

SRS/22-00244

25th April 2022

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Dear Planning,

Re: Unit 5C and 6c Border Valley Industrial Estate, Mayflower Way, Harleston, IP20 9EB – Full Planning Application for the Erection of 3no Shipping Containers and the Retention of 2no Existing Shipping Containers for Storage Purposes at Rear

On behalf of my client CVS (UK) ('the applicant'), please find enclosed a full planning application for the erection of 3no shipping containers and the retention of 2no existing shipping containers for storage purposes at the rear of the above site.

Submission

The content of this application comprises this covering letter and the following:

- Application Form and Certificates,
- CIL Form,
- Site Location Plan @ 1:1250 (OS01 - U56CBVIE),
- Existing Block plan @1:500 (BP01-U56CBVIE),
- Proposed Block Plan @1:500 (BP02-UU56CBVIE),
- Existing Layout Plan @1:100 (EX01-U56CBVIE),
- Proposed Layout Plan @1:100 (PROP01-U56CBVIE),
- Existing and Proposed Elevations Plans @1:100 (PROPE01-U56CBVIE),
- Elevations Specification Sheet - 20x8ft Shipping Container @1:30,
- Elevations Specification Sheet – 10x8ft Shipping Container @1:30, and
- Elevations Specification Sheet – 8x6ft Shipping Container @1:25.

The application has been submitted through the Planning Portal and has been given the reference PP-11178733.

Site and Surrounding Area

The application site relates to a single storey unit which is currently in use as a laboratory site for CVS (UK) and is located within Border Valley Industrial Estate. To the northwest of the site is Harleston town centre and to the south of the site lies employment allocation HAR 7 (Land south of Spirkett's Lane) and the A143 with River Waveney and Weybread Sailing Club located further beyond. To the east of the site lies Lucky Sixpence Bridal

Shop with countryside located further beyond, To the west of the site lies residential housing with countryside located further beyond.

The application site is located within Harleston Development Boundary and Flood Zone 1 which is an area with low probability of flooding. The property is not listed or within the vicinity of a listed building, neither is it located within or adjacent to a conservation area.

The Proposal

The proposal relates to the erection of 3no shipping containers and the retention of 2no existing shipping containers for storage purposes at the rear of the above site and includes the following:

3no Newly Proposed Shipping Containers

- Container 1 – 10ft x 8ft,
- Container 2 – 10ft x 8ft, and
- Container 3 – 6ft x 8ft.

2no Existing Shipping Containers to be Retained

- Container 1 – 20ft x 8ft, and
- Container 2 – 20ft x 8ft.

The existing shipping containers which are sought to be retained and proposed shipping containers to be erected, are proposed for additional storage purposes at the site. The storage units are required to ensure that an existing business is able to maintain its business.

Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The Development Plan comprises the following documents:

- Joint Core Strategy, which was adopted in March 2011, with amendments relating to housing growth in Broadland, adopted in January 2014,
- Site Specific Allocations and Policies Document adopted on 26th October 2015, and
- Development Management Policies Document adopted on 26th October 2015.

The Council are undertaking their Local Plan Review, which is being developed as the Greater Norwich Local Plan. In addition to strategic planning policy the GNLP will also allocate land for development. Although the Local Plan is for the Greater Norwich area as a whole, it still takes into account the unique requirements of the individual partners and South Norfolk is the most rural of the authorities. To reflect this, South Norfolk Council is carrying out further work to find suitable housing sites for housing in smaller villages.

The Council's Local Development Scheme (published February 2022) sets out that the emerging Local Plan is expected to be adopted between September and November 2022.

The Development Plan

Adopted Local Plan

Policy DM 1.1 (Ensuring Development Management Contributes to Achieving Sustainable Development in South Norfolk) - The Council will work proactively where possible with applicants to find solutions so that development proposals can be approved wherever possible, and to secure development that jointly and simultaneously improves the economic, social and environmental conditions in the area.

Policy DM 1.3 (Sustainable Location of New Development) - All new development should be located so that it positively contributes to the sustainable development of South Norfolk as led by the Local Plan. The Council will work with developers to promote and achieve proposals that are within development boundaries of Settlements defined on the Policies Map, comprising the Norwich Fringe, Main Towns, Key Service Centres, Service Villages and Other Villages.

Policy DM 2.1 (Employment and Business Development) – Development proposals which provide or assist for the adaptation and expansion of an existing business will be supported unless there is a significant adverse impact in terms of Policies DM 1.1, 1.3 and other policies of the Local Plan. Supporting paragraph 2.8 sets out that the Council will respond positively to economic development proposals on other sites. This Policy gives preference to new sites within development boundaries and to the needs of existing businesses that wish / require expansion.

Policy DM 3.8 (Design Principles Applying to all Development) - Planning permission will be granted for development that has been designed to, where relevant to the proposed development: respect adjoining structures, spaces, routes and local landscape; provide an attractive, accessible and safe environment.

Policy DM 3.13 (Amenity, Noise and Quality of Life) - Development should ensure a reasonable standard of amenity reflecting the character of the local area.

Material Planning Considerations

National Planning Policy Framework (2021)

The NPPF is a key material planning consideration which is underpinned by a presumption in favour of sustainable development. Paragraph 11 states that for decision making this means *“approving development that accords with an up-to-date development plan without delay”*.

Paragraph 81 states that planning decisions should:

“Help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development”.

Planning Justification

The principle of development is considered acceptable, given that the laboratory site is an established use within the area. The proposed development is located within the development boundary of Harleston, which is deemed capable of accommodating additional employment growth. The only material considerations relate to design and highways impacts. As set out below, the existing and proposed storage containers are considered acceptable in planning terms.

Design

The shipping containers are of a standard design and considered proportionate to the existing building. The scale of the proposed development is well within the capacity of the site and will allow for the continued occupation of the unit in line with policy DM 2.1.

The location of the proposed shipping containers at the rear has been carefully considered, to ensure that there is minimal impact upon visual amenity. The shipping containers will not be visible from Spirkett Lane, due to the existing fence which bounds the site at the rear which is of a height of 2.9m. The tallest shipping container is 2.6m, therefore the shipping containers will not be visible from the rear. The shipping containers will be slightly visible from within the industrial park when viewed from the western elevation – more specifically Units 9d, 8d and 7d. However, as the application site is located within an industrial estate, this partial view is considered characteristic of the immediate area and would not be ‘out of place’. The existing and proposed shipping containers relate well to the immediate area in line with policy DM 3.8.

Highways Impact

The proposal will not lead to the increase in the number of staff at the site, thus will not have an impact on existing car parking arrangements. An adequate supply of car parking would therefore remain at the site. The proposal does not seek to alter access, thus access arrangements are considered to be acceptable on highway safety grounds.

Conclusion

The proposed works are necessary to ensure the continued occupation of the unit as a laboratory site and will not lead to intensification of the site. The proposal is considered to be acceptable in planning terms.

I trust this meets the requirements to enable successful validation of this application and look forward to hearing from you shortly with confirmation of registration. However, should you have any questions, please do not hesitate to contact me.

Yours faithfully

Zarina Ali

Zarina Ali (Apr 25, 2022 13:54 GMT+1)

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