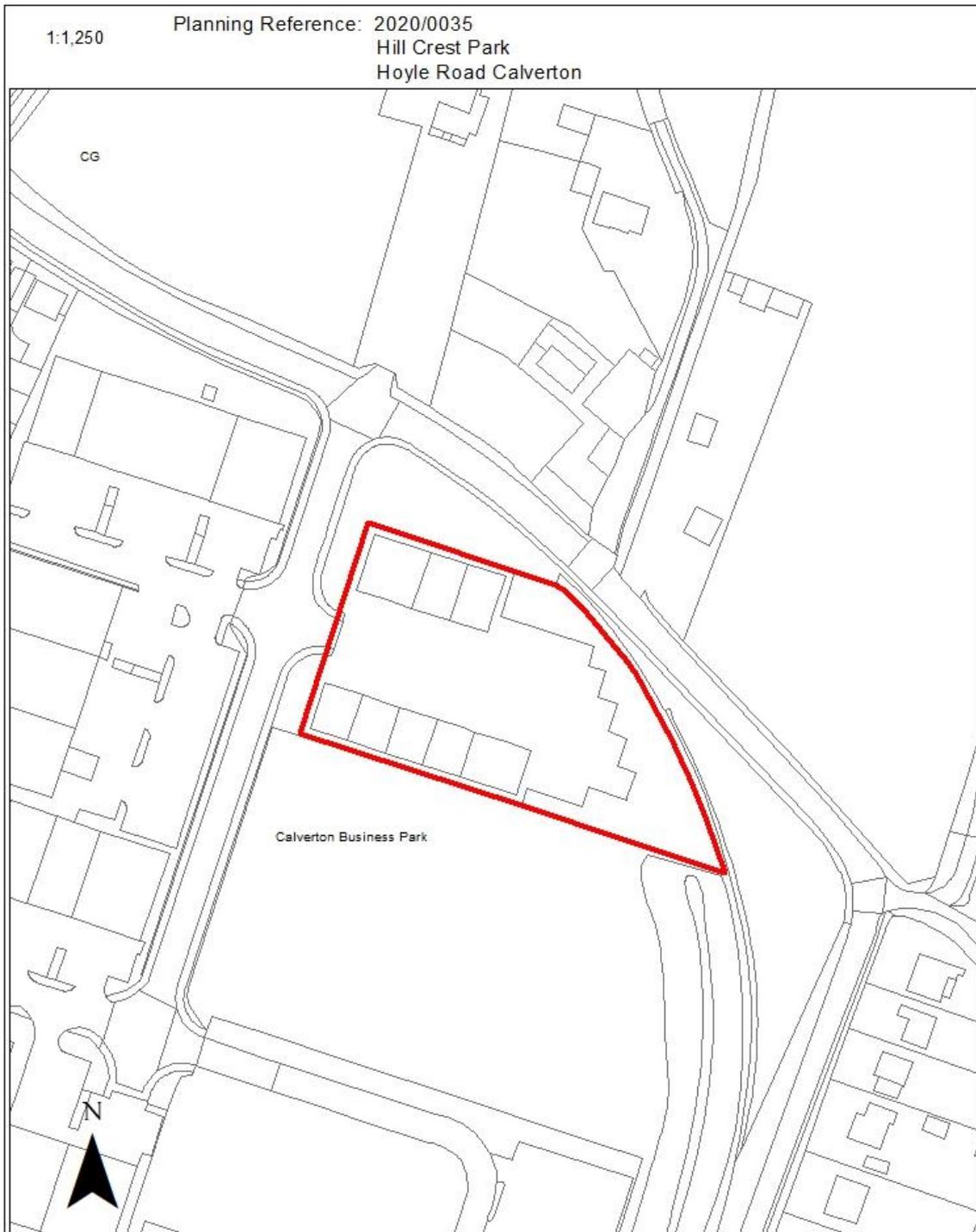




## Planning Report for 2020/0035



NOTE This map is provided only for purposes of site location and should not be read as an up to date representation of the area around the site.  
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## Report to Planning Committee

<b>Application Number:</b>	<b>2020/0035</b>
<b>Location:</b>	<b>Hill Crest Park Hoyle Road Calverton</b>
<b>Proposal:</b>	<b>Construction of additional 4 no light industrial general industrial (B1/B2) units to the existing units</b>
<b>Applicant:</b>	<b>Gedling Borough Council</b>
<b>Agent:</b>	
<b>Case Officer:</b>	<b>Nigel Bryan</b>

**This applicant and landowner is Gedling Borough Council and, therefore in accordance with the Councils Constitution, this application has been referred to Planning Committee.**

### **1.0 Site Description**

1.1 The application site comprises 8 industrial units within the Calverton Business Park. The units are grouped into two buildings, constructed of brick under sheet roofing, with parking to their front. A total of 40 car parking spaces, including 8 for disabled drivers, are currently provided with an element of landscaping and vacant green space around the periphery of the site. Vehicular access is from Hoyle Road and the northern boundary is marked by a fence, with Mansfield Lane beyond.

### **2.0 Relevant Planning History**

2.1 None.

### **3.0 Proposed Development**

3.1 The application is submitted in full and is for the extension of the existing units to incorporate an additional 4 units. The units would respect the existing built form in terms of scale and materials proposed. A total of 41 car parking spaces would be provided, this would include 4 disabled spaces, two electric vehicle charging points, as well as a cycle shelter for 20 bikes. In support of the application a car park survey has been submitted, which identifies how intensively the car park is currently used. The end users for the units is not known but would fall within the use classes B1 and B2 (Business and General Industry), as are the existing users.

## **4.0 Consultations**

- 4.1 Calverton Parish Council – No comments received;
- 4.2 The Highways Authority – No objection, subject to conditions with regard to the approved parking layout;
- 4.3 Public Protection – raise no objection to the application subject a number of conditions with regard to vehicle charging points, contamination and a Construction Environmental Management Plan (CEMP).
- 4.3 A site notice was posted near the application site – No objections or representations were received as a result.

## **5.0 Development Plan Policies**

### National Planning Policy Framework

- 5.1 The NPPF sets out the national objectives for delivering sustainable development. Chapter 6 of the document (Building a strong, competitive economy) is most pertinent to the determination of the application and recognises the need for policies to positively and proactively encourage sustainable economic growth. Chapter 12 (Achieving well-designed places) identifies the need to ensure that developments are visually attractive.

### Greater Nottingham Aligned Core Strategies (part 1 Local Plan)

Policy A – Presumption in favour of Sustainable Development  
Policy 4 – Employment Provision and Economic Development  
Policy 10 – Design and Enhancing Local Identity

### Local Planning Document (Part 2 Local Plan)

LPD 11 – Air Quality  
LPD19 – Landscape Character and visual impact  
LPD32 – Amenity  
LPD44 – Retention of employment and employment uses  
LPD46 – Expansion of existing employment uses in the Green Belt  
LPD57 – Parking standards  
PLD61 – Highway safety

### Calverton Neighbourhood Plan

G4 – Employment  
BE2 – Local Distinctiveness and Aesthetic  
BE4 – Parking Provision

## **6.0 Planning Considerations**

### Principle of development

- 6.1 The application site falls within the built up part of Calverton within an area identified as employment land. As a result, policy LPD44 is pertinent to the determination of the application and identifies that planning permission will be granted for the expansion of employment premises, subject to compliance with a number of criteria, inter alia, including that the use is appropriate e.g. B1-B8 (Business, General Industry and Storage and Distribution), it will support the existing employment function; the amenity of nearby residents will be respected and highway safety is not compromised. Given that the application is for an appropriate use, B1/B2 (business and general industry), on an established industrial site, the principle of development is supported subject to assessing pertinent planning considerations, most notably impact on the character of the area and residential amenity, as well as highway matters.

### Impact on the character of the area and residential amenity

- 6.2 The units to be erected would largely be viewed as extensions to the existing buildings in that they would have similar eave and ridge heights, save for unit 12, which would be more modest in footprint. Elevation treatments and materials would also assimilate to the existing. As a result it is considered that the design of the buildings would respect the character of Hill Crest Park and the wider industrial site and is deemed to comply with policy LPD44 and policy 10 of the Aligned Core Strategy.
- 6.3 With regard to impacts on amenity, it is noted that the residential properties on the opposite side of Mansfield Lane would be in the region of 30-35m from the nearest proposed building, only marginally closer than the existing structures, such a distance is considered to be acceptable to ensure that the amenity of the occupiers would not be compromised. Furthermore, the units are identified for use within the use class B1/B2 (business and general industry), and noise from end users is not likely to be a significant issue on an established industrial site, with it notable that there is relatively busy classified road between the two proposed units and residential properties opposite. As a result the application is deemed to comply with policies LPD32 and LPD44.

### Impact on Highway safety and parking provision

- 6.4 Vehicular access to the site would remain as existing and is considered to be acceptable. The car parking layout will alter and there would only be a marginal increase in spaces from 40 to 41. However, a car parking survey has been completed on the existing site and identifies that over a two-day period the maximum number of spaces occupied was 25, with typically between 15 and 20 vehicles in situ. Therefore, whilst the number of car parking spaces has increased only nominally the existing spaces were not occupied to capacity and the number of spaces is actually in excess of that required by policy LPD57 and guidance in appendix D of the Local Planning Document, which identifies that a total of 33 spaces is required. It is; however, noted that no lorry parking is provided, contrary to guidance within

appendix D, but currently no lorry parking is provided either. Furthermore, given the existing and identified uses would fall within the use class B1 and B2 (business and general industry) and not B8 (storage and distribution), it is considered unlikely that HGV's will access the site and the Highway Authority have raised no objection to the application. Having regard to the above it is considered that access to the site and parking provision are acceptable and, therefore, on balance, the application is deemed to comply with policies LPD57 and LPD61.

### Other considerations

- 6.5 There are no overriding policy constraints to the site but to ensure that the development is broadly sustainable a condition is recommended to ensure that the two identified vehicle charging points and cycle rack are installed. Further exploration is required with regard to possible contamination and this can be secured via a condition. The application site falls within flood zone 1, so it is not at risk of flooding, and a drainage strategy has been submitted that identifies surface water will discharge via soak-aways, as does the existing buildings, with foul linking into the main sewerage network, both of which are acceptable. A number of trees toward the periphery of the site, largely silver birch, would need to be removed to facilitate the development; however, they are not specimens that would justify a preservation order. A condition is however, proposed requiring mitigation landscaping.

### Conclusion

- 7.0 The principle of development is supported in that it falls within the built form of Calverton on a site allocated for employment uses. The development would extend the employment uses on the site, enhancing the local economy. Furthermore, the scale, layout and design of the built form would respect the character of the area and not have a detrimental impact on the amenity of adjacent land uses. Furthermore, highway safety would not be compromised with adequate parking spaces provided too. The application is, therefore, deemed to comply with policies A, 4 and 10 the Aligned Core Strategy; policies LPD11, LPD19, LPD32, LPD44, LPD46, LPD57 and LPD61 of the Local Planning Document; policies G4 BE2 and BE4 of the Calverton Neighbourhood Plan and guidance within the NPPF.

## **7.0 Recommendation:**

- 7.1 **Grant Full Planning Permission: Subject to the following conditions:**

### **Conditions**

- 1 The development hereby permitted shall commence before the expiration of 3 years from the date of this permission.
- 2 This permission shall be read in accordance with the application form and following list of approved drawings:

4376 A100 P5 - Proposed site plan 4376 A101 P2 - site block plan  
4376 A200 P3 - Proposed GA plan - All units  
4376 A201 P3 - Proposed GA plan - units 9 and 10  
4376 A202 P3 - Proposed GA plan - units 11 and 12  
4376 A205 P4 - Proposed roof plan - All units  
4376 A300 P3 - Elevations - all units  
4376 A301 P3 - Elevations - proposed units 9 & 10  
4376 A302 P3 - Elevations - proposed units 11 & 12  
3468-E-6000 - proposed external lighting layout

The development shall thereafter be undertaken in accordance with these plans/details.

- 3 Prior to commencement of the development a Construction Emission Management Plan (CEMP) for minimising the emission of dust and other emissions to air during the site preparation and construction shall be submitted to and approved in writing by the Local Planning Authority. All works on site shall be undertaken in accordance with the approved CEMP.
- 4 Prior to the commencement of development an assessment of the nature and extent of any potential contamination shall be submitted to and approved in writing by the Local Planning Authority (site characterisation). This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include; a survey of the extent, scale and nature of contamination and; an assessment of the potential risks to: human health, property, adjoining land, controlled waters, ecological systems, archaeological sites and ancient monuments. Where required, a detailed remediation scheme (to bring the site to a condition suitable for the intended use by removing unacceptable risks to critical receptors) should be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures.
- 5 In the event that remediation is required to render the development suitable for use, the agreed remediation scheme shall be implemented in accordance with the approved timetable of works. Prior to occupation of any building(s) a Verification Report (that demonstrates the effectiveness of the remediation carried out) must be submitted and approved in writing by the Local Planning Authority.
- 6 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination development must be halted on that part of the site. An assessment must be undertaken in accordance with the requirements above, and where remediation is necessary a remediation scheme, together

with a timetable for its implementation and verification reporting, must be submitted to and approved in writing by the Local Planning Authority.

- 7 The additional units hereby approved shall not be brought into use until the parking, turning and servicing areas are surfaced in a bound material with the parking bays clearly delineated in accordance with drawing number 4373 A100 P5. The parking, turning and servicing areas shall be maintained in the bound material for the life of the development and shall not be used for any purpose other than the parking, turning and loading and unloading of vehicles.
- 8 Prior to occupation of any part of the development hereby approved the 2 electric charging points and bike rack, as identified on drawing 4376 A100 P5, shall be installed and be fully operational and thereafter be maintained as such for the lifetime of the development.
- 9 Prior to above ground works commencing, a scheme of landscaping showing the location, species and size of specimens to be planted shall be submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be carried out in the first planting season following the completion of the development. Any trees, shrubs or plants that die within a period of five years from the completion of each development phase, or are removed and/or become seriously damaged or diseased in that period, shall be replaced (and if necessary continue to be replaced) in the first available planting season with others of similar size and species.
- 10 The units shall be used for B1 and B2 purposes only and no other uses within the Town and Country Planning (Use Classes) Order 1987 (as amended).

## **Reasons**

- 1 To comply with the requirements of Section 91(1) of the Town and Country Planning Act 1990 (as amended).
- 2 For the avoidance of doubt.
3. To ensure the development is constructed in an appropriate sustainable manner which takes into consideration air quality within the Borough, and takes into consideration the National Planning Policy Framework and policy LPD11 of the Councils Local Plan.
4. To ensure the development is safe and suitable for use, thereby taking into consideration paragraph 121 of the National Planning Policy Framework and policy LPD7 of the Councils Local Plan.
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6. To ensure the development is safe and suitable for use, thereby taking into consideration paragraph 121 of the National Planning Policy Framework and policy LPD7 of the Councils Local Plan.

7. To ensure that adequate off-street parking provision is made to reduce the possibilities of the proposed development leading to on-street parking in the area and to comply with policy LPD57.
8. To ensure the development is constructed in an appropriate sustainable manner which takes into consideration air quality within the Borough, and takes into consideration the National Planning Policy Framework and policy LPD11 of the Council's Local Plan.
9. To ensure that the character of the area is respected and the loss of existing trees is mitigated and to comply with policy LPD19.
10. To ensure that possible impacts with regard to highway and parking matters are appropriately assessed and to comply with policies LPD57 and LPD61.

### **Reasons for Decision**

The principle of development is supported in that it falls within the built form of Calverton on a site allocated for employment uses. The development would extend the employment uses on the site, enhancing the local economy. Furthermore, the scale, layout and design of the built form would respect the character of the area and not have a detrimental impact on the amenity of the area and adjacent land uses. Furthermore, highway safety would not be compromised with adequate parking spaces provided too. The application is, therefore, deemed to comply with policies A, 4 and 10 of the Aligned Core Strategy; policies LPD11, LPD19, LPD32, LPD44, LPD46, LPD57 and LPD61 of the Local Planning Document; policies G4 BE2 and BE4 of the Calverton Neighbourhood Plan and guidance within the NPPF.