

November 2023

PLANNING STATEMENT

RADFORD'S HOLDINGS, PARK HOUSE INDUSTRIAL
UNITS, MILE END ROAD, COLWICK, NG4 2DW



EJD Planning

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Planning Drawings

Drawing	Reference
Proposed Site Location Plan	220301 P 001A
Existing Site Plan	220301 P 002A
Proposed Site Plan	220301 P 003A
Proposed Ground Floor Plan	220301 P 004 Rev 1.1
Proposed Roof Plan	220301 P 005 Rev 1.0
Proposed Elevations	220301 P 006 Rev 1.1

Existing Plan with Proposed Outline	220301 P 007 Rev 1.0
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1.0 INTRODUCTION

- 1.1 EJD Planning has been instructed by Meller Ltd to prepare a Planning Statement in support of an application for the redevelopment of an existing employment site. This Planning Statement sets out the planning policy considerations in respect of planning policy and guidance.
- 1.2 The application is accompanied by the following reports:
 - Design and Access Statement;
 - Flood Risk Assessment;
 - Arboricultural Impact Assessment;
 - Noise Impact Assessment;
 - Air Quality Assessment;
 - Ground Investigation Report;
 - Overshadowing Report; and
 - Construction Environmental Management Plan.
- 1.3 The application is a resubmission of a recently refused scheme (ref: 2023/0183). Three reasons were provided for refusing the previous scheme.
- 1.4 The first reason related to the perception that the proposal would be overbearing and would overshadow immediate neighbouring properties. To remove the perception that the proposal would be considered overbearing the scheme has been redesigned to more closely replicate the existing site layout. It now sits further away from neighbouring residential properties when compared to the previous proposal. To address the overshadowing comment, specialists have been commissioned to review the revised layout and prepare an overshadowing report based on the revised layout. This concludes that there would be no adverse impacts, but on the contrary there would be reduced shading within the gardens of two dwellings to the north when compared to the existing site.
- 1.5 It was also referenced in the first reason for refusal that the proposal would result in significant noise issues. The noise report has been updated with clear references made to the fact that the proposal has been assessed on the basis that the end users would be B2/B8 users, with no adverse impact predicted on residential properties.
- 1.6 The second reason provided was that the Flood Risk Assessment was not considered to comply with the requirements for site specific Flood Risk Assessments. The Flood Risk Assessment has been updated to address this.
- 1.7 The third and final reason noted that the Land Contamination Assessment did not contain the Phase 1 Geo-Environmental Report. Whilst this was provided during the determination process, it was still noted as a reason for refusal. This resubmission contains the Phase 1 Geo-Environmental Report.

2.0 DESCRIPTION OF DEVELOPMENT

- 2.1 The red line of the application site is the same as the previous scheme. It identifies the land and buildings to which the application relates. It is proposed to demolish the existing single

storey office building and two industrial buildings and to replace these with 5no. multi-purpose single storey industrial units.

3.0 SITE AND SURROUNDINGS

- 3.1 The application site forms part of an existing employment area, which largely comprises industrial warehouses and offices.
- 3.2 The site is bound to the north by residential properties and to the east by industrial units. To the south is Mile End Road, across which is a narrow wooded belt and grassed area beyond which is further residential and industrial development. To the west is residential development accessed from Colwick Manor Farm.

4.0 PLANNING HISTORY

- 4.1 On 26th September, pre-application advice was issued by Mr Peter Langton (Planning Officer) of Gedling Borough Council to Meller Ltd in respect of the proposed development.
- 4.2 The pre-application advice notes that the principle of the re-development of the site is considered to be acceptable. It was noted that consideration should be given to reducing any impact on neighbouring residential properties. The advice suggested re-considering the height of the buildings and their positioning.
- 4.3 The planning history of the site is referred to in Table 4.1 below:

Planning Reference	Description of Development	Decision
2023/0183	Demolition of existing single storey office and two industrial buildings ; erection of 5 multi-purpose industrial units	Refused 26 th May 2023
2022/0526TPO	Pruning Work of T2 Sycamore and T3 London Plane back to 1 st Knuckle on each Branch	Approved 11 th August 2022
2021/0942TPO	Crown lift copper beech and silver birch up to 3m from ground level (all branches overhanging and obstructing the car park); fell two silver birch	Approved 20 th December 2021
2021/0829TPO	4 (silver birch) heavy prune 1.5m, 1 (sycamore), 2m crown reduction and 1 (beech) 3m crown reduction	Unknown
2020/0149TPO	Repollard back to previous knuckles 2 London Plane trees and 1 maple tree	Approved 30 th March 2020
2019/0829TPO	Prune London Plane Tree (T3)	Unknown
2011/1429	Installation of Solar Photovoltaic Arrays South Facing Pitched Roof of the Warehouse to the North of the Site	Approved 6 th March 2012
2010/1075	Change of Use from Office Premises (B1) to Care/Day Nursery (D1)	Approved 26 th March 2015
2006/0263	Outline Planning Permission for Residential Development	Withdrawn 5 th May 2006
95/1096	Porta Cabins	Approved 12 th September 1995

93/0679	Display Illuminated Signs	Approved 2 nd July 1993
92/0985	Storage Unit	Approved 14 th September 1992
87/0364	Extend Storage Building	Approved 23 rd March 1987
86/0754	Erect Storage Building	Approved 4 th June 1986
78/0857	Use a Hallam Compact Unit as Dining Room	Approved 13 th July 1978
78/1038	Erect Double Garage	Approved 3 rd July 1978

Table 4.1: Planning History

- 4.4 As noted in paragraphs 1.3 to 1.7 above and throughout this Planning Statement, this revised proposal comprehensively addresses the previous reasons for refusal.

5.0 PLANNING POLICY ASSESSMENT

- 5.1 The Gedling Borough Council Proposals Map shows the application site is located within an allocated employment site. On this basis the following policies are considered to be pertinent to the determination of the application.

National Planning Policy Framework (NPPF)

- 5.1.1 The updated National Planning Policy Framework (NPPF) was published on 5th September 2023 and replaces the previous iterations of the NPPF published in July 2021, February 2019, July 2018 and March 2012.
- 5.1.2 Paragraph 218 of the NPPF makes clear how the latest version of the NPPF is expected to be a material consideration to be taken into account when dealing with applications from the day of its publication.
- 5.1.3 The NPPF promotes sustainable development, noting at Paragraph 11 how there is to be a presumption in favour of sustainable development.
- 5.1.4 Paragraph 11 also sets out the requirements for local authorities to approve, without delay, development proposals that accord with an up-to-date development plan.
- 5.1.5 The NPPF promotes good design, noting at Paragraph 130 how planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. They should also be visually attractive as a result of good architecture, layout and appropriate and effective landscaping; sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- 5.1.6 Paragraph 81 notes that planning policies and 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. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation , and

in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

- 5.1.7 Paragraph 83 notes that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.
- 5.1.8 Paragraph 110 states that in assessing specific applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;
 - c) the design of ...parking areas ... reflects current national guidance including the National Design Guide and the National Model Design Code.
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, or the residual cumulative impacts on the road network would be severe
- 5.1.9 Paragraph 130 also states that policies and decisions should ensure that developments establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- 5.1.10 Paragraph 134 states that development that is not well designed should be refused and that significant weight should be given to development which reflects local design policies and government guidance on design, and/or outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.
- 5.1.11 Paragraph 159 notes that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 5.1.12 Paragraph 161 advises that all plans should apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk and the current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property.
- 5.1.13 Paragraph 166 notes that where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again. However, the exception test may need to be reapplied at the plan-making stage, or if more recent information about existing or potential flood risk should be taken into account.

5.1.14 Paragraph 167 notes that when determining any planning applications local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.

Gedling Borough Council Aligned Core Strategy (2014)

5.2.1 The Gedling Borough Council Aligned Core Strategy was adopted in September 2014 and forms Part 1 of the Gedling Local Plan. It sets out the strategic policy direction for further development in the Borough up to 2028.

5.2.2 Policy 1 relates to climate change and notes that all development proposals will be expected to mitigate against and adapt to climate change, to comply with national and contribute to local targets on reducing carbon emissions and energy use unless it can be demonstrated that compliance with the policy is not viable or feasible. The policy makes reference to sustainable design and adaptation, measures to reduce carbon dioxide emissions, decentralised energy generation and flood risk and sustainable drainage.

5.2.3 Policy 4 relates to employment provision and economic development. The policy notes that the economy of the area will be strengthened and diversified with new floorspace being provided across all employment sectors to meet restructuring, modernisation and inward investment needs. Criterion 'h' notes the importance of appropriately managing existing employment sites and allocations to cater for the full range of employment uses by ensuring the allocations most attractive to the employment market remain available for employment uses; retaining good quality existing employment sites (including strategic employment areas) that are an important source of jobs, and sites that support less-skilled jobs in and near deprived areas, or have the potential to provide start up or grow-on space.

5.2.4 Policy 10 refers to design and enhancing local identity. It notes a that all new development should be designed to:

- a) Make a positive contribution to the public realm and sense of place;
- b) Create an attractive, safe, inclusive and healthy environment;
- c) Reinforce valued local characteristics;
- d) Be adaptable to meet changing needs of occupiers and the effects of climate change; and
- e) Reflect the need to reduce the dominance of motor vehicles.

5.2.5 The policy notes that development will be assessed in terms of its treatment of the following elements:

- a) Structure, texture and grain, including street patterns, plot sizes, orientation and positioning of buildings and the layout of spaces;
- b) Permeability and legibility to provide for clear and easy movement through and within new development areas;
- c) Density and mix;
- d) Massing, scale and proportion;
- e) Materials, architectural style and detailing;
- f) Impact on the amenity of nearby residents or occupiers;

- g) The ground conditions of the site, including that arising from land instability or contamination, together with the mitigation/remediation proposed or required;
- h) Incorporation of features to reduce opportunities for crime and the fear of crime, disorder and anti-social behaviour, and promotion of safer living environments;
- i) The potential impact on important views and vistas, including of townscape, landscape, and other individual landmarks, and the potential to create new views; and
- j) Setting of heritage assets.

5.2.6 All development proposals, particularly major housing proposals, will be expected to perform highly when assessed against best practice guidance and standards for design, sustainability and place making as set out in part 2 Local Plans.

5.2.7 Development must have regard to the local context.

Gedling Borough Council Local Planning Document Part 2 (2018)

5.3.1 The Gedling Borough Council Local Planning Document Part 2 was adopted in July 2018. It sets out detailed policies, which planning decisions will be assessed against.

5.3.2 Policy LPD 3 relates to flood risk. The policy notes (inter alia) that development should not increase the risk of flooding on the site or elsewhere. Where development in areas of flood risk is considered acceptable, it will only be considered appropriate when informed by a site specific flood risk assessment. Proposals should include mitigation measures to protect the site and deal with any residual flood risk to include flood resistance/resilience measures, provide safe access and escape routes.

5.3.3 Policy LPD 4 relates to surface water management noting that all development proposals should, wherever possible, include measures to pro-actively manage surface water. In areas at risk of surface water flooding, all development proposals involving new buildings, extensions and additional areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flood risk.

5.3.4 Policy LPD 7 relates to contaminated land, advising that permission will be granted for development on land potentially affected by land contamination provided effective and sustainable measures are taken to assess, treat, contain or control the contamination.

5.3.5 Policy LPD 11 covers air quality matters and notes that permission will not be granted for development proposals that have the potential to adversely impact on air quality.

5.3.6 Policy LPD32 relates to amenity. The policy notes that permission will be granted for development proposals that do not have a significant adverse impact on the amenity of nearby residents or occupiers, taking into account potential mitigation measures. This will include consideration of the following issues:

- a) overshadowing;
- b) overbearing;
- c) overlooking;

- d) noise;
- e) level of activity on site;
- f) traffic;
- g) residential visual amenity;
- h) other forms of pollution;
- i) impact on amenity space; and
- j) impact on renewable energy generation.

5.3.7 Policy LPD 44 relates to the retention of employment and employment uses. The policy notes that permission will be granted for the expansion, conversion or redevelopment of land and premises for employment uses on allocated employment sites as shown on the Policies Map provided:

- i) the employment use is within Use Classes B1 – B8 and sui generis uses of a similar nature or is an employment use that is compatible with the nature of the employment site;
- ii) the employment use provides facilities and services which support the functioning of the employment site provided they area of an appropriate scale;
- iii) the proposal would not cause a significant adverse impact on the amenity of nearby residents and occupiers;
- iv) the proposal would not have a detrimental effect on highway safety; and
- v) the proposal would not cause harm to the significance of a heritage asset and/or its setting.

5.3.8 The policy notes that permission will not be granted for the redevelopment or reuse of sites or premises as listed above for other purposes unless:

- i) it is demonstrated that there is no demand for the site or premises for its specified employment use;
- ii) the site is not viable for re-occupation (including through renewal or refurbishment);
- iii) the proposed use would not cause a significant adverse impact on the amenity of nearby residents and occupiers;
- iv) the proposed use does not have a detrimental effect on highway safety; and
- v) the proposed use would cause harm to the significance of a heritage asset and/or its setting.

5.3.9 Policy LPD 48 relates to local labour agreements, and notes that the Council will seek to negotiate planning agreements to secure local labour agreements for developments of 10 or more dwellings, on 0.5 hectares of land or development that will create more than 15 jobs.

5.3.10 Policy LPD 57 relates to parking standards, noting that permission for non-residential development will be granted where the development proposal meets the requirement for parking provision set out in Appendix D, or otherwise agreed by the local planning authority.

5.3.11 Policy LPD 61 covers highway safety matters, noting that permission will be granted for development proposals which do not have a detrimental effect on highway safety, patterns of movement and the access needs of all people.

Parking Provision for Residential and Non-Residential Developments: Supplementary Planning Document (SPD) (2022)

5.4.1 The document establishes parking standards for residential and non-residential developments in Gedling Borough and is a material consideration for determining planning applications. The document makes reference to the Nottinghamshire County Council:

Highway Design Guide (2021)

5.5.1 The tables below note the minimum parking standards, Parking standards for motorcycles and mopeds is one space, plus an additional space for every 10 car parking spaces.

Use	Spaces / m ² (GFA unless otherwise stated)	Minimum requirement
Food retail	One space / 14m ² ≥100m ²	Min 4 spaces / Unit
Non-food retail inc. financial and professional services	One space / 20m ² ≥100m ²	Min 4 spaces / Unit
Offices	Urban town* centre or edge of centre; One space / 60m ²	Min 2 spaces / Unit
	Rest of Urban town*; One space / 35m ²	
	Rural town centre or edge of centre; One space / 40m ²	
	Rest of rural town; One space / 30m ²	
	Out of any town; One space / 30m ²	
Light and General industry	Urban town* centre or edge of centre; One space / 130m ²	Min 2 spaces / Unit
	Rest of urban town*; One space / 80m ²	
	Rural town centre or edge of centre; One space / 90m ²	
	Rest of rural town; One space / 65m ²	
	Out of any town; One space / 55m ²	
Storage and Distribution	Urban town* centre or edge of centre; One space / 300m ²	Min 2 spaces / Unit
	Rest of urban town*; One space / 180m ²	
	Rural town centre or edge of centre; One space / 200m ²	
	Rest of rural town; One space / 150m ²	
	Out of any town; One space / 120m ²	
Restaurants, cafés	1 space per 5m ² of public area plus 1 space per 2 ft equivalent staff members	Min 2 spaces / Unit

Table 5.1: Normal minimum parking standards,

Car park use	Car park size	
	Over 4 spaces up to 200 spaces	Over 200 spaces
Employees and visitors to business premises	One bay or 5% of total parking spaces whichever is greater	Six bays plus 2% of total parking spaces
Shopping, recreation and leisure	Three bays or 6% of total parking spaces whichever is greater	Four bays plus 4% of total parking spaces
Schools and higher and further education	At least one bay regardless of car park size	At least one bay regardless of car park size

Table 5.2: Normal minimum disabled parking standards and minimum servicing provision.

Description of land use	Normal servicing provision
Shops	Stores above 5,000m ² - One goods bay space / 1000m ²
	Stores between 3000m ² to 5000m ² - One goods bay space / 750m ² ;
	Stores between 300m ² to 3000m ² - You must make provision within the site for service and delivery vehicles to be loaded and unloaded clear of the highway.
Restaurants, cafes and drinking establishments	You must make provision within the site for service and delivery vehicles to be loaded and unloaded clear of the highway.
Light industry, Research and development	One lorry space for every 500m ²
General industrial	One lorry space for every 400m ²
Storage and distribution	One lorry space for every 400m ²

Table 5.3: Minimum servicing provision

Use class	Sub-category	Short stay requirement (obvious, accessible, and close to destination)	Long stay requirement (secure and covered)
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with disabled car parking	5% of total capacity co-located with disabled car parking.
Retail	Small (<200m ²)	1 per 100m ²	1 per 100m ²
	Medium (200-1,000m ²)	1 per 200m ²	1 per 200m ²
	>1,000m ²	1 per 250m ²	1 per 500m ²
Employment	Office/Finance	1 per 1000m ²	1 per 200m ²
	Industrial/Warehousing	1 per 1000m ²	1 per 500m ²
Leisure and Institutions	Leisure centres, assembly halls, hospitals, and healthcare	Greatest of: 1 per 50m ² or 1 per 30 seats/capacity	1 per 5 employees
	Educational institutions	-	Separate provision for staff and students based on Travel Plan mode share targets. Minimum: Staff: 1 per 20 staff Students: 1 per 10 students

Table 5.4: Minimum cycle parking provision

Commercial development	EV charging requirement	Charging point specification	Power requirement
Retail	Minimum of 1 space up to 25 spaces plus 10% of spaces thereafter to be fitted with a fast charge socket plus a further 10% infrastructure only	11kw or 22kw Mode 3 with Type 2 Connector plus feeder pillar or equivalent permitting future connection.	400v AC 63 Amp three phase dedicated supply
Business	Minimum of 1 space up to 10 spaces plus 10% of spaces thereafter to be fitted with a fast charge socket plus a further 10% infrastructure only	7kw Mode 3 with Type 2 Connector plus feeder pillar or equivalent permitting future connection.	230v AC 32 Amp single phase dedicated supply

Table 5.5: Minimum electric vehicle charging

Emerging Local Plan

- 5.6.1 Work is underway on the Greater Nottingham Strategic Plan. The Council previously consulted on the Preferred Approach between 3rd January and 14th February 2023 and more recently on the Strategic Distribution and Logistics: Preferred Approach between 26th September and 7th November 2023.
- 5.6.2 It is anticipated that the emerging local plan will be submitted for examination in late 2024, with adoption expected in 2025.
- 5.6.3 Given the relatively early stage of the emerging local plan, it has not been considered further in this Planning Statement.

6.0 MATERIAL PLANNING CONSIDERATIONS

- 6.1 The introduction to this Statement makes clear how the proposal is to demolish the existing single storey office building and two industrial buildings and to replace these with 5no. multi-purpose single storey industrial units. On this basis the following matters are considered to be pertinent in the determination of the application.

Principle of Development

- 6.1.1 The application site is set within an allocated employment site. Policy LPD 44 of the Gedling Local Planning Document Part 2 states that planning permission will be granted for the expansion, conversion or redevelopment of land and premises for employment uses on allocated employment sites subject to the criteria set out in the policy. In relation to the policy the proposal involves development within Use Classes B1 to B8, provides facilities which support the functioning of the employment site and which are of an appropriate scale, would not cause a significant adverse impact on the amenity of nearby residents and occupiers, would not result in a detrimental effect on highway safety, and would not cause harm to a heritage asset or its setting.

- 6.1.2 For these reasons, the proposal is deemed to be compliant with Policy 4 of the Aligned Core Strategy (2014) and Policy LPD44 of the Local Planning Document Part 2 (2018). Therefore the principle of development is considered to be acceptable.

Design and Appearance

- 6.2.1 The application is accompanied by a Design and Access Statement. The proposal forms part of an existing employment site and so the proposal has been designed to be functional in its appearance, whilst being in keeping with the style of surrounding employment development.
- 6.2.2 For these reasons, the proposal is deemed to be compliant with Policy 10 of the Aligned Core Strategy (2014) and Policy LPD32 of the Local Planning Document Part 2 (2018). The design and appearance of the proposed development is considered to be acceptable.

Amenity

- 6.3.1 The application site forms part of a wider employment area. There are residential properties to the north and west of the site, which appear to have been constructed following completion of the existing employment use.
- 6.3.2 The proposal is accompanied by an Overshadowing Report, Noise Impact Assessment, Air Quality Assessment and Construction Environmental Management Plan which assess amenity impacts and recommend mitigation measures where appropriate. These reports are considered later in this Planning Statement.
- 6.3.3 Care has been taken in designing the proposal to ensure that no adverse impacts would occur on residential properties to the north of the site. This has involved ensuring a sufficient separation distance between the proposed buildings and the residential curtilages; proposing a low level single storey development rather than a two storey scheme to avoid any possibility that the scheme could be considered to be overbearing; and commissioning an Overshadowing Report which concludes that the proposal would not cause shading issues to residential properties.
- 6.3.4 In addition, a Noise Impact Assessment has been prepared which involved modelling the proposed use against the existing situation, and an Air Quality Assessment and Construction Environmental Management Plan were prepared. None of these reports identify any adverse amenity impacts following the imposition of recommended mitigation measures.
- 6.3.5 The proposal is deemed to be compliant with Policy 10 of the Aligned Core Strategy (2014) and Policy LPD32 of the Local Planning Document Part 2 (2018).

Highway Safety and Parking Standards

- 6.4.1 Access will continue to be from Mile End Road and there are no changes proposed to the existing access arrangements. The access has worked successfully for many years and offers appropriate visibility splays on to Mile End Road.
- 6.4.2 The proposal meets parking standards set out in the '*Parking Provision for Residential and Non-Residential Developments: Supplementary Planning Document (SPD)*' published in 2022.

- 6.4.3 The proposal involves the provision of 24no. parking spaces (including 2no. disabled bays) and meets the Council's commercial parking standards. In addition, 2no. motorcycle parking bays are included.
- 6.4.4 Electric vehicle charging points are to be installed. On the basis of 30no. parking spaces being provided, this means there is a requirement for 3no. electric vehicle charging points.
- 6.4.5 The proposal is deemed to be compliant with Policy 10 of the Aligned Core Strategy (2014) and Policy LPD57 and LPD61 of the Local Planning Document Part 2 (2018). It is also considered to be compliant with the 'Residential and Non-Residential Developments: Supplementary Planning Document (2022).

Flooding

- 6.5.1 Environment Agency Flood Risk Maps note that the site lies in Flood Zone 3. As such, the application is accompanied by a Flood Risk Assessment (which includes a site specific assessment)
- 6.5.2 The area is protected by the Nottingham Left Bank scheme which was completed in 2012 and offers a 1 in 100 year (1%) standard of protection. The defences are owned and maintained by the Environment Agency.
- 6.5.3 Planning Practice Guidance states that less vulnerable uses (such as the one proposed) are appropriate development in Flood Zone 3a.
- 6.5.4 The site is at a low risk of fluvial flooding and is predicted to remain free from flooding for all modelled flood events, except in the unlikely event in which flood defences are breached. In this event the flood water depth would be in excess of 1m. It is not a requirement to raise less vulnerable commercial development above this level and it would not be practical to do so.
- 6.5.5 The building finished floor level will be set a minimum of 150mm above the external ground floor level.
- 6.5.6 Low risk surface water flooding is identified on part of the site. As this relates to a small localised area it appears to be due to an insufficient surface water drainage system. A new surface water drainage system will be designed and installed as part of the proposal. This will reduce the peak runoff rate compared to the current site and reduce surface water flood risk downstream.
- 6.5.7 It is concluded that whilst the site is located in Flood Zone 3 it is at a low risk of flooding, is appropriate according to Planning Practice Guidance and will not increase risk to the surrounding area.
- 6.5.8 As the site forms part of a designated employment area, the sequential and exceptions tests are not required by the NPPF.
- 6.5.9 The proposal is deemed to be compliant with Policy 1 and 10 of the Aligned Core Strategy (2014) and Policy LPD3 and LPD4 of the Local Planning Document Part 2 (2018).

Trees

- 6.6.1 The application is accompanied by an Arboricultural Impact Assessment (AIA). This identifies there are 10no. trees within the site of varying quality and condition. Only one tree is to be removed, a low quality 'Category C' Silver Birch tree which offers limited amenity value. This will be removed in order to facilitate the proposed development. The site will continue to be well screened by existing trees.
- 6.6.2 None of the trees on site are considered to be aged or veteran trees.
- 6.6.3 The AIA identifies areas in which the proposal will encroach into the root system of existing trees. These encroachments are minimal and are not expected to adversely impact upon the health of the trees.
- 6.6.4 Mitigation measures are suggested in the AIA. This includes arboricultural supervision during excavation works around tree 'T1' which is a London Plane tree where there is a 10% root protection area incursion. For the remaining trees, 'no dig tree root protection' measures are to be installed. Tree protection fencing is to be utilised.
- 6.6.5 Future growth of trees is not considered to be an issue. Minor pruning of lateral branches will address any issues where the canopy of trees encroaches towards the proposed units.
- 6.6.6 The proposal is deemed to be compliant with Policy 10 of the Aligned Core Strategy (2014) and Policy LPD32 of the Local Planning Document Part 2 (2018).

Shading

- 6.7.1 Specialist surveyors have been instructed to prepare an overshadowing report to test the effects of the proposed development for overshadowing on neighbouring gardens adjacent to the development site.
- 6.7.2 The methodology and criteria used is consistent with Building Research Establishment's (BRE) guidance "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" (BRE 209 3rd Edition, 2022).
- 6.7.3 The results show that no adverse shading impact would occur, and slight improvements are noted to the residential properties to the north (26 and 28 Colwick Manor Farm).
- 6.7.4 The proposal is deemed to be compliant with Policy LPD32 of the Local Planning Document Part 2 (2018).

Noise

- 6.8.1 The application is accompanied by a Noise Impact Assessment (NIA). This notes key noise sources associated with the proposed end use (B2 and B8) and includes the results of the background noise survey work.
- 6.8.2 It is important to note that the site is currently utilised for employment uses.

- 6.8.3 The NIA shows that the rated level of noise at the receptors, following installation of noise mitigation measures, falls below the measured daytime background sound level at the closest residential receptors.
- 6.8.4 It is anticipated that the future use of the proposed development would take place between 0700 and 1900 Monday to Sunday and so there is no requirement to assess night time noise levels.
- 6.8.5 It is concluded that noise should not be deemed to be a determining factor in the granting of planning permission for the site. The proposal is deemed to be compliant with Policy 10 of the Aligned Core Strategy (2014).

Air Quality

- 6.9.1 The application is accompanied by an Air Quality Assessment (AQA). This is because the proposal has the potential to cause air quality impacts at sensitive locations during the construction and operational phases. The AQA determines baseline conditions and assesses potential effects.
- 6.9.2 Potential construction phase air quality impacts are identified. It is considered that the use of good practice control measures would provide suitable mitigation and reduce impacts to an acceptable level.
- 6.9.3 Potential operational phase impacts are identified. These impacts are from road traffic exhaust emissions associated with vehicles travelling to and from the site. Air quality impacts are not deemed to be significant at any sensitive location in the vicinity of the site.
- 6.9.4 Air quality factors are not considered a constraint to the proposed development. The proposal is deemed to be compliant with Policy 10 of the Aligned Core Strategy (2014) and Policy LPD11 of the Local Planning Document Part 2 (2018).

Ground Investigation

- 6.10.1 The application is accompanied by a Ground Investigation Report. The purpose of this report is to identify any ground risks and to provide initial geotechnical information for the near surface soils, to assist in an assessment of possible foundation options.
- 6.10.2 The report notes that soakaways are unlikely to be suitable for surface water disposal and that alternative methods of surface water drainage should be investigated.
- 6.10.3 It is recommended that a hydrocarbon resistant membrane is incorporated into the floor slab design of the units. Foundations are to be designed by a structural engineer taking into account existing ground conditions and soils.

Construction Impacts

- 6.11.1 The application is accompanied by a Construction Environmental Management Plan (CEMP). This assesses the sites 'dust risk status'. It also considers noise emissions from the site and details best practice measures.

6.11.2 The CEMP determines an overall risk of 'medium' based on the proposed operations and the level of sensitivity of the surrounding receptors. It is recommended that attention is paid to the dust mitigation measures identified in the CEMP. In summary this involves:

- Regular maintenance of vehicles on site;
- Imposition of an appropriate speed limit;
- Covering lorries carrying materials to avoid dust release;
- Avoiding travel through residential areas where possible;
- Washing of vehicle wheels;
- Regular inspection of site entrances and sweeping/cleaning when necessary;
- Disposal of contaminated materials in a timely manner;
- Sheeting of temporary stored materials;
- Avoiding busy periods for deliveries;
- Asbestos handling to be undertaken by suitably trained staff;
- No burning to take place on site and disposal of waste to take place in accordance with relevant legislation;
- Training of staff.

6.11.3 When following the recommended measures contained in the CEMP there are no reasons as to why the proposed development should not be granted approval. The proposal is deemed to be compliant with Policy 10 of the Aligned Core Strategy (2014) and Policy LPD7 of the Local Planning Document Part 2 (2018).

7.0 SUMMARY AND CONCLUSIONS

- 7.1 The proposal is to demolish the existing single storey office building and two industrial buildings and to replace these with 5no. multi-purpose single storey industrial units.
- 7.2 The principle of employment development on an allocated employment site has already been established, both as a result of the sites existing use, and by virtue of the fact that it is allocated in the local plan.
- 7.3 The scale of the proposed development is not significantly greater than the existing development, with the proposed development sitting well within its context.
- 7.4 All technical matters can be satisfactorily addressed and there are no other reasons which could preclude development. As such, the proposal conforms with the principles of sustainable development, whereby the benefits of the development outweigh any potential for harm.
- 7.5 The proposal is considered to be compliant with national and local planning policies.