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Our Ref

Your Ref

Date: 28th March 2022

Dear Councillor,

Planning Committee

A Meeting of the **Planning Committee** will be held at **Council Chamber**, Civic offices, Civic Way, Swadlincote on **Tuesday, 05 April 2022 at 18:00**. You are requested to attend.

Yours faithfully,

Chief Executive

To:- **Labour Group**

Councillor Tilley (Chair), Councillor Shepherd (Vice-Chair) and Councillors Gee, Pearson and Southerd.

Conservative Group

Councillors Bridgen, Brown, Lemmon, Muller and Watson.

Independent Group

Councillors Dawson and MacPherson.

Non-Grouped

Councillor Wheelton



AGENDA

Open to Public and Press

- 1** To receive any questions by Members of the Council pursuant to Council procedure Rule No. 11.
- 2** Apologies

To note any declarations of interest arising from any items on the Agenda

- 3** REPORT OF THE STRATEGIC DIRECTOR (SERVICE DELIVERY) **3 - 76**

Exclusion of the Public and Press:

- 4** The Chairman may therefore move:-
That in accordance with Section 100 (A)(4) of the Local Government Act 1972 (as amended) the press and public be excluded from the remainder of the Meeting as it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that there would be disclosed exempt information as defined in the paragraph of Part I of the Schedule 12A of the Act indicated in the header to each report on the Agenda.
- 5** To receive any Exempt questions by Members of the Council pursuant to Council procedure Rule No. 11.

Report of the Strategic Director (Service Delivery)

Section 1: Planning Applications

In accordance with the provisions of Section 100D of the Local Government Act 1972, background papers are the contents of the files whose registration numbers are quoted at the head of each report, but this does not include material which is confidential or exempt (as defined in Sections 100A and D of that Act, respectively).

1. Planning Applications

This section also includes reports on applications for: approvals of reserved matters, listed building consent, work to trees in tree preservation orders and conservation areas, conservation area consent, hedgerows work, advertisement consent, notices for permitted development under the General Permitted Development Order 2015 (as amended) responses to County Matters and strategic submissions to the Secretary of State.

Reference	Item	Place	Ward	Page
DMPA/2020/0533	1.1	Melbourne	Melbourne	6
DMPA/2021/1686	1.2	Swadlincote	Newhall & Stanton and Swadlincote	41
DMPA/2021/0734	1.3	Church Gresley	Church Gresley	57
DMPA/2021/0555	1.4	Newhall	Newhall and Stanton	68
DMPA/2021/1501	1.5	Church Gresley	Church Gresley	71

When moving that a site visit be held, Members will be expected to consider and propose one or more of the following reasons:

1. The issues of fact raised by the report of the Strategic Director (Service Delivery) or offered in explanation at the Committee meeting require further clarification by a demonstration of condition of site.
2. Further issues of principle, other than those specified in the report of the Strategic Director (Service Delivery), arise from a Member's personal knowledge of circumstances on the ground that lead to the need for clarification that may be achieved by a site visit.
3. Implications that may be demonstrated on site arise for consistency of decision making in other similar cases.

Glossary of terms

The following reports will often abbreviate commonly used terms. For ease of reference, the most common are listed below:

LP1	Local Plan Part 1
LP2	Local Plan Part 2
NP	Neighbourhood Plan
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
PPG	Planning Practice Guidance
NPPF	National Planning Policy Framework
NDG	National Design Guide
SHMA	Strategic Housing Market Assessment
SHELAA	Strategic Housing and Employment Land Availability Assessment
s106	Section 106 (Agreement)
CIL	Community Infrastructure Levy
EIA	Environmental Impact Assessment
AA	Appropriate Assessment (under the Habitat Regulations)
CPO	Compulsory Purchase Order
CACS	Conservation Area Character Statement
HER	Historic Environment Record
LCA	Landscape Character Area
LCT	Landscape Character Type
LNR	Local Nature Reserve
LWS	Local Wildlife Site (pLWS = Potential LWS)
SAC	Special Area of Conservation
SSSI	Site of Special Scientific Interest
TPO	Tree Preservation Order
PRoW	Public Right of Way
POS	Public Open Space
LAP	Local Area for Play
LEAP	Local Equipped Area for Play
NEAP	Neighbourhood Equipped Area for Play
SuDS	Sustainable Drainage System
LRN	Local Road Network (County Council controlled roads)
SRN	Strategic Road Network (Trunk roads and motorways)
DAS	Design and Access Statement
ES	Environmental Statement (under the EIA Regulations)
FRA	Flood Risk Assessment
GCN	Great Crested Newt(s)
LVIA	Landscape and Visual Impact Assessment
TA	Transport Assessment
CCG	(NHS) Clinical Commissioning Group
CHA	County Highway Authority
DCC	Derbyshire County Council
DWT	Derbyshire Wildlife Trust
EA	Environment Agency
EHO	Environmental Health Officer
LEP	(D2N2) Local Enterprise Partnership
LLFA	Lead Local Flood Authority
NFC	National Forest Company
STW	Severn Trent Water Ltd

Item No. 1.1

Ref. No. [DMPA/2020/0533](#)

Valid date: 22/07/2020

Applicant: TBPA (Melbourne) Limited **Agent:** David Granger Design Ltd

Proposal: **Demolition of existing industrial and office buildings (including Relevant Demolition Consent) and the erection of 7 dwellings, garaging and associated development, the provision of a GRP substation, pedestrian access to the adjacent public footpath and alterations to the adjacent boundary wall at Seymour House and Kendrick Mills, Chapel Street, Melbourne, Derby, DE73 8EH**

Ward: Melbourne

Reason for committee determination

The application is returned to committee following a deferral at the meeting on 8th February 2022.

Executive Summary

When this item was debated in February Members raised concerns with the number of dwellings proposed on the site, which they considered would result in an overdevelopment of the plot with concerns related to inadequate parking and garden sizes. The application was deferred to allow the applicant the opportunity to address these concerns through amended plans.

The application is being returned to Planning Committee further to the receipt of amended plans which show a reduction in the number of dwellings proposed from nine to seven.

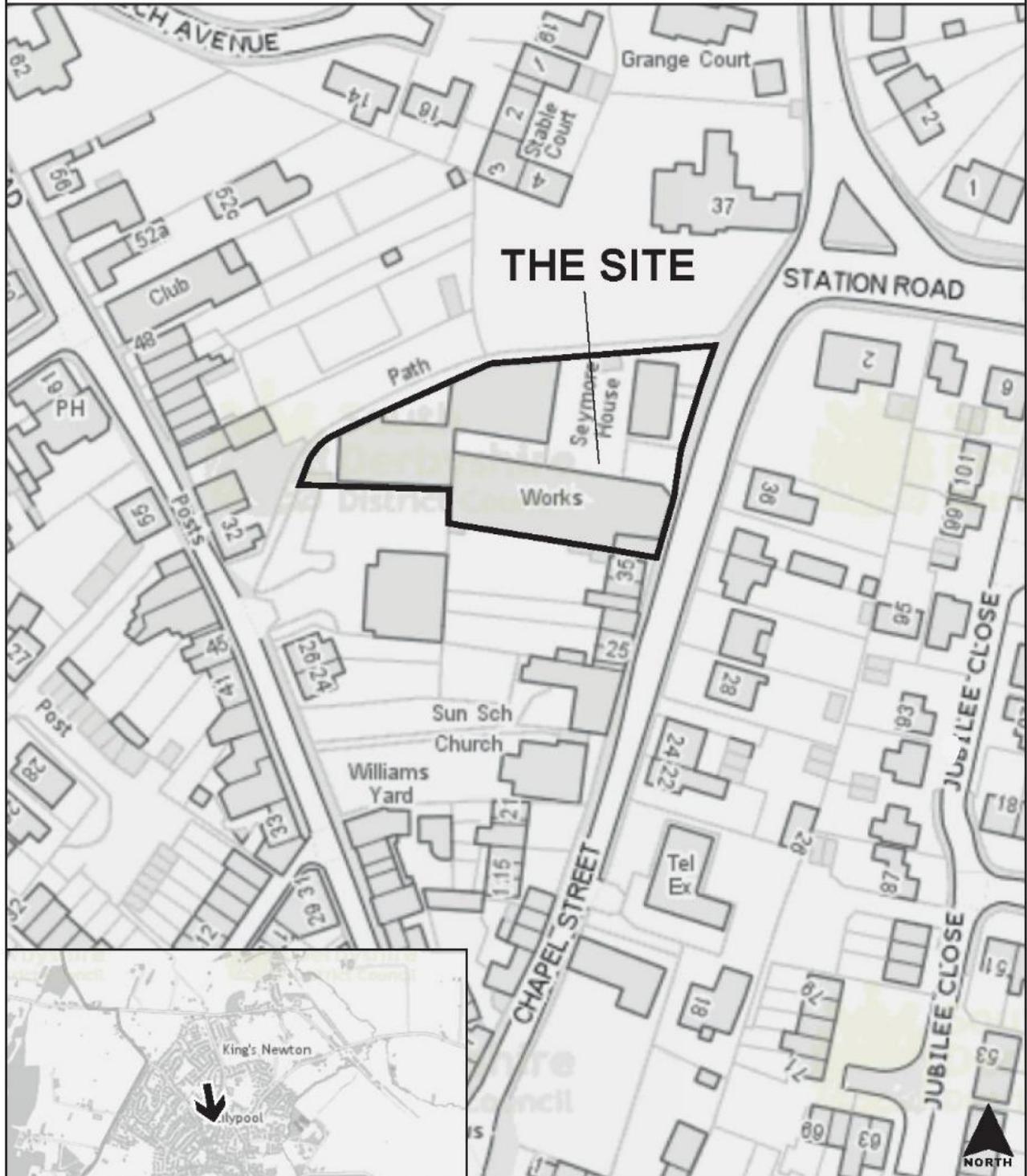
The proposal as originally presented to committee in February showed two detached dwellings and a terrace of three dwellings fronting Chapel Street with the access into the site located centrally between these dwellings. Within the site two detached dwellings were proposed to the north and two to the west. A garage block and the relocated substation was proposed along the southern boundary of the site and garaging/parking for the terrace of three immediately to their rear.

The amended plans show a similar built form proposed fronting Chapel Street and in the provision of garaging/parking but in place of the four detached dwellings are two dwellings of a larger footprint than those originally proposed.

The proposed amended plots, six and seven are now shown to have larger amenity areas, with minimal change to the depth, but significant changes to the width, occupying what was proposed to be divided into two garden areas. There are some smaller amendments within other areas of the site, and it is considered that the reduction in the number of plots proposed improves the amenity provision for these two properties and allows the built form to be pulled off the boundary to the west in respect of plot six, with single storey elements proposed on this plot and plot seven closest to the boundary with the footpath link, creating additional space.

The Committee is asked to resolve that planning permission be granted subject to the conditions listed at the end of this report.

DMPA/2020/0533 - Seymour House and Kendrick Mills, Chapel Street, Melbourne, Derby DE73 8EH



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Details of the Application

As stated in the original Committee report the proposal is for the total demolition of all the buildings on the site, and the relocation of the sub-station (currently on the Chapel Street frontage) into a GRP enclosure within a group of new garages within the centre of the site). This is unchanged. The site is then to be redeveloped for seven, 2-storey dwellings served from the existing central access on the Chapel Street frontage.

To the south of the access would be two detached houses facing on to Chapel Street and a terrace of three dwellings face Chapel Street. Within the site are two detached houses, one parallel to the right of way on the northern boundary and one at the western end. At the centre of the site would be a garage court and parking spaces with the relocated electric substation between two of the blocks. Plots one - five have a modest rear patio-garden area, and a bin-dwell area to store wheelie-bins on collection-day is provided close to the access for use by the dwellings within the site. A pedestrian link from the garage court to the right of way is achieved via a key-coded gate.

The dwellings are traditional in design with features such as chimney stacks, front canopies, bay windows and stone sills. Plots one - five offer three bed accommodation and six and seven have four bedrooms. Plots two - five and seven offer accommodation in the roofspace.

Relevant Policies and Guidance

The relevant policies have previously been set out in the original committee report, attached as an appendix.

Further consultation responses

No comments had been received at the time the report was written. Members will be updated verbally on the night.

Assessment

It is considered that all matters related to the principle of development, landscape character and trees, archaeology, biodiversity, flood risk and water management, contaminated land and the operations of East Midlands Airport were sufficiently covered in the original report and the proposed amendments will have no impact on such.

Concerns raised by members related to overdevelopment of the site, size of garden areas and parking within the site.

The amendments to the proposals have resulted in the loss of two detached dwellings. Amended plots six and seven offer larger accommodation than what had been proposed, with 4 bedrooms and a wider footprint. However, the dwellings have been designed with single storey elements closest to the shared boundary with each other (with the footpath link running between) and plot six is more distant from this boundary. It is considered that this creates a more spacious character in this area of the site and reduces the net density of the built form.

In addition, the gardens spaces for these two dwellings have been significantly increased as they both enjoy the full width of the plots within which they now sit, rather than this area being split between four dwellings.

Parking for these two dwellings is also increased as they now use parking areas previously allocated to the two dwellings which have been removed from the scheme. This means that plots six and seven have four parking spaces each, with the remaining five dwellings having two spaces. This exceeds the amount set out within the Council's Design SPD, with plots one-five meeting the amount set out. It is

considered therefore that the proposed would not have a significant detrimental effect on highway safety.

Plots two and three have also had single storey projections removed from their rear elevations to increase and improve their useable private amenity space.

In respect of the above amendments, it is considered that the proposals are in general accordance with Policies BNE1 (Design Excellence), BNE2 (Heritage Assets), INF2 (Sustainable Transport) and BNE10 (Heritage) of Parts one and two of the Local Plan.

Conclusion

The proposal has been amended in response to the concerns raised by Members at the meeting on 8th February. It is considered that the reduced number of dwellings on the site results in a less dense development with sufficient amenity provision for each dwelling and parking levels which meet, and in part exceed, the levels set out in the Council's Design SPD.

The proposal is an acceptable design and subject to conditions controlling materials, landscaping and boundary treatments would enhance the character of the Conservation Area. It would not harm the amenity of surrounding residents, and other technical issues (highways, noise, contamination and drainage) are considered to have been resolved or controlled by condition.

It is therefore considered that the proposals, as amended, are generally acceptable subject to conditions.

Recommendation

Approve subject to the following conditions and informatives:

1. The development hereby approved shall be begun before the expiration of three years from the date of this permission.

Reason: To conform with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the following plans/drawings as received by the Local Planning Authority on 4th February 2021 and 14th March 2022 as follows:
 - 19.3750.47 Detailed Planning Proposals Location Plan and Proposed Block Plan
 - 19.3750.48 Proposed Roof Plan
 - 19.3750.49 Detailed Planning Proposals Proposed Streetscenes
 - 19.3750.50 Detailed Planning Proposals Plot 1
 - 19.3750.51 Detailed Planning Proposals Plot 2
 - 19.3750.52 Detailed Planning Proposals Plots 3, 4 and 5 Proposed Elevations
 - 19.3750.53 Detailed Planning Proposals Plots 3, 4 and 5 Proposed Ground Floor Plans
 - 19.3750.54 Detailed Planning Proposals Plots 3, 4 and 5 Proposed First and Second Floor Plans
 - 19.3750.55 Detailed Planning Proposals Plot 6
 - 19.3750.57 Detailed Planning Proposals Plot 7 (floorplans)
 - 19.3750.56 Detailed Planning Proposals Plot 7 (elevations)
 - 19.3750.57 Detailed Planning Proposals – Garages Plots 3, 4 and 5
 - 19.3750.59 Detailed Planning Proposals – Garages/ Carports Plots 1, 2, 6 and 7 Proposed Plans (floorplans)
 - 19.3750.58 Detailed Planning Proposals – Garages/ Carports Plots 1, 2, 6 and 7 Proposed Plans (elevations)
 - Substation Plans June 2020

unless as otherwise required by condition attached to this permission or following approval of an application made pursuant to Section 96A of the Town and Country Planning Act 1990.

Reason: For the avoidance of doubt and in the interests of achieving sustainable development.

3. a) No development shall take place until a Written Scheme of Investigation for archaeological work has been submitted to and approved by the local planning authority in writing, and until any pre-start element of the approved scheme has been completed to the written satisfaction of the local planning authority. The scheme shall include an assessment of significance and research questions; and
 - (i) The programme and methodology of site investigation and recording
 - (ii) The programme for post investigation assessment
 - (iii) Provision to be made for analysis of the site investigation and recording
 - (iv) Provision to be made for publication and dissemination of the analysis and records of the site investigation
 - (v) Provision to be made for archive deposition of the analysis and records of the site investigation
 - (vi) Nomination of a competent person or persons/organization to undertake the works set out within the Written Scheme of Investigation.
- b) No development shall take place other than in accordance with the archaeological Written Scheme of Investigation approved under condition (a).
- c) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological Written Scheme of Investigation approved under condition (a) and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: In order to comply with Policy BNE10 of the Local Plan Part 2, and the requirements of NPPF para 199 which requires developers to record and advance understanding of the significance of heritage assets to be lost (wholly or in part).

4. Notwithstanding approved plans, prior to commencement of the development, a scheme for the retention/alteration (including finished height, coping, materials, brick-type, coursing/bonding and mortar type/finish and details of any gates/openings in the wall) for the historic boundary wall - which surrounds the site to the north and defines the southern boundary of the walkway between Derby Road and Chapel Street - shall be submitted to and agreed in writing by the Local Planning Authority. The development hereby approved shall only be carried out in complete accordance with the approved scheme and shall thereafter be retained in the agreed form for the lifetime of the development.

Reason: In order to comply with Policy BNE2 of the Part 1 and BNE10 of the Part 2 Local Plan, as the wall forms part of the Heritage assets of the locality and the requirements of NPPF para 199 which requires developers to record and advance understanding of the significance of heritage assets to be lost (wholly or in part).

5. Notwithstanding the submitted details, prior to their incorporation into the dwellings hereby approved details of the following, which may include samples, shall be submitted to and approved in writing by the Local Planning Authority:
 - a. Colour of fascia boards, guttering and downpipes;
 - b. Details of and around eaves, verges, string/dentil course and window/door reveal details;
 - c. Utility cupboard colours (both wall and ground mounted);
 - d. All external facing materials; and
 - e. Driveway materialsThe buildings shall be constructed in accordance with the approved details and retained thereafter

Reason: In the visual interest of the buildings and local distinctiveness.

6. Prior to occupation a scheme for noise attenuation in relation to noise associated with the substation which should include weighted double glazing to the affected properties/rooms shall

be submitted and approved by the Local Planning Authority. The rooms to which this condition applies shall be provided with sufficient ventilation with windows closed (other than for purge ventilation) to meet the requirements of Tables 5.2a to 5.2d of Building Control Approved Document F (Ventilation) or its successor depending on the design of the ventilation system. The scheme shall be implemented prior to occupation and shall be retained for the lifetime of the development. Trickle vents or other passive ventilation openings shall be designed to meet a specification Dn,e,w of 30 dBA as a minimum.

Reason: To protect those living in the dwellings from traffic or other external noise sources, in accordance with local planning policy SD1.

7. The development hereby permitted shall not begin until a scheme to deal with contamination has been submitted to and approved in writing by the local planning authority. The scheme shall include all of the following measures:
 - (i) A Phase I site investigation report carried out by a competent person to include a desk study, site walkover, the production of a site conceptual model and a human health and environmental risk assessment, undertaken in accordance with BS 10175: 2011 Investigation of Potentially Contaminated Sites – Code of Practice.
 - (ii) A Phase II intrusive investigation report detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. The report shall include a detailed quantitative human health and environmental risk assessment.
 - (iii) A remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end point of the remediation shall be stated, and how this will be validated. Any ongoing monitoring shall also be determined.
 - (iv) If during the works contamination is encountered which has not previously been identified, then the additional contamination shall be fully assessed in an appropriate remediation scheme which shall be submitted to and approved in writing by the local planning authority.
 - (v) A validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology shall be submitted prior to [first occupation of the development/the development being brought into use]. Details of any post-remedial sampling and analysis to demonstrate that the site has achieved the required clean-up criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.

Reason: To protect the health of future occupiers of the site from any possible effects of contaminated land, in accordance with local planning policy SD4.

8. Throughout the construction phase, space shall be provided within the curtilage of the site for the loading and unloading of goods vehicles, of plant and materials, site accommodation, parking and manoeuvring of site operatives and visitors vehicles, laid out and constructed in accordance with detailed designs to be submitted to and approved in writing by the Local Planning Authority in advance of the commencement of works on site and maintained throughout the construction period in accordance with the approved designs, free from any impediment to its designated use.

Reason: In the interests of highway safety.

9. Prior to occupation of any dwelling hereby approved a new vehicular access shall be created to Chapel Street in accordance with application drawing No 19.3750.48 and provided with visibility sightlines extending from a point 2.4 metres from the carriageway edge, measured along the centreline of the access, for a distance of 43 metres in each direction measured to 1m out from the nearside carriageway edge. The land in advance of the visibility sightlines shall be retained throughout the life of the development free of any object greater than 1m in height (0.6m in the case of vegetation) relative to adjoining nearside carriageway channel level.

Reason: In the interests of highway safety.

10. Prior to occupation of any dwelling hereby approved, the existing vehicular access to Chapel Street shall be permanently closed with a physical barrier and the existing vehicle crossover reinstated as footway in a manner to be agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety.

11. The dwellings hereby approved shall not be occupied until space has been provided within the application site in accordance with application drawing No 19.3750.48 for the parking and manoeuvring of vehicles, laid out, surfaced and maintained throughout the life of the development free from any impediment to its designated use.

Reason: In the interests of highway safety.

12. The proposed access drive to Chapel Street shall be no steeper than 1:14 for the first 10m from the nearside highway boundary and measures shall be implemented to prevent the flow of surface water onto the adjacent highway. Once provided any such facilities shall be maintained in perpetuity free from any impediment to their designated use.

Reason: In the interests of highway safety.

13. No development shall take place until a detailed design and associated management and maintenance plan of the surface water drainage for the site, in accordance with the principles outlined within:
- a. Surface Water Drainage Strategy, prepared by: Michael Evans & Associates Ltd Dated: 30th April 2020 (including any subsequent amendments or updates to those documents as approved by the Flood Risk Management Team), and
 - b. DEFRA's Non-statutory technical standards for sustainable drainage systems (March 2015), have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason: To ensure that the proposed development does not increase flood risk and that the principles of sustainable drainage are incorporated into this proposal, and sufficient detail of the construction, operation and maintenance/management of the sustainable drainage systems are provided to the Local Planning Authority.

14. No development shall take place until a detailed assessment has been provided to and approved in writing by the Local Planning Authority, to demonstrate that the proposed destination for surface water accords with the drainage hierarchy as set out in paragraph 80 reference ID: 7-080-20150323 of the planning practice guidance. The assessment should demonstrate with appropriate evidence that surface water runoff is discharged as high up as reasonably practicable in the following hierarchy:
- I. into the ground (infiltration);
 - II. to a surface water body;
 - III. to a surface water sewer, highway drain, or another drainage system;
 - IV. to a combined sewer.

Reason: To ensure that surface water from the development is directed towards the most appropriate waterbody in terms of flood risk and practicality by utilising the highest possible priority destination on the hierarchy of drainage options.

15. Prior to commencement of the development, details indicating how additional surface water runoff from the site will be avoided during the construction phase shall be submitted to and approved by the Local Planning Authority. The approved system shall be operating to the satisfaction of the LPA, before the commencement of any works, which would lead to increased surface water runoff from site during the construction phase.

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development.

16. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure that the drainage system is constructed to the national Non-statutory technical standards for sustainable drainage and CIRIA standards C753.

17. Prior to any construction above foundations level, a scheme of biodiversity enhancement shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include, as a minimum, the incorporation of integrated (inbuilt) features within the new buildings for roosting bats and nesting swifts. The enhancement scheme shall be implemented in accordance with the agreed details as construction proceeds and completed prior to the first occupation of the development, and thereafter retained in the agreed form.

Reason: The vegetation and buildings on the site are considered to offer nesting habitat for breeding birds, and an appropriate replacement/enhancement bio-diversity scheme is required to ensure adequate facilities are maintained.

18. No removal of vegetation, buildings or structures shall take place between 1st March and 31st August inclusive unless a survey to assess the nesting bird activity on the site during this period and a scheme to protect the nesting birds has first been submitted to and approved in writing by the Local Planning Authority. No vegetation, buildings or structures shall be removed between 1st March and 31st August inclusive other than in accordance with the approved bird nesting protection scheme.

Reason: The vegetation and buildings on the site are considered to offer nesting habitat for breeding birds, and an appropriate replacement/enhancement biodiversity scheme is required to ensure adequate facilities are maintained.

19. Notwithstanding the plans hereby approved, prior to the construction of a boundary wall, fence or gate, details of the position, appearance and materials of such boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be completed in accordance with the approved details before the respective dwellings to which they serve is/are first occupied or in accordance with a timetable which shall first have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the character and appearance of the area.

20. Notwithstanding the plans hereby approved, prior to the occupation of any dwelling, a scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. Details of soft landscaping should evidence compliance with British Standard (BS) 3936: 'Part 1 - Specification for trees and shrubs', BS3969 - 'Recommendations for turf for general purposes' and BS4428 - 'Code of practice for general landscape operations (excluding hard surfaces)'. All hard landscaping shall be carried out in accordance with the approved details prior to occupation of each respective dwelling, whilst all planting, seeding or turfing comprised in the approved scheme shall be carried out in the first planting and seeding seasons following the first occupation of any dwelling or the completion of the development, whichever is the sooner; and any plants which within a period of five years (ten years in the case of trees) from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species and thereafter retained for at least the same period, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interest of the visual setting of the development and the surrounding area.

21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any statutory instrument amending, revoking and/or replacing that Order, the dwellings hereby permitted shall not be enlarged or extended, and no outbuildings shall be erected within any plot without the prior grant of planning permission pursuant to an application made to the Local Planning Authority in that regard.

Reason: To maintain control in the interest of the character and amenity of the area, having regard to the setting and size of the development, the proximity to existing features on or adjacent to the site, and the effect upon neighbouring properties and the character of the Conservation Area.

22. Recharge points for electric vehicles shall be provided within the development to comply with the following criteria:
- Residential, 1 charging point per dwelling with dedicated on plot parking, Residential charging points shall be provided with an IP65 rated domestic socket 13amp socket, directly wired to the consumer unit with 32 amp cable to an appropriate RCD. This socket shall be located where it can later be changed to a 32amp EVCP. Non-residential charging points shall be supplied by an independent 32 amp radial circuit and equipped with a type 2, mode 3, 7-pin socket conforming to IEC62196-2. Alternative provision to this specification must be first submitted to and approved in writing by the Local Planning Authority.

The electric vehicle charging points shall be provided in accordance with the stated criteria and approved details prior to the first occupation or use of the respective premises and shall thereafter be maintained in working order and remain available for use throughout the life of the development.

Reason: In the interests of protecting and enhancing air quality through reducing and minimising emissions from vehicles.

23. Each dwelling shall be constructed and fitted out so that the estimated consumption of wholesome water by persons occupying the dwelling will not exceed 110 litres per person per day, consistent with the Optional Standard as set out in G2 of Part G of the Building Regulations (2015). The developer must inform the building control body that this optional requirement applies.

Reason: To ensure that future water resource needs, wastewater treatment and drainage infrastructure are managed effectively, so to satisfy the requirements of policy SD3 of the Local Plan.

Informatives:

- a. The fieldwork required by condition 3 (above) should be conducted by a suitably qualified archaeological consultancy (ie a CIFA registered organisation), to a written scheme of investigation to be agreed with the Local Planning Authority/County Archaeologist.
- b. Drainage - Advisory/Informative Notes (It should be noted that the information detailed below (where applicable), will be required as an absolute minimum in order to discharge any of the drainage conditions set by the LPA):
 - A. The County Council does not adopt any SuDS schemes at present (although may consider ones which are served by highway drainage only). As such, it should be confirmed prior to commencement of works who will be responsible for SuDS maintenance/management once the development is completed.
 - B. Any works in or nearby an ordinary watercourse may require consent under the Land Drainage Act (1991) from the County Council. For further advice, or to make an application please contact Flood.Team@derbyshire.gov.uk.
 - C. No part of the proposed development shall be constructed within 3-8m of an ordinary watercourse and a minimum 3 m for a culverted watercourse (increases with size of culvert). It should be noted that DCC have an anti-culverting policy.
 - D. The applicant should be mindful to obtain all the relevant information pertaining to proposed discharge in land that is not within their control, which is fundamental to allow the drainage of the proposed development site.
 - E. The applicant should demonstrate, to the satisfaction of the Local Planning Authority, the appropriate level

of treatment stages from the resultant surface water discharge, in line with Table 4.3 of the CIRIA SuDS Manual C753.

F. The County Council would prefer the applicant to utilise existing landform to manage surface water in mini/sub-catchments. The applicant is advised to contact the County Council's Flood Risk Management team should any guidance on the drainage strategy for the proposed development be required.

G. The applicant should provide a flood evacuation plan which outlines:

- The flood warning procedure
- A safe point of extraction
- How users can safely evacuate the site upon receipt of a flood warning
- The areas of responsibility for those participating in the plan
- The procedures for implementing the plan
- How users will be made aware of flood risk
- How users will be made aware of flood resilience
- Who will be responsible for the update of the flood evacuation plan

H. Flood resilience should be duly considered in the design of the new building(s) or renovation. Guidance may be found in BRE Digest 532 Parts 1 and 2, 2012 and BRE Good Building Guide 84.

I. Surface water drainage plans should include the following:

- Rainwater pipes, gullies and drainage channels including cover levels.
- Inspection chambers, manholes and silt traps including cover and invert levels.
- Pipe sizes, pipe materials, gradients, flow directions and pipe numbers.
- Soakaways, including size and material.
- Typical inspection chamber / soakaway / silt trap and SW attenuation details.
- Site ground levels and finished floor levels.

J. On Site Surface Water Management;

- The site is required to accommodate rainfall volumes up to the 1% probability annual rainfall event (plus climate change) whilst ensuring no flooding to buildings or adjacent land.
- The applicant will need to provide details and calculations including any below ground storage, overflow paths (flood routes), surface detention and infiltration areas, etc, to demonstrate how the 100 year + 40% Climate Change rainfall volumes will be controlled and accommodated. In addition, an appropriate allowance should be made for urban creep throughout the lifetime of the development as per 'BS 8582:2013 Code of Practice for Surface Water Management for Developed Sites' (to be agreed with the LLFA).
- Production of a plan showing above ground flood pathways (where relevant) for events in excess of the 1% probability annual rainfall event, to ensure exceedance routes can be safely managed.
- A plan detailing the impermeable area attributed to each drainage asset (pipes, swales, etc).

Peak Flow Control

- For greenfield developments, the peak run-off rate from the development to any highway drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event, should never exceed the peak greenfield run-off rate for the same event.
- For developments which were previously developed, the peak run-off rate from the development to any drain, sewer or surface water body for the 100% probability annual rainfall event and the 1% probability annual rainfall event must be as close as reasonably practicable to the greenfield run-off rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development, prior to redevelopment for that event.

Volume Control

- For greenfield developments, the runoff volume from the development to any highway drain, sewer or surface water body in the 6 hour 1% probability annual rainfall event must not exceed the greenfield runoff volume for the same event.
 - For developments which have been previously developed, the runoff volume from the development to any highway drain, sewer or surface water body in the 6 hour 1% probability annual rainfall event must be constrained to a value as close as is reasonably practicable to the greenfield runoff volume for the same event, but must not exceed the runoff volume for the development site prior to redevelopment for that event.
- Note:- If the greenfield run-off for a site is calculated at less than 2 l/s, then a minimum of 2 l/s could be used (subject to approval from the LLFA).
- Details of how the on-site surface water drainage systems shall be maintained and managed after completion and for the lifetime of the development to ensure the features remain functional.
 - Where cellular storage is proposed and is within areas where it may be susceptible to damage by excavation by other utility contractors, warning signage should be provided to inform of its presence. Cellular storage and infiltration systems should not be positioned within the highway.
 - Guidance on flood pathways can be found in BS EN 752.

• The Greenfield runoff rate which is to be used for assessing the requirements for limiting discharge flow rates and attenuation storage for a site should be calculated for the whole development area (paved and pervious surfaces - houses, gardens, roads, and other open space) that is within the area served by the

drainage network, whatever the size of the site and type of drainage system. Significant green areas such as recreation parks, general public open space, etc., which are not served by the drainage system and do not play a part in the runoff management for the site, and which can be assumed to have a runoff response which is similar to that prior to the development taking place, may be excluded from the greenfield analysis.

K. If infiltration systems are to be used for surface water disposal, the following information must be provided:

- Ground percolation tests to BRE 365.
- Ground water levels records. Minimum 1m clearance from maximum seasonal groundwater level to base of infiltration compound. This should include assessment of relevant groundwater borehole records, maps and on-site monitoring in wells.
- Soil / rock descriptions in accordance with BS EN ISO 14688-1:2002 or BS EN ISO 14689-1:2003.
- Volume design calculations to 1% probability annual rainfall event + 40% climate change standard. An appropriate factor of safety should be applied to the design in accordance with CIRIA C753 – Table 25.2.
- Location plans indicating position (soakaways serving more than one property must be located in an accessible position for maintenance). Soakaways should not be used within 5m of buildings or the highway or any other structure.
- Drawing details including sizes and material.
- Details of a sedimentation chamber (silt trap) upstream of the inlet should be included.

Soakaway detailed design guidance is given in CIRIA Report 753, CIRIA Report 156 and BRE Digest 365.

L. All Micro Drainage calculations and results must be submitted in .MDX format, to the LPA. (Other methods of drainage calculations are acceptable.)

M. The applicant should submit a comprehensive management plan detailing how surface water shall be managed on site during the construction phase of the development ensuring there is no increase in flood risk off site or to occupied buildings within the development.

c. Highway Advice - In addition please append the following notes to any consent for the applicant's information:-

A. Pursuant to Section 184 of the Highways Act 1980 and Section 86(4) of the New Roads and Streetworks Act 1991 prior notification shall be given to the Department of Economy, Transport & Environment at County Hall, Matlock regarding access works within the highway. Information, and relevant application forms, regarding the undertaking of access works within highway limits is available via the County Council's website

http://www.derbyshire.gov.uk/transport_roads/roads_traffic/development_control/vehicular_access/default.asp, e-mail highways.hub@derbyshire.gov.uk or telephone Call Derbyshire on 01629 533190.

B. Pursuant to Section 127 of the Highways Act 1980, no work may commence within the limits of the public highway to close any redundant accesses and to reinstate the footway without the formal written Agreement of the County Council as Highway Authority. It must be ensured that public transport services in the vicinity of the site are not adversely affected by the development works. Advice regarding the technical, legal, administrative and financial processes involved in

Section 127 Agreements may be obtained by contacting this Authority via email – highways.hub@derbyshire.gov.uk. The applicant is advised to allow approximately 12 weeks in any programme of works to obtain a Section 127 Agreement.

C. The Highway Authority recommends that the first 5m of the proposed access driveway should not be surfaced with a loose material (i.e. unbound chippings or gravel etc). In the event that loose material is transferred to the highway and is regarded as a hazard or nuisance to highway users, the Authority reserves the right to take any necessary action against the householder.

D. Pursuant to Section 163 of the Highways Act 1980, where the site curtilage slopes down towards the public highway, measures shall be taken to ensure that surface water run-off from within the site is not permitted to discharge across the footway margin. This usually takes the form of a dish channel or gully laid across the access immediately behind the back edge of the highway, discharging to a drain or soakaway within the site.

Valid date: 22/07/2020

Applicant: TBPA (Melbourne) Limited

Agent: David Granger Design Ltd

Proposal: **Demolition of existing industrial and office buildings (including Relevant Demolition Consent) and the erection of 9 dwellings, garaging and associated development, the provision of a GRP substation, pedestrian access to the adjacent public footpath and alterations to the adjacent boundary wall at Seymour House and Kendrick Mills, Chapel Street, Melbourne, Derby, DE73 8EH**

Ward: Melbourne

Reason for committee determination

The development has resulted in an unresolved objection from the Council's Economic Development Officer. The application has been called-in to Committee by Cllr Hewlett due to concerns regarding the loss of employment, cramped appearance/too many dwellings and highway safety.

Site Description

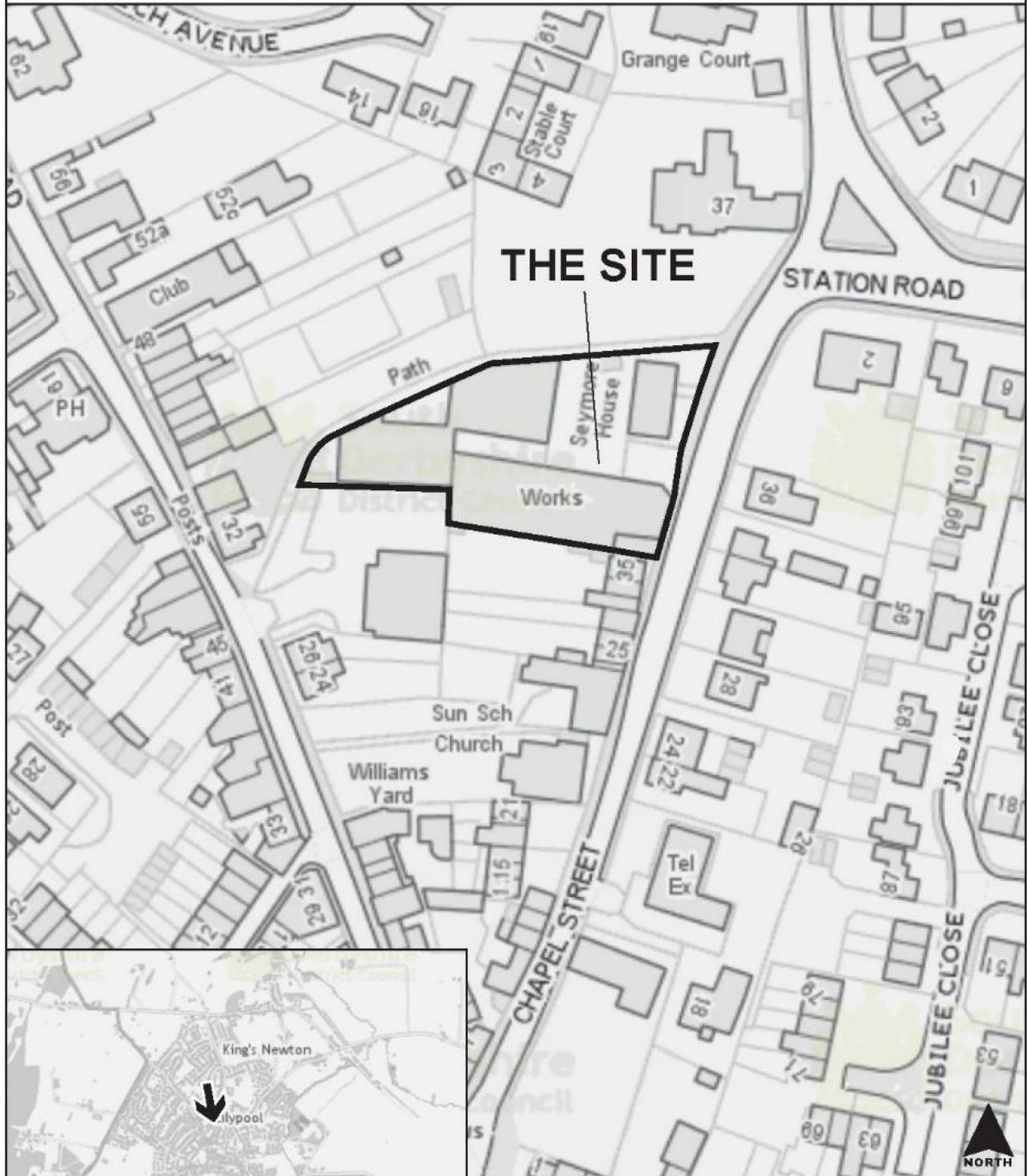
The site is roughly triangular in shape with a frontage to Chapel Street at its eastern end, narrowing to a point at the western end (which does not reach through to Derby Road). There is a public footpath on the northern boundary that links Chapel Street to Derby Road. The site is located within the Melbourne Conservation Area at the northern end of the village centre. The site is covered over in buildings with a small central yard served from an access at the centre of the Chapel Street frontage. Old industrial/warehouse buildings occupy the southern boundary and the western end of the site, with a modern brick-built two storey office in the north-east corner, fronting on to Chapel Street. The south-east corner of the Chapel Street frontage contains an electric sub-station contained within a simple brick structure, which is completely surrounded by the larger industrial building. Two modest areas of dense undergrowth exist at the western end of the site, although no mature trees. However, there are some trees within the site to the north beyond the right of way which impact on the site. At its eastern end, the site lies adjacent to a row of two storey traditional terraced properties on the Chapel Street frontage, and to the west, between Derby Road and the site is a historic mill building.

The proposal

The proposal is for the total demolition of all the buildings on the site, and the relocation of the sub-station (currently on the Chapel Street frontage) into a GRP enclosure within a group of new garages (within the centre of the site). The site is to be redeveloped for a modest development of nine, two storey dwellings served from the existing central access on the Chapel Street frontage.

To the south of the access would be two detached houses facing on to Chapel Street and a terrace of three dwellings face Chapel Street. Within the site are four further detached houses, two parallel to the right of way on the northern boundary and two at the western end. At the centre of the site would be a garage court of two, three and four garages and parking spaces with the relocated electric sub station between two of the blocks. Each dwelling has a modest rear patio-garden area, and a bin-dwell area to store wheelie bins on collection day is provided close to the access for use by the dwellings within the site. A pedestrian link from the garage court to the right of way is achieved via a key-coded gate. In the revised form, the dwellings comprise nine three-bedroomed units and are an attractive design, incorporating bay windows and chimney stacks.

DMPA/2020/0533 - Seymour House and Kendrick Mills, Chapel Street, Melbourne, Derby DE73 8EH



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South Derbyshire District Council. LA 100019461.2020

Applicant's supporting information

The application is accompanied by the following technical reports:-

- Arboricultural Report
- Archaeological Report
- Bat and Ecology Report
- Design and Access Statement
- Drainage Statement
- Heritage Impact Statement
- Marketing Report
- Noise Report
- Phase 1 and 2 Contamination Report
- Transport Statement

Relevant planning history

9/2017/0634 – crown raising and pruning of trees – Tree work in a Conservation Area – consented – July 2017

9/1999/0624 – The removal of condition 2 of planning permission 9/1186/636 – appeal withdrawn August 2001

9/1993/0758 - The use for light industrial purposes of the warehouse known as John Wilson Engineering Ltd

9/1186/636 – The use for light engineering of the warehouse at the rear of the office block at the premises of Howers Brown and Sharpe - approved February 1987

Responses to consultations and publicity

Conservation Officer – July 2020 no objections subject to conditions and informatives covering: external facing materials; blue brick to below DPC level; fenestration details. Satisfied that the impact on the special architectural and historic character and appearance of the conservation area would be broadly neutral, this the proposal preserves the character and appearance of the conservation area and nearby listed Methodist Chapel.

February 2021 – no objections subject to conditions and informatives as previously described. No objections to the reduction in scale of the properties through removal of two storey rear projections. The suggestion that this has reduced the parking and improved balance between soft landscaping and hard surfacing is not accepted as the area still needs to be hard surfaced for parking and therefore cannot accommodate any notable planting due to the need to retain the substation. Important to secure good quality materials by condition.

Planning Policy Officer – No objection subject to conditions.

Local Plan Policy EMP3 states: "Redevelopment or changes of use of existing industrial and business land and premises for uses other than those falling within classes B1 (b), B1(c), B2 and B8 of the Use Classes Order will only be permitted where:

i) the existing use is significantly harmful to the amenity of neighbouring land uses in terms of noise, vibration, visual qualities, air quality or traffic generation, and this cannot be satisfactorily overcome by other means; or

ii) it can be demonstrated that there is no demand for the use of the site or premises for Use Class B1, B2 and B8 purposes and that the development proposals would not unduly inhibit existing or planned neighbouring land uses."

The applicant has submitted evidence that the site was marketed for a period of over six months during 2019 before being purchased by the current owner. Whilst this period is less than the minimum of twelve months identified in the explanatory text accompanying the above policy, a Chartered Surveyor

has provided a professional assessment of the prospect of continued commercial use. This concludes that the site is unsuitable to meet modern commercial requirements because it offers poor vehicular access and has inadequate parking and loading space; the location of the site adjoining housing on three sides would be off-putting to occupiers due to potential disturbance to residential amenity; the design of the buildings is dated and cannot compete with accommodation provided by more recent developments and the tightly constrained nature of the site provides no opportunity for expansion.

The assessment also considers the potential for redevelopment of the site for industrial and commercial uses and concludes that this would be unlikely to be financially viable.

In light of the above it is considered that it has been satisfactorily demonstrated that there would be no demand for continued use of the premises for industrial and commercial purposes and that use for residential purposes may therefore be acceptable in principle, subject to all other relevant planning considerations.

Environmental Health Officer – August/October 2020 - no objections subject to conditions covering: prior to commencement acoustic protection scheme for occupiers nearest to proposed generator in line with NIA; glazing specification; electric vehicle charging point; prior to commencement remediation scheme as per Phase II and I recommendations ; prior to occupation validation report; undiscovered contaminated land.

Landscape Officer – August 2020 - no objections subject to conditions covering; landscaping scheme including fruit trees to rear gardens, trees planting (including frontage of plot 9), details of walls/fence with hedgehog access, amendments to Betula Pendula and Prunus Avium as they would be too large for this development size, species and biodiversity enhancement and five year planting.
February 2021 – same comments as per August 2020.

Tree Officer – August 2020 - no objections to the development subject to condition seeking trees in gardens and only uppermost canopies of overhanging trees requiring protection during construction and only minor facilitating pruning is required and should be allowed during construction.

East Midlands Airport – August 2020 no objection subject to conditions and informatives covering: prior to commencement submission of dust, bird and smoke control methods during construction; exterior lighting details; no solar photovoltaics to be installed without consult removal of PD for this; no large gas purging without consent and informatives; crane consent.
February 2021 – no objection subject to the previous safeguarding conditions referred to in original response.

County Highways Authority Officer – October 2020 no objections as whilst development is contrary to guidance to allow adoption by Highways Authority it is proposed as a private road and should remain so. Conditions covering: parking spaces dimensions as per standards; prior to commencement construction management plan; prior to occupation vehicular access implemented as per 19.3750.25 A; prior to occupation closing of existing vehicular accesses to Chapel Street and access drive to Chapel Street gradient restriction.
February 2021 – no objection subject to conditions and informatives as previous directed with substitution of previous access plan on condition 2 to Rev C.

Derbyshire Wildlife Trust - September 2020 – no objections subject to conditions seeking biodiversity enhancements in line with policy BNE3 for nesting birds and bays integrated features into buildings and clearance of the site during nesting birds season.

DCC Archaeology – August 2020 – objected due to lack of Archaeological Based Desk Assessment with Walk Over Survey needs submission as per paragraph 189 of the NPPF.
October 2020 - no objection subject to conditions: Prior to commencement Written Scheme of Investigation for archaeological work; no development take place other than as per agreed in WSI condition approval; No occupation of first unit until site investigation and post investigation assessments have been completed In accordance with WSI. Sought amendments to the scheme to

include historical boundary wall.

February 2021 – No objection subject to conditions as stated in October 2020 comments.

Lead Local Flood Authority - November 2020– no objections subject to conditions and informatives: prior to commencement surface water drainage scheme in accordance with principles outlined in Surface Water Drainage Strategy submitted; prior to commencement surface water during construction drainage scheme and prior to first occupation of a unit verification report.

Economic Development Officer - August 2020– object to the proposals – limited evidence presented as to the activities undertaken on site marketing the site for employment, where it was marketed and for what period with no information on number of enquiries, potential purchase offers and how this compared with local market prices and details of why interest received didn't progress. Employment land and property is limited in Melbourne with little scope to provide further in the future as such is a stable market, where few units change hands and opportunities arise for indigenous companies to expand or new employers to move into the area. There are no units currently being marketed in Melbourne of any size and that is typically the position and working with a number of businesses in Melbourne who would like additional premises.

October 2020 – Property market in Melbourne is very constrained, there is a limited amount of commercial property and few opportunities to provide any more in the future, as a result there is usually interest in any property that becomes available. Melbourne is a self-contained settlement – the indigenous companies are often reluctant to consider sites outside the town due to their local workforce and the challenges of crossing Swarkestone Causeway. Consequently, it is considered Melbourne is something of a special case and businesses are more likely to consider properties with limitations than elsewhere.

Severn Trent Water Ltd – February 2021 – no objection – informatives in respect of s106 sewer connections and STW public sewer on site and diversion may be required under s185 of Water Industry Act 1991.

Melbourne Civic Society – August 2020 - object to the development for the following reasons:

- No objection to the principle but note that it appears overdeveloped and cramped and should be reduced in numbers.
- External facing materials are important and should form a condition of development.
- Bay windows are not characteristic on properties in this area for small scale housing.
- Staggered alignment of plots 3-5 is not characteristic, they can go straight alongside the carriageway and pavement more in keeping.
- Garages are not characteristic.
- Brick boundary wall should be retained as forms part of history of the site and would look better than other boundary treatments. Can form a planning condition.
- Air source heat pumps should be considered to combat climate change at the site.
- Solar panels should be considered for dwellings at rear of site, but not those fronting Chapel Street to conserve the Conservation Area character.
- Windows should be triple glazed.
- Rainwater harvesting and electric vehicle charging points should be incorporated.

October 2020 - Comments as per August 2020

February 2021 – Comments as per August 2020.

Melbourne Parish Council – August 2020 - object to the development for the following reasons:

- The emerging NDP policy cites for housing developments in brownfield sites to be for houses of three bedrooms or less, though there is no objection to the principle of the development of use of land for housing.

March 2021 – they note that various consultees have made comments and proposed conditions and the Parish Council supports these and the conditions particularly from the DCC Archaeology Officer.

Two letters of objections have been received, raising the following comments:

- a) Principle of development would be fine as brownfield but too many houses, hardstanding and garages proposed.

- b) Over intensification of the site, resulting in poor and compromised design standards.
- c) Impact of the privacy and amenity of neighbouring residential properties from overbearing impact and overlooking.
- d) Inadequate proposed parking and impact on highways safety.
- e) Nine dwellings not proportionate to the surroundings and it creates a cramped appearance out of context and scale with the immediate area character and Conservation Area. Five/six dwellings would be infill.
- f) Lack of external amenity space for new residents.
- g) The plans provided do not accurately show neighbouring dwellings.
- h) 2.5 storey dwellings would be out of keeping with the main two storey character of dwellings in this part of Melbourne.
- i) Courtyard and parking proposed would be contrary to the design guide as it serves too many dwellings and are not on plot parking and adds to overdevelopment and lack of landscaping within the site.
- j) Garages should not be included as car parking spaces, as not as used and this will push parking onto Chapel Street or Pack Horse Road as a result where there are existing issues.

Councillor Hewlett

- Satisfied with the use proposed for residential if the Council are satisfied that adequate attempts have been made for it to continue as an employment site; many businesses have closed in the village and it would be good to retain such a use.
- Previous user needed long lorries to get into the site which would block the street, but other industrial and commercial uses may require shorter vehicles.
- Too many properties have been crammed into the space, all family dwellings and the gardens are too small particularly plots 3 to 9, especially 6 and 7 for four- bedroom units.
- Parking provision does meet our standards but there will also be visitors to consider, not incorporated into the site.
- Concerned that the proximity of the site entrance to sharp bend where Chapel Street turns into Station Road, but Highways have not objected for that reason. Reduction of 2 plots may make this acceptable.

Councillor Fitzpatrick

- I have been contacted by some interested residents about this application in particular to the point regarding the relocation of existing sub station. The main concern is that the switchgear in electricity sub stations may contain one of the worst ozone depleting gases there is known as SF6. This gas is a greenhouse as 23500 times more harmful than CO2.
- The proposed building on the site of the old factory involves relocating this substation. I think we need to impress on any contractor It is vital that any leaks are minimised from this, and ideally a more expensive, but less potentially disastrous material alternative could be used. Is this within our powers to make this conditional?

Relevant policy, guidance and/or legislation

The relevant Development Plan policies are:

Local Plan Part 1 (LP1): S1 (Sustainable Growth Strategy), S2 (Presumption in Favour of Sustainable Development), S3 (Environmental Performance), S4 (Housing Strategy), S5 (Employment Land Need), S6 (Sustainable Access), H1 (Settlement Hierarchy), H20 (Housing Balance), E3 (Existing Employment Areas), SD1 (Amenity and Environmental Quality), SD2 (Flood Risk), SD3, (Sustainable Water Supply, Drainage and Sewerage Infrastructure), SD4 (Contaminated Land and Mining Legacy), BNE1 (Design Excellence), BNE2 (Heritage Assets), BNE3 (Biodiversity), BNE4 (Landscape Character and Local Distinctiveness), INF1 (Infrastructure and Developer Contributions), INF2 (Sustainable Transport), INF5 (East Midlands Airport), INF8 (The National Forest).

Local Plan Part 2 (LP2): SDT1 (Settlement Boundaries and Development), BNE7 (Trees, Woodland and Hedgerows), BNE10 (Heritage), RTL1 (Retail Hierarchy).

The emerging policies are:

Melbourne Neighbourhood Development Plan – regulation 16 reached (Independent Examination)

The relevant local guidance is:

South Derbyshire Design Guide Supplementary Planning Document (SPD)
Melbourne Conservation Area Statement Adopted 2011
Trees and Development SPD
Strategic Housing Market Assessment 2020
Housing Position Paper January 2021

The relevant national policy and guidance is:

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

The relevant legislation is:

The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)
The Town and County Planning (Use Classes) Order 1987
The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Planning considerations

Taking into account the application made, the documents submitted (and supplemented and/or amended where relevant) and the site and its environs; the main issues central to the determination of this application are:

- The principle of the development – demolition of existing industrial and office buildings (including relevant demolition consent) and the erection of 9 dwellings, garaging and associated development, the provision GRP substation, pedestrian access to the adjacent public footpath and alterations to the adjacent boundary wall.
- Impact of the development on local character and designated heritage assets
- Impact of the development on residential amenity
- Impact of the development on highways safety and parking
- Impact of the development on landscape character and trees
- Impact of the development on archaeology
- Impact of the development on biodiversity
- Impact of the development on flood risk and water management
- Impact of the development on contaminated land
- Impact of the development on the operations of East Midlands Airport

Planning assessment

During the course of the application the proposals were amended and additional information submitted for consideration. The following assessment is based on the revised proposals as received on 4th February 2021 which was subject of a re-consultation.

The principle of the development – demolition of existing industrial and office buildings (including relevant demolition consent) and the erection of 9 dwellings, garaging and associated development, the provision GRP substation, pedestrian access to the adjacent public footpath and alterations to the adjacent boundary wall

The most applicable policies to consider are S1, S2, S4, H1, H20 and E3 of the LP1 and SDT1 of the LP2 which between them seek to protect employment land/uses within defined settlements subject to amenity/highways etc. considerations and also where housing development is directed due to the existing provision of infrastructure, services and facilities.

The existing use of the site encompasses B1, B2 and B8 uses of offices, warehouse and industrial uses which are classified as industrial use classes or rather Class E – Commercial, business and service areas with some B2 and B8 uses, with respect to the changes to the Use Class Order in

England 2020.

Policy E3 of the LP1 reads that “Redevelopment of changes of use of existing industrial and business land and premises for uses other than those falling within classes B1(b), B1(v), B2 and B8 of the Use Classes Order will only be permitted where:

- i) The existing use is significantly harmful to the amenity of neighbouring land uses in terms of noise, vibration, visual qualities, air quality or traffic generation, and this cannot be satisfactorily overcome by other means; or
- ii) It can be demonstrated that there is no demand for the use of the site or premises for Use Classes B1, B2 and B8 purposes and that the development proposals would not unduly inhibit existing or planned neighbouring land uses.”

Policy SDT1 of the LP2 states that ‘settlement boundaries define the built limits of a settlement. Within settlement boundaries as defined on the policies map and in Appendix A, development will be permitted where it accords with the development plan.’ With reference to this, the site is within the settlement boundary of Melbourne, a Key Service Village. Policy H1 of the LP1 Settlement Hierarchy follows on to state, ‘The Settlement Hierarchy is based on the range of services and facilities that are offered by each settlement. The level of development for each settlement will be of a scale appropriate to the size and role of that settlement. As planning applications are received the merits of each individual site will be assessed through the Development Management. 2. Key Service Villages – For the above two tiers, development of all sizes within the settlement boundaries will be considered appropriate.’

The proposal is for the re-development of a previously-developed (brownfield) site within the development limits of a settlement, and is therefore a sustainable location, and the main issue to consider in respect to the principle of residential development in this settlement location, which would otherwise be acceptable for this site, is whether the loss of employment land use from this site within this area meets the criteria within policy E3 of the LP1.

The site comprises a two-storey office building of brick construction with three industrial units. Unit 1 is on the left-hand side of the entranceway, with a central loading door and three bays. Unit 2 is situated at the rear and has a narrow access. Unit 3 is at the rear of the office and has a loading door with integral office. There is also a WC block in the yard and to the south eastern corner a substation. The site has vehicular access from Chapel Street which leads into the yard and parking area for all the units and officers. The office also benefits from a separate pedestrian entrance from Chapel Street. To the north is also a footpath which passes along the northern boundary of the site from Chapel Street to Derby Road.

The application is supported by a revised Planning Statement and various Marketing Reports (July 2020, Howkins and Harrison brochure, advertisement and expression of interest letter. The Planning Statement received February 2021 states that the marketing executed concluded ‘that the majority of the interests was shown by developers seeking residential development on the site and the feedback from those seeking the site for commercial purposes was there was too much office space and the condition of the units was not acceptable’. It also goes on to say ‘the marketing was carried out by a reputable local agent reflecting a reasonable price for the site employing industry standard methods of marketing. It is acknowledged that a period of 12 months marketing cannot be demonstrated but this is due to the site being sold following 7 months marketing. Had that offer not been accepted the deal concluded in December 2019 would not have taken place and it could reasonably be assumed, taking into account feedback and absence of offers for commercial operators, it is likely that the marketing would have continued for a full year without any offers from commercial operators being received. This is even more likely to be the case as the marketing would have continued beyond March 2020 when Covid made the chance of securing a purchaser even less likely. However, although part of the marketing would have taken place during lockdown when normal market conditions may not have applied, the applicant could then have demonstrated 12 months of marketing.’

The Marketing Report received July 2020 provides details on historical contact with the LPA in terms of planning and pre application contact and also provides some information on marketing, occupiers and

ownership. It is said that the marketing of the site commenced in 2007 when the owners of the site sought advice from the LPA about potential re-development of the site, saying this was done due to the constraints including predominantly residential. A previous agent used for marketing was Mather Jamie and in 2013 there was interest from a developer which is said to have not progressed beyond the original interest. It goes on to say Lychgate Homes were offered the site in 2016 and wanted to complete a purchase subject to planning but that this also did not progress. It is said during that time, the tenants, who were Star Micronics GB, relocated their business to Riverlands Business Park, Derby on the basis that these premises were no longer suitable for their requirements. It goes on to say that since that time, the site has been vacant. Howkins and Harrison then marketed the site since around January 2019 but did not find a purchaser for the site. It is stated that the current owners purchased the site at the start of January 2020. Further into the assessment, it is argued that due to the limitations of the site (layout of buildings, tight boundaries, access issues, parking issues and lack of long term expansion) and due to the passage of time, the site and buildings have become increasingly unfit for modern industrial operations and as such, the site has been vacant for many years, thus why the previous owners sold the site to the current owners, concluding it has no future as an industrial/commercial site. They consider the loss of this employment site for residential is therefore justified as it has not been wanted for such purposes for a considerable period.

Following on from this, the applicant has supplied the Howkins and Harrison brochure which provides details of the site, buildings, facilities, arrangements for viewing and agent contact details alongside price, tenure, VAT and outgoings arrangements for purchase at £900,000 plus VAT. The Howkins and Harrison advertisement also provides these details albeit in a more succinct fashion alongside other properties the agency was at that time promoting. It is noted on both these documents that alongside the office/industrial units being advertised is also a note which reads 'suitable for redevelopment subject to planning' and also lack of marketing for the site for rent as opposed to outright purchase for office/industrial purposes. The Howkins and Harrison Marketing Letter dated November 2020 states that they received formal instruction to market the property for sale in May 2019 at a guide price of £900,000 plus VAT, advising the property's residential development marketing value was akin to its marketing value as a commercial premises (as was) with the headline strategy to advertise the site for sale to both commercial and residential markets. These marketing tools are described as A. Erection of V board on Chapel Street, B. Mail shot to people/businesses registered as having interest in actively looking for commercial premises to rent or buy, C. Personal contacts of the agency, D. Brochure emailed to the agents data base, E. Glossy brochure produced, F. Advertisement on Rightmove and the agents website and G. Advertisement in the Leicester Builder Magazine July 2019. This document also provides information as to the recorded interest received from people/businesses interested in the property.

The Marketing Report by FHP states that the site has been vacant for a number of years, previously occupied by Star Micronics GB until 2016, who they say spoke with them seeking more conventional industrial/warehouse space in a modern existing/new build cited as the reasons they moved from this site. FHP concur that Howkins and Harrison marketed the site until its sale between Spring 2019 and December 2019. FHP state that a typical period to market freehold properties and sites either commercial or residential would be up to six months. They go on to say the market was reasonably active in 2019 with an 'appetite' for freehold industrial properties and that six months of marketing for industrial uses is sufficient. In terms of the anticipated demand for the property as existing FHP consider that it would be unlikely that the office building due to its size, likelihood that an investor would need to conduct works to the building itself to upgrade its appearance or split it into a ground and first floor offer, combined with parking and access issues within the site and on Chapel Street, that uptake for this use would be unlikely. FHP go on to say that the main issue they see with the industrial units on site is the access, parking and loading arrangements, together with the proximity to housing. They consider that the layout would result in those loading within one unit to block the entrances or courtyard to others which could cause conflict between users. FHP consider for a business to take the site as a whole for industrial use would be unlikely due to its location in a village, poor layout, limited parking, concerns about neighbouring residential properties. The FHP assessment states that while there is demand in the region for small industrial units, that these need to be accessible, with adequate loading and parking and that other sites offer more modern and better connected facilities in the nearby region such as Castle Donington, Coalville, Ashby-de-la-Zouch, Swadlincote and Derby. FHP therefore

conclude that redevelopment as a high quality, residential scheme would be an improvement to the area, both physically and would be more compatible with the neighbourhood.

Whilst the marketing for the employment uses of the site for industrial/office uses has not been executed for the 12-month period expected as prescribed in policy E3 and its supporting explanatory text at 6.19, it must be taken in to account that the modern office building could be converted to dwellings under permitted development rights, and the remaining industrial/warehouse units are of some age, poorly insulated and with poor access and parking.

The buildings would require some investment to bring them up to modern standards, and combined with the restricted access/parking, they are not particularly attractive to potential purchasers, nor is it desirable to perpetuate the use within a residential area where there would always be the potential for noise/disturbance for neighbours.

Although there is not a record of noise or other complaints from nearby residents, the access and parking arrangements are far from ideal in what amounts to a constrained site, and this may be part of the reason for a lack of interest in a new B class operator locating to these premises. This lack of interest should also be seen in the context of high demand for suitable small and medium sized units in the Melbourne area.

Whilst an objection has been made by the Economic Development Officer who notes the particular constraints for future built development for industrial and office units in Melbourne settlement and that this and its relationship/ logistics with the Swarkestone Causeway actually result in the need for smaller industrial and office units within the self-contained settlement, indicating that there are none presently available on the market (those which are marketed noted as usually being taken quickly), of the limited amount of commercial/industrial premises that do exist. The Economic Development Officer notes that the indigenous businesses and their local workforces are reluctant for these reasons to consider sites outside the settlement, however appreciable investment would be needed to sub-divide the buildings into smaller units.

The Council's Planning Policy officer has reviewed the submission and applicants' comments, and considers that the applicant has justified the loss of these employment units.

Impact of the development on local character and designated heritage assets

The site is located within the Melbourne Conservation Area, with the nearest statutory listed building Melbourne Baptist Church which is Grade II listed. Due to the historical use of the site and immediate area for industry and warehousing and general historical buildings close by there is also archaeological potential. The area is largely residential and whilst there is no overarching architectural style, the majority of buildings are of domestic scale, two storey (very few 2.5 storey) and of a gable roof or gable valley typology. Materials in this area are what carry the architectural narrative being of red brick with stone features to windows or string/course and clay tile roofs. Where there are windows, these are aligned within the elevation, with facades typical asymmetrical, even on return side elevations. Whilst there are bay/box windows in this streetscene, the use of them is limited to more recent Victorian houses and this is not the norm. The building line to Chapel Street varies with terraces leading directly onto the pavements and semi-detached/detached dwellings being setback behind front gardens/driveways, though what can be said are that dwellings front the highway and are orientated towards it.

The most applicable policies and guidance to consider are S1, S2, BNE1 and BNE2 of the LP1 and BNE10 of the LP2 and the Design SPD. Between them these policies seek that all new development will be expected to be well designed, embrace the principles of sustainable development, encourage healthy lifestyles and enhance people's quality of life by adhering to the Design Principles. In addition as the site is within the Conservation Area and nearby listed buildings, it is important that new development that affects South Derbyshire's heritage assets will be expected to protect, conserve and enhance the assets and their settings in accordance with national guidance and supplementary planning documents which the authority may produce from time to time.

The original scheme proposed 7no. three bedroom and 2no. four bedroom dwellings, now revised to 9no. three bedroom dwellings. The following concerns were raised when considering the original submission package during the course of the application as to the layout of the site, design and placement of fenestration, parking amounts/layout/use of garages, use of ornamentation and materials, scale and proportions of the dwellings both as a development considered on its own and as part of the wider Chapel Street area. The applicants consider their revised scheme has addressed these by: staggered ridge line for plots 3-5; first floor rear projections removed from plots 2-5; plot 6 bay first floor window removed; first floor gable window added to plot 5; hipped dormers replacing flat roof dormers; removal of render from all plots; omission of second floor accommodation to plots 6 and 7; reduction in car parking for plots 6 and 7 and additional landscaping and relocation of first floor window on plot 8.

Notwithstanding the comments received during consultation the Melbourne Neighbourhood Plan has not been through its independent examination, and as such limited weight can be afforded to its policies with regards to the maximum number of bedrooms on infill/brownfield sites.

The amendments to the layout, elevations, materials (indicative) and ornamentation to the dwellings themselves are broadly as discussed during the course of the application, with flat roof dormers and suspended bay windows omitted and where bay windows are proposed they are done so successfully in limited form to the terraces fronting Chapel Street and internally to ground and first floor on the detached plots 8 and 9. The fact the dwellings are now all put forward as three bedroom, does assist in solving some of the previous parking and bulk of form issues previously raised and whilst only presenting a single bedroom type offer this is brought forward in terraced and detached options, as such no issue is raised to this regard. With this said it is concluded that the loss of the existing buildings within the site would not represent harm to the special architectural and historical character and appearance of the conservation area or local area character more generally.

The Conservation Officer has reviewed the proposals and assessed the impact of them on the designated heritage assets. They note that whilst there have historically been mills and industry on near the site the existing buildings are fundamentally different to the surviving historical industrial examples in Melbourne and are somewhat out of character with the traditional industrial/domestic examples nearby, though their presence does not necessarily have a positive or negative impact on the Conservation Areas overall character or that of the setting of the nearby listed Methodist Chapel, subject to a suitable re-use of the site being approved and that it takes place swiftly following approval. The Conservation Officer considers that the impacts on the Methodist Chapel are likely to be minimal and the extent to which setting would be affected the removal of the industrial buildings would likely represent a beneficial change. Having considered both the original and revised proposals, they have raised no objection to the development on the basis that the extent to which this site contributed to the special significance of the listed building via its setting that significance would be preserved as is described as a 'desirable' objective within section 66 of the Planning (Listed Building and Conservation Areas) Act 1990. In addition, when considering the impact on the Conservation Area similarly no issue is raised in respect of the overall design and layout of the dwellings subject to conditions seeking additional details or improvement of details in respect of suitable fenestration details, roof tiles, materials, bricks below DPC etc.

Notwithstanding the above and whilst there is a heavy presence of hard standing throughout the site, the current site comprises almost total coverage with unsightly industrial buildings, modern offices and hardstanding and the redevelopment would as a result enhance the immediate character and the setting of the Conservation Area. Whilst The use of masses of garaging is not a typical feature considering the character of the immediate area, only limited views would be apparent from public vantage points and the view from the right of ways would be more open and of improved appearance. The development therefore complies with policies BNE1 and BNE4 of the LP1 and the Design SPD.

Impact of the development on residential amenity

The existing neighbours to the development mostly comprise residential dwelling houses to the north, east and south with an existing office The One Off Ltd development (extension recently approved to this) to the west. The most applicable policies to consider are S1, S2, SD1 and BNE1 of the LP1 and the Design Guide SPD. Between them these policies and guidance seek that new development be

designed in a way that future occupants and existing neighbouring form are not detrimentally impacted by noise, fumes, odour, vibration, overlooking, overbearing impacts or loss of light etc without mitigation. Environmental Health were consulted on the proposals and raised no objections subject to conditions to seek installation of noise mitigation methods for windows/vents etc. so as to protect from surrounding noise emitters such as the road and nearby office units.

Some concerns have been expressed in relation to the electric sub-station. Whilst there are recommended separation distances between dwellings and high-voltage power-lines (due to electromagnetic fields – EMF), there is no evidence to suggest that proximity to sub-stations is harmful. The control of such matters is through regulations imposed on the operator (rather than a planning restriction), the only issue being noise (low frequency humming), however the Environmental Health Officer is satisfied that this would not be an issue.

The re-location would also be a matter for the operator who would no doubt use their own or other specialist contractors.

Whilst the development is at a reasonably high density with modest gardens, given the central location, and redevelopment of a brownfield site, the development is considered to be acceptable in amenity terms, offering a secure and private environment for the new residents without impact on the existing ones and complies with policy SD1 and BNE1 of the LP1 and the Design SPD.

Impact of the development on highway safety and parking

The site is proposed to be accessed from Chapel Street which is a dual flow, single lane highway with 30mph speed limit with pavements either side, there is a footpath running east from Chapel Street to the northern boundary of the site which connects to Derby Road to the west. Due to the mix of residential properties on Chapel Street (terraced, detached and semi-detached) the parking arrangements are also mixed being on street off plot parking and on plot parking on front or side driveways. The most applicable policies to consider are S1, S2, S6, SD1, BNE1 and INF2 of the LP1 and the Design Guide SPD. Between them these policies seek that all new development be appropriately designed so that detrimental impacts on the safety and capacity of the highways infrastructure are avoided or mitigated appropriately and the satisfactory parking for both vehicles and cycles is provided for again in the interests of the wider area. The minimum parking standards for SDDC are 2no. spaces for each dwelling with dwellings of four bedrooms or more requiring 3no. spaces unless there are material reasons justifying a provision of less than this. Surface parking spaces dimensions must be an absolute minimum of 2.4 (width) x 5.5m (length) with an additional 0.5m added to the width where the doors would open onto a wall or hedge etc. For garaging absolute minimum dimensions of 3 x 6m must be provided with a garage door width of 2.3m. 1no. secure cycle space within a garage or other facility would also be required.

The revised scheme now presents 9 no. dwellings comprising three-bedroom detached and semi-detached dwellings with surface, car port or garage parking arrangements in an off-plot, courtyard style arrangement. It is proposed that the internal road surface will be private. The layout also shows 2 no. bin collection areas located at the side boundaries of plots 2 and 3 close to the entrance of the site. It is proposed that the site access will be amended as required to achieve a 2.4m x 43m visibility splay onto highway Chapel Street, with a narrow pedestrian pavement connecting to the Chapel Street pavement also along the side boundaries of plots 2 and 3.

The number of parking spaces and their dimensions meets local requirements as previously cited. The revised layout has also been reviewed by the County Highways Authority. They note that whilst the residential development is not in line with current guidance to enable the highway authority to formally adopt the proposed street, they have no objection to the development from a highway safety viewpoint subject to the site and its internal street/parking arrangements remaining private at all times. This is subject to the use of planning conditions to ensure visibility is provided as indicated on the Proposed Site Plan rev C provided, parking and manoeuvring space laid out prior to first occupation, closure of existing site entrance and provision of footway, satisfactory driveway gradients and a construction management plan, plus other supporting informatives. Additional conditions will be attached to any approval to ensure the provision of 1no. electric vehicle charging point and 1no. secure cycle storage

facility on a 1 per dwelling basis, to encourage passive and sustainable transport method uptake. Taking these points into account subject to the use of planning conditions the development is considered in line with policies and guidance covering highways safety and parking (dimensions/number).

Impact of the development on landscape character and trees

While there are no on-site trees, there are mature off-site trees one of which has a TPO (Cedar no. 297) whilst the others protected due to the Conservation Area status and as such the protection, conservation and mitigation for these trees will be an important consideration for any new development at the site and that of social proximity to residential dwellings. New development is also expected to provide landscaping that protects and enhances the character, local distinctiveness and quality within the immediate area and South Derbyshire as a whole through careful design and sensitive implementation. The most applicable policies to consider are S1, S2, S3, BNE1, BNE2 and BNE4 of the LP1 and BNE7 and BNE10 of the LP2 and the Design Guide and Trees and Development SPD's.

The application is supported by an Arboricultural Impact Assessment and Method Statement which has a Tree Survey, Constraints and Protection Plan within the appendices. This revealed that the following trees, including the aforementioned TPO adjoin the site beyond the boundary/retaining wall to the north of the public footpath: Weeping Willow; Ornamental Cherry; group of Cedar, Pine and Yew and Sycamores of which due to the differing ground levels, tarmac footpath and wall are considered to have restricted root areas. There is also a group of Alder, Sycamore and a False Acacia within the neighbouring commercial site to the south west, again considered to have their root area constrained by the presence of difference in levels and walls. The proposed development would not result in the loss of any trees or hedgerows. It is considered from reviewing these documents that it is likely that the off-site trees would not be significantly impacted as a result of the development subject to tree protection/construction compound exclusion zones for the construction period covered via planning condition. Whilst some leaf litter may be caused to the most northern plots, this would be limited due to distance from trees and orientation of the development and also shading would not be an issue. The Tree Officer raised no objections to the development subject to condition seeking trees in gardens and only uppermost canopies of overhanging trees requiring protection during construction and only minor facilitating pruning is required and should be allowed during construction. Therefore subject to conditions the development is considered to be in compliance with BNE7 of the LP2.

An indication of the proposed scheme of soft landscaping is shown on the revised Proposed Site Plan, though at this time the amount of the particular species to be planted, their age and location has not been put forward. The hard landscaping is detailed as tarmac to the private driveway with Broadstone Woburn Rumbled Graphite block paving to the entrance, though what is presently missing from the plans are the details and specification of on plot hard surfacing treatments. The boundary treatments are also indicated on the Proposed Site Plan provided, though again the specific details, specification and elevational details of these are lacking at this time.

The Landscape Officer has reviewed the proposals and considers that at this time the landscaping put forward is lacking detail or specification expected for its location in a Conservation Area and on the boundary of the National Forest. Whilst not specifically raising an objection to the development they raised concern at the types of planting indicated particularly that of the trees proposed *Betula Pendula* and *Prunus Avium* as they would be too large for this development size. Whilst soft and hard landscaping schemes plus boundary treatment details for the development may be attached for submission of further detail for consideration via use of planning conditions.

Therefore, it is considered that the proposals can by conditions, result in compliance with policies BNE1 and BNE4 of the LP1 and the Design SPD.

Impact of the development on archaeology

The site is situated within a historical active industrial area of Melbourne, in the area of archaeological and subterranean potential known as Historic Environment Record MDR7318 – Kendrick Mills (site of) Chapel Street which was a 19th century silk mill. The most applicable policies to consider are BNE2 of the LP1 and BNE10 of the LP2. BNE10 states 'any proposed development which impacts on archaeological remains will be required to be accompanied by an archaeological evaluation of the site

and a statement demonstrating how it is intended to overcome the archaeological constraints of the site. Development will be resisted which would result in the loss of or substantial harm to Scheduled Ancient Monuments or other archaeological sites of equivalent significance. Development affecting non-designated archaeological sites will be assessed having regard to the scale of any harm and the significance of the site. In all cases measures will be undertaken to minimise impact and, where possible, to preserve the site in situ. The District Council will require public display and interpretation where appropriate.'

As per the comments from DCC Archaeology officer the original submission was not supported by a satisfactory evaluation of the potential at this site and whether development at the site would be suitable with regards to subterranean historical remains so as not to harm significance and minimise impacts where possible. During the course of the application an Archaeological Desk Based Assessment was submitted for consideration. This assessment states that given that the (existing) buildings use the same footprint as the earlier mill site there is some potential for remains of the mill to be present below the modern concrete floors as the mill buildings may have only been cleared to foundation level to provide a base for the warehouses. If planning permission is granted, further archaeological work will be required such as building recording to identify earlier features and intrusive work such as trial trenching or watching brief during demolition groundworks to record earlier remains. The Assessment also highlights the significance of the boundary wall around the northern edge of the site as a heritage asset as it contains some early brickwork in its construction that may also contain some fabric associated with the earlier mill, something which may also be true of the most rear warehouse (due to layout/constraints of existing buildings not yet assessed). Taking this into account and policy BNE10 of the LP2 as per the DCC Archaeology officers' commentary it is considered that following the production of this adequate para 189 NPPF Assessment that should the development be approved conditions should be attached that seek the site be subject of further archaeological evaluation and recording via a Written Scheme of Investigation. This work would have to be undertaken following demolition of the existing buildings prior to any further development in a likely two stage process: first stage – trial trenching to sample the nature, preservation and extent of below ground remains and second stage – detailed recording of any such surviving archaeological remains. It is crucial that the developer allow sufficient time in the programme of any development to allow these elements to occur.

When considering the retention of the northern boundary wall the most recently revised plans show its retention, however with a note reading 'existing wall/building to be reduced in height as required'. There is no reason that the wall should and could not be retained at its present height so as to retain historical fabric of the site and its historical boundary to a footpath that seemingly has existed since the 1840's, although some of the wall is constructed from modern common bricks. The retention of the wall and further investigation as to any perforation of it to introduce gates within it will form separate conditions attached to any approval of the development. The applicants confirm their acceptance of this approach for retention of the wall in the Planning Statement dated January 2021. Taking the above into account subject to conditions it is considered that the development would be in compliance with the policies covering archaeology and subterranean remains.

Impact of the development on biodiversity

Due to the age of nearby structures and mature off site trees/hedgerows this presents the potential for the site to be a commuting or habitat for protected species, though the likelihood for foraging due to the limited soft landscaping on site is considered to be low. The most important policies to consider are S2, BNE3 and BNE4 of the LP1 and BNE7 of the LP2 which between them seek that new development protect biodiversity and geodiversity on site and provide opportunities for enhancement by protecting on site features or introducing new ones to encourage wildlife/flora/fauna. The application is supported by a Protected Species (Bat) Survey and Ecological Assessment by B J Collins dated April 2020. There is no evidence of roosting bats at the site with negligible potential of the modern warehouse buildings supporting this either with a lack of foraging or commuting opportunity for bats. The Assessment mentions however that there is potential to boost potential for the foraging of bats due to residential gardens and other features like boxes/habitats and appropriate lighting being used. Derbyshire Wildlife Trust have reviewed the proposals and raise no objection subject to the use of planning conditions to seek nesting birds, swifts and bat box features form part of the development to encourage biodiversity

enhancement at the site to be integrated as features in the buildings themselves and also that no demolition occur on site during nesting bird season without an appropriate assessment undertaken first. Subject to conditions and informatives it is considered that the proposals are in compliance with the aforelisted policies and guidance for biodiversity.

Impact of the development on flood risk and water management

The site is located in Flood Zone 1, the lowest level of flood risk, however with a residential development on the site which may increase loading in comparison to an industrial/employment use it is important that water is managed effectively not to increase wider flood risk to the area. The most important policies to consider are S1, S2, S3, SD2 and SD3 of the LP1 which between them seek that new development be prioritised to areas with the lowest risk of flooding and where sustainable surface and foul water management can be achieved in line with the expected hierarchy of consideration of connections. It is proposed that the development will dispose of foul sewage to the mains sewer connecting into the existing system, the letters within the Drainage Strategy/Assessment indicate Severn Trent would be content with this. The application is supported by a Drainage Strategy which also proposes options for the surface water drainage at the site to include connection to the Severn Trent combined sewer via hydrobrakes and an underground attenuation facility as the site ground is impermeable and there are no nearby watercourses to discharge to. As the development has a lesser amount of hard surfacing compared to the industrial use, surface water run-off is likely to be less. As this strategy is indicative further detail prior to the commencement of the development will be required for both a strategy for the lifespan and construction period of the development to cover surface water and drainage which can be secured by planning condition, which in addition will require a verification style condition to ensure any approved drainage scheme is implemented in accordance with agreed details confirmed by a qualified drainage engineer. The LLFA raise no objections to the development subject to the use of these conditions. Severn Trent also responded to note that informatives in respect of s106 sewer connections and STW public sewer on site and diversion may be required under s185 of Water Industry Act 1991 would need to be attached to any approval due to the proposed connection to their sewers and that there are their assets within the site edged red that may need further permission from them to be built over or diverted. A limited water consumption condition will be added to any approval of the development in line with policy SD3 of the LP1. Subject to conditions and informatives it is considered that the proposals are in compliance with the aforelisted policies and guidance in regards to flood risk and water management.

Impact of the development on contaminated land

The site is located in an area where there have been historical warehouse and industrial premises in place where the potential for contaminants to be in situ can be greater and as a sensitive residential end use is proposed it is important to consider what impacts and possible mitigation there may be/is required. The most important policy to consider is SD4 of the LP1 which seeks to ensure that planning permission will only be granted on sites with known or potential for contamination where both appropriate investigations have been undertaken and where appropriate mitigation can be provided to ensure protection for human health and/or natural environment. The application is supported by a Phase I and II Geo-Environmental Assessment December 2019 by Ivy House Environmental. Environmental Health have reviewed this submission and consider that the contents of this report are satisfactory and that the key issues to be addressed during the demolition and construction will be the remediation covering: removal of made ground materials in vicinity of WS02 (Chromium, Nickel and Vanadium) and a cap of a minimum 600mm clean, verified topsoil applied to soft landscaped areas, installation of full radon protection to all properties and intrusive investigation due to access restraints posed by existing buildings to further understand historical uses and associated contamination. In addition a validation report would also be required. It is considered that these aforementioned elements can be secured by condition and to this end it is considered subject to this that the development would be in compliance with the listed policies.

Impact of the development on the operations of East Midlands Airport

The site is located within the East Midlands Airport safeguarding zone for birds and crane heights which form important considerations for both the appropriateness of certain uses or landscape features with regards to the safe ongoing operations of the aerodrome. The most important policy to consider is INF5 of the LP1 which seeks to protect and safeguard the public safety zone and operational area of

the East Midlands Airport with regards to permitting only appropriate development that would not be detrimental to their operations and the safe flying of aircraft overhead both during the construction and lifespan of the development. This is further explained in the TCPA legislation and DoT Circular 1/2010 and 11/2003. East Midlands Airport have considered the proposals and raise no objection to the development subject to a series of prior to commencement and other conditions with accompanying informatives to provide mitigation for dust, smoke, bird attractiveness and gas management during the construction of the development, details of external lighting and the removal of PD for solar/PV cells in the interests of aviation safety from visual impairments that may be associated to these if not properly considered/mitigated. To this end subject to the use of planning conditions it is considered the proposals would be in compliance with the listed policy seeking to protect the operations of the airport.

Conclusions

It is considered that the loss of the existing employment land use comprising industrial buildings and offices has been justified with regards to policy E3, and the development of a previously developed site within the settlement is an appropriate and sustainable one. The proposal is therefore acceptable in Policy terms. The Local Plan review is underway and a range of employment sites of varying sizes attractive to the market will be allocated in suitable locations to compensate for the loss of sites such as this which have been vacant for several years.

Whilst it is a high density proposal, the proposal is an acceptable design (subject to amended landscaping and boundary treatment) that would enhance the character of the Conservation Area and with the required investigations, would not harm archaeology.

It would not harm the amenity of surrounding residents, and other technical issues (highways, noise, contamination and drainage) have been resolved.

The proposal would not impact on trees or biodiversity or the operation of East Midlands Airport. None of the other matters raised through the publicity and consultation process amount to material considerations outweighing the assessment of the main issues set out above, noting that conditions or obligations have been attached where meeting the tests for their imposition. Where relevant, regard has been had to the public sector equality duty, as required by section 149 of the Equality Act 2010 and to local finance considerations (as far as it is material), as required by section 70(2) of the Town and Country Planning Act 1990 (as amended), as well as climate change, human rights and other international legislation.

None of the other matters raised through the publicity and consultation process amount to material considerations outweighing the assessment of the main issues set out above, noting that conditions or obligations have been attached where meeting the tests for their imposition. Where relevant, regard has been had to the public sector equality duty, as required by section 149 of the Equality Act 2010 and to local finance considerations (as far as it is material), as required by section 70(2) of the Town and Country Planning Act 1990 (as amended), as well as climate change, human rights and other international legislation.

Recommendation

Approve subject to the following conditions:

1. The development hereby approved shall be begun before the expiration of three years from the date of this permission.

Reason: To conform with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the following plans/drawings as received by the Local Planning Authority on 4th February 2021 were as follows:

19.3750.24C Detailed Planning Proposals Location Plan and Proposed Block Plan
19.3750.25C Proposed Site Plan

19.3750.26C Detailed Planning Proposals Proposed Streetscenes
 19.3750.27A Detailed Planning Proposals Plot 1
 19.3750.28B Detailed Planning Proposals Plot 2
 19.3750.29B Detailed Planning Proposals Plots 3, 4 and 5 Proposed Elevations
 19.3750.30B Detailed Planning Proposals Plots 3, 4 and 5 Proposed Ground Floor Plans
 19.3750.31B Detailed Planning Proposals Plots 3, 4 and 5 Proposed First and Second Floor Plans
 19.3750.32C Detailed Planning Proposals Plot 6
 19.3750.33C Detailed Planning Proposals Plot 7
 19.3750.34C Sketch Proposals Plot 8
 19.3750.35B Detailed Planning Proposals Plot 9
 19.3750.36A Detailed Planning Proposals – Garages Plots 3, 4 and 5
 19.3750.37A Detailed Planning Proposals – Garages/ Carports Plots 1, 2, 6, 7, 8 and 9 Proposed Elevations
 19.3750.38A Detailed Planning Proposals – Garages/ Carports Plots 1, 2, 6, 7, 8 and 9 Proposed Plans
 Substation Plans June 2020

unless as otherwise required by condition attached to this permission or following approval of an application made pursuant to Section 96A of the Town and Country Planning Act 1990.

Reason: For the avoidance of doubt and in the interests of achieving sustainable development.

3. a) No development shall take place until a Written Scheme of Investigation for archaeological work has been submitted to and approved by the local planning authority in writing, and until any pre-start element of the approved scheme has been completed to the written satisfaction of the local planning authority. The scheme shall include an assessment of significance and research questions; and
 - (i) The programme and methodology of site investigation and recording
 - (ii) The programme for post investigation assessment
 - (iii) Provision to be made for analysis of the site investigation and recording
 - (iv) Provision to be made for publication and dissemination of the analysis and records of the site investigation
 - (v) Provision to be made for archive deposition of the analysis and records of the site investigation
 - (vi) Nomination of a competent person or persons/organization to undertake the works set out within the Written Scheme of Investigation.
- b) No development shall take place other than in accordance with the archaeological Written Scheme of Investigation approved under condition (a).
- c) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological Written Scheme of Investigation approved under condition (a) and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: In order to comply with Policy BNE10 of the Local Plan Part 2, and the requirements of NPPF para 199 which requires developers to record and advance understanding of the significance of heritage assets to be lost (wholly or in part).

4. Notwithstanding approved plans, prior to commencement of the development, a scheme for the retention/alteration (including finished height, coping, materials, brick-type, coursing/bonding and mortar type/finish and details of any gates/openings in the wall) for the historic boundary wall - which surrounds the site to the north and defines the southern boundary of the walkway between Derby Road and Chapel Street - shall be submitted to and agreed in writing by the Local Planning Authority. The development hereby approved shall only be carried out in complete accordance

with the approved scheme and shall thereafter be retained in the agreed form for the lifetime of the development.

Reason: In order to comply with Policy BNE2 of the Part 1 and BNE10 of the Part 2 Local Plan, as the wall forms part of the Heritage assets of the locality and the requirements of NPPF para 199 which requires developers to record and advance understanding of the significance of heritage assets to be lost (wholly or in part).

5. Notwithstanding the submitted details, prior to their incorporation into the dwellings hereby approved details of the following, which may include samples, shall be submitted to and approved in writing by the Local Planning Authority:
 - a. Colour of fascia boards, guttering and downpipes;
 - b. Details of and around eaves, verges, string/dentil course and window/door reveal details;
 - c. Utility cupboard colours (both wall and ground mounted);
 - d. All external facing materials; and
 - e. Driveway materials

The buildings shall be constructed in accordance with the approved details and retained thereafter

Reason: In the visual interest of the buildings and local distinctiveness.

6. Prior to occupation a scheme for noise attenuation in relation to noise associated with the substation which should include weighted double glazing to the affected properties/rooms shall be submitted and approved by the Local Planning Authority. The rooms to which this condition applies shall be provided with sufficient ventilation with windows closed (other than for purge ventilation) to meet the requirements of Tables 5.2a to 5.2d of Building Control Approved Document F (Ventilation) or its successor depending on the design of the ventilation system. The scheme shall be implemented prior to occupation and shall be retained for the lifetime of the development. Trickle vents or other passive ventilation openings shall be designed to meet a specification $D_{n,e,w}$ of 30 dBA as a minimum.

Reason: To protect those living in the dwellings from traffic or other external noise sources, in accordance with local planning policy SD1.

7. The development hereby permitted shall not begin until a scheme to deal with contamination has been submitted to and approved in writing by the local planning authority. The scheme shall include all of the following measures:
 - (i) A Phase I site investigation report carried out by a competent person to include a desk study, site walkover, the production of a site conceptual model and a human health and environmental risk assessment, undertaken in accordance with BS 10175: 2011 Investigation of Potentially Contaminated Sites – Code of Practice.
 - (ii) A Phase II intrusive investigation report detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. The report shall include a detailed quantitative human health and environmental risk assessment.
 - (iii) A remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end point of the remediation shall be stated, and how this will be validated. Any ongoing monitoring shall also be determined.
 - (iv) If during the works contamination is encountered which has not previously been identified, then the additional contamination shall be fully assessed in an appropriate remediation scheme which shall be submitted to and approved in writing by the local planning authority.
 - (v) A validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology shall be submitted prior to [first occupation of the development/the development being brought into use]. Details of any post-remedial sampling and analysis to demonstrate that the site has achieved the required clean-up criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.

Reason: To protect the health of future occupiers of the site from any possible effects of contaminated land, in accordance with local planning policy SD4.

8. Throughout the construction phase, space shall be provided within the curtilage of the site for the loading and unloading of goods vehicles, of plant and materials, site accommodation, parking and manoeuvring of site operatives and visitors vehicles, laid out and constructed in accordance with detailed designs to be submitted to and approved in writing by the Local Planning Authority in advance of the commencement of works on site and maintained throughout the construction period in accordance with the approved designs, free from any impediment to its designated use.

Reason: In the interests of highway safety.

9. Prior to occupation of any dwelling hereby approved, a new vehicular access shall be created to Chapel Street in accordance with application drawing no. 19.3750.25 C and provided with visibility sightlines extending from a point 2.4 metres from the carriageway edge, measured along the centreline of the access, for a distance of 43 metres in each direction measured to 1m out from the nearside carriageway edge. The land in advance of the visibility sightlines shall be retained throughout the life of the development free of any object greater than 1m in height (0.6m in the case of vegetation) relative to adjoining nearside carriageway channel level.

Reason: In the interests of highway safety.

10. Prior to occupation of any dwelling hereby approved, the existing vehicular access to Chapel Street shall be permanently closed with a physical barrier and the existing vehicle crossover reinstated as footway in a manner to be agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety.

11. The dwellings hereby approved shall not be occupied until space has been provided within the application site in accordance with application drawing No 19.3750.25 C for the parking and manoeuvring of vehicles, laid out, surfaced and maintained throughout the life of the development free from any impediment to its designated use.

Reason: In the interests of highway safety.

12. The proposed access drive to Chapel Street shall be no steeper than 1:14 for the first 10m from the nearside highway boundary and measures shall be implemented to prevent the flow of surface water onto the adjacent highway. Once provided any such facilities shall be maintained in perpetuity free from any impediment to their designated use.

Reason: In the interests of highway safety.

13. No development shall take place until a detailed design and associated management and maintenance plan of the surface water drainage for the site, in accordance with the principles outlined within:
 - a. Surface Water Drainage Strategy, prepared by: Michael Evans & Associates Ltd Dated: 30th April 2020 (including any subsequent amendments or updates to those documents as approved by the Flood Risk Management Team), and
 - b. DEFRA's Non-statutory technical standards for sustainable drainage systems (March 2015), have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason: To ensure that the proposed development does not increase flood risk and that the principles of sustainable drainage are incorporated into this proposal, and sufficient detail of the construction, operation and maintenance/management of the sustainable drainage systems are provided to the Local Planning Authority.

14. No development shall take place until a detailed assessment has been provided to and approved in writing by the Local Planning Authority, to demonstrate that the proposed destination for surface water accords with the drainage hierarchy as set out in paragraph 80 reference ID: 7-

080-20150323 of the planning practice guidance.

The assessment should demonstrate with appropriate evidence that surface water runoff is discharged as high up as reasonably practicable in the following hierarchy:

- I. into the ground (infiltration);
- II. to a surface water body;
- III. to a surface water sewer, highway drain, or another drainage system;
- IV. to a combined sewer.

Reason: To ensure that surface water from the development is directed towards the most appropriate waterbody in terms of flood risk and practicality by utilising the highest possible priority destination on the hierarchy of drainage options.

15. Prior to commencement of the development, details indicating how additional surface water runoff from the site will be avoided during the construction phase shall be submitted to and approved by the Local Planning Authority. The approved system shall be operating to the satisfaction of the LPA, before the commencement of any works, which would lead to increased surface water runoff from site during the construction phase.

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development.

16. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure that the drainage system is constructed to the national Non-statutory technical standards for sustainable drainage and CIRIA standards C753.

17. Prior to any construction above foundations level, a scheme of biodiversity enhancement shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include, as a minimum, the incorporation of integrated (inbuilt) features within the new buildings for roosting bats and nesting swifts. The enhancement scheme shall be implemented in accordance with the agreed details as construction proceeds and completed prior to the first occupation of the development, and thereafter retained in the agreed form.

Reason: The vegetation and buildings on the site are considered to offer nesting habitat for breeding birds, and an appropriate replacement/enhancement bio-diversity scheme is required to ensure adequate facilities are maintained.

18. No removal of vegetation, buildings or structures shall take place between 1st March and 31st August inclusive unless a survey to assess the nesting bird activity on the site during this period and a scheme to protect the nesting birds has first been submitted to and approved in writing by the Local Planning Authority. No vegetation, buildings or structures shall be removed between 1st March and 31st August inclusive other than in accordance with the approved bird nesting protection scheme.

Reason: The vegetation and buildings on the site are considered to offer nesting habitat for breeding birds, and an appropriate replacement/enhancement biodiversity scheme is required to ensure adequate facilities are maintained.

19. Notwithstanding the plans hereby approved, prior to the construction of a boundary wall, fence or gate, details of the position, appearance and materials of such boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be completed in accordance with the approved details before the respective dwellings to

which they serve is/are first occupied or in accordance with a timetable which shall first have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the character and appearance of the area.

20. Notwithstanding the plans hereby approved, prior to the occupation of any dwelling, a scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. Details of soft landscaping should evidence compliance with British Standard (BS) 3936: 'Part 1 - Specification for trees and shrubs', BS3969 - 'Recommendations for turf for general purposes' and BS4428 - 'Code of practice for general landscape operations (excluding hard surfaces)'. All hard landscaping shall be carried out in accordance with the approved details prior to occupation of each respective dwelling, whilst all planting, seeding or turfing comprised in the approved scheme shall be carried out in the first planting and seeding seasons following the first occupation of any dwelling or the completion of the development, whichever is the sooner; and any plants which within a period of five years (ten years in the case of trees) from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species and thereafter retained for at least the same period, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interest of the visual setting of the development and the surrounding area.

21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any statutory instrument amending, revoking and/or replacing that Order, the dwellings hereby permitted shall not be enlarged or extended, and no outbuildings shall be erected within any plot without the prior grant of planning permission pursuant to an application made to the Local Planning Authority in that regard.

Reason: To maintain control in the interest of the character and amenity of the area, having regard to the setting and size of the development, the proximity to existing features on or adjacent to the site, and the effect upon neighbouring properties and the character of the Conservation Area.

22. Recharge points for electric vehicles shall be provided within the development to comply with the following criteria:
- Residential, 1 charging point per dwelling with dedicated on plot parking, Residential charging points shall be provided with an IP65 rated domestic socket 13amp socket, directly wired to the consumer unit with 32 amp cable to an appropriate RCD. This socket shall be located where it can later be changed to a 32amp EVCP. Non-residential charging points shall be supplied by an independent 32 amp radial circuit and equipped with a type 2, mode 3, 7-pin socket conforming to IEC62196-2. Alternative provision to this specification must be first submitted to and approved in writing by the Local Planning Authority.

The electric vehicle charging points shall be provided in accordance with the stated criteria and approved details prior to the first occupation or use of the respective premises and shall thereafter be maintained in working order and remain available for use throughout the life of the development.

Reason: In the interests of protecting and enhancing air quality through reducing and minimising emissions from vehicles.

23. Each dwelling shall be constructed and fitted out so that the estimated consumption of wholesome water by persons occupying the dwelling will not exceed 110 litres per person per day, consistent with the Optional Standard as set out in G2 of Part G of the Building Regulations (2015). The developer must inform the building control body that this optional requirement applies.

Reason: To ensure that future water resource needs, wastewater treatment and drainage infrastructure are managed effectively, so to satisfy the requirements of policy SD3 of the Local Plan.

Informatives:

- a. The fieldwork required by condition 3 (above) should be conducted by a suitably qualified archaeological consultancy (ie a CIFA registered organisation), to a written scheme of investigation to be agreed with the Local Planning Authority/County Archaeologist.
 - b. Drainage - Advisory/Informative Notes (It should be noted that the information detailed below (where applicable), will be required as an absolute minimum in order to discharge any of the drainage conditions set by the LPA):
 - A. The County Council does not adopt any SuDS schemes at present (although may consider ones which are served by highway drainage only). As such, it should be confirmed prior to commencement of works who will be responsible for SuDS maintenance/management once the development is completed.
 - B. Any works in or nearby an ordinary watercourse may require consent under the Land Drainage Act (1991) from the County Council. For further advice, or to make an application please contact Flood.Team@derbyshire.gov.uk.
 - C. No part of the proposed development shall be constructed within 3-8m of an ordinary watercourse and a minimum 3 m for a culverted watercourse (increases with size of culvert). It should be noted that DCC have an anti-culverting policy.
 - D. The applicant should be mindful to obtain all the relevant information pertaining to proposed discharge in land that is not within their control, which is fundamental to allow the drainage of the proposed development site.
 - E. The applicant should demonstrate, to the satisfaction of the Local Planning Authority, the appropriate level of treatment stages from the resultant surface water discharge, in line with Table 4.3 of the CIRIA SuDS Manual C753.
 - F. The County Council would prefer the applicant to utilise existing landform to manage surface water in mini/sub-catchments. The applicant is advised to contact the County Council's Flood Risk Management team should any guidance on the drainage strategy for the proposed development be required.
 - G. The applicant should provide a flood evacuation plan which outlines:
 - The flood warning procedure
 - A safe point of extraction
 - How users can safely evacuate the site upon receipt of a flood warning
 - The areas of responsibility for those participating in the plan
 - The procedures for implementing the plan
 - How users will be made aware of flood risk
 - How users will be made aware of flood resilience
 - Who will be responsible for the update of the flood evacuation plan
 - H. Flood resilience should be duly considered in the design of the new building(s) or renovation. Guidance may be found in BRE Digest 532 Parts 1 and 2, 2012 and BRE Good Building Guide 84.
 - I. Surface water drainage plans should include the following:
 - Rainwater pipes, gullies and drainage channels including cover levels.
 - Inspection chambers, manholes and silt traps including cover and invert levels.
 - Pipe sizes, pipe materials, gradients, flow directions and pipe numbers.
 - Soakaways, including size and material.
 - Typical inspection chamber / soakaway / silt trap and SW attenuation details.
 - Site ground levels and finished floor levels.
 - J. On Site Surface Water Management;
 - The site is required to accommodate rainfall volumes up to the 1% probability annual rainfall event (plus climate change) whilst ensuring no flooding to buildings or adjacent land.
 - The applicant will need to provide details and calculations including any below ground storage, overflow paths (flood routes), surface detention and infiltration areas, etc, to demonstrate how the 100 year + 40% Climate Change rainfall volumes will be controlled and accommodated. In addition, an appropriate allowance should be made for urban creep throughout the lifetime of the development as per 'BS 8582:2013 Code of Practice for Surface Water Management for Developed Sites' (to be agreed with the LLFA).
 - Production of a plan showing above ground flood pathways (where relevant) for events in excess of the 1% probability annual rainfall event, to ensure exceedance routes can be safely managed.
 - A plan detailing the impermeable area attributed to each drainage asset (pipes, swales, etc).
- Peak Flow Control
- For greenfield developments, the peak run-off rate from the development to any highway drain, sewer or

surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event, should never exceed the peak greenfield run-off rate for the same event.

- For developments which were previously developed, the peak run-off rate from the development to any drain, sewer or surface water body for the 100% probability annual rainfall event and the 1% probability annual rainfall event must be as close as reasonably practicable to the greenfield run-off rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development, prior to redevelopment for that event.

Volume Control

- For greenfield developments, the runoff volume from the development to any highway drain, sewer or surface water body in the 6 hour 1% probability annual rainfall event must not exceed the greenfield runoff volume for the same event.

- For developments which have been previously developed, the runoff volume from the development to any highway drain, sewer or surface water body in the 6 hour 1% probability annual rainfall event must be constrained to a value as close as is reasonably practicable to the greenfield runoff volume for the same event, but must not exceed the runoff volume for the development site prior to redevelopment for that event.

Note:- If the greenfield run-off for a site is calculated at less than 2 l/s, then a minimum of 2 l/s could be used (subject to approval from the LLFA).

- Details of how the on-site surface water drainage systems shall be maintained and managed after completion and for the lifetime of the development to ensure the features remain functional.

- Where cellular storage is proposed and is within areas where it may be susceptible to damage by excavation by other utility contractors, warning signage should be provided to inform of its presence. Cellular storage and infiltration systems should not be positioned within the highway.

- Guidance on flood pathways can be found in BS EN 752.

- The Greenfield runoff rate which is to be used for assessing the requirements for limiting discharge flow rates and attenuation storage for a site should be calculated for the whole development area (paved and pervious surfaces - houses, gardens, roads, and other open space) that is within the area served by the drainage network, whatever the size of the site and type of drainage system. Significant green areas such as recreation parks, general public open space, etc., which are not served by the drainage system and do not play a part in the runoff management for the site, and which can be assumed to have a runoff response which is similar to that prior to the development taking place, may be excluded from the greenfield analysis.

K. If infiltration systems are to be used for surface water disposal, the following information must be provided:

- Ground percolation tests to BRE 365.

- Ground water levels records. Minimum 1m clearance from maximum seasonal groundwater level to base of infiltration compound. This should include assessment of relevant groundwater borehole records, maps and on-site monitoring in wells.

- Soil / rock descriptions in accordance with BS EN ISO 14688-1:2002 or BS EN ISO 14689-1:2003.

- Volume design calculations to 1% probability annual rainfall event + 40% climate change standard. An appropriate factor of safety should be applied to the design in accordance with CIRIA C753 – Table 25.2.

- Location plans indicating position (soakaways serving more than one property must be located in an accessible position for maintenance). Soakaways should not be used within 5m of buildings or the highway or any other structure.

- Drawing details including sizes and material.

- Details of a sedimentation chamber (silt trap) upstream of the inlet should be included.

Soakaway detailed design guidance is given in CIRIA Report 753, CIRIA Report 156 and BRE Digest 365.

L. All Micro Drainage calculations and results must be submitted in .MDX format, to the LPA. (Other methods of drainage calculations are acceptable.)

M. The applicant should submit a comprehensive management plan detailing how surface water shall be managed on site during the construction phase of the development ensuring there is no increase in flood risk off site or to occupied buildings within the development.

d. Highway Advice - In addition please append the following notes to any consent for the applicant's information:-

A. Pursuant to Section 184 of the Highways Act 1980 and Section 86(4) of the New Roads and Streetworks Act 1991 prior notification shall be given to the Department of Economy, Transport & Environment at County Hall, Matlock regarding access works within the highway. Information, and relevant application forms, regarding the undertaking of access works within highway limits is available via the County Council's website

http://www.derbyshire.gov.uk/transport_roads/roads_traffic/development_control/vehicular_access/default.asp, e-mail highways.hub@derbyshire.gov.uk or telephone Call Derbyshire on 01629 533190.

B. Pursuant to Section 127 of the Highways Act 1980, no work may commence within the limits of the public

highway to close any redundant accesses and to reinstate the footway without the formal written Agreement of the County Council as Highway Authority. It must be ensured that public transport services in the vicinity of the site are not adversely affected by the development works. Advice regarding the technical, legal, administrative and financial processes involved in

Section 127 Agreements may be obtained by contacting this Authority via email – highways.hub@derbyshire.gov.uk. The applicant is advised to allow approximately 12 weeks in any programme of works to obtain a Section 127 Agreement.

C. The Highway Authority recommends that the first 5m of the proposed access driveway should not be surfaced with a loose material (i.e. unbound chippings or gravel etc). In the event that loose material is transferred to the highway and is regarded as a hazard or nuisance to highway users, the Authority reserves the right to take any necessary action against the householder.

D. Pursuant to Section 163 of the Highways Act 1980, where the site curtilage slopes down towards the public highway, measures shall be taken to ensure that surface water run-off from within the site is not permitted to discharge across the footway margin. This usually takes the form of a dish channel or gully laid across the access immediately behind the back edge of the highway, discharging to a drain or soakaway within the site.

Item No. 1.2

Ref. No. [DMPA/2021/1686](#)

Valid date: 17/11/2021

Applicant: Gurdeep Gill

Agent: Pegasus Group

Proposal: **Demolition of existing buildings and clearance of site (except for existing offices and substation), erection of a pallet distribution centre (Use Class B8), with associated offices and welfare areas, forklift wash and storage areas, gatehouses, parking, landscaping and other associated works. Tetron Park, Former Bison Precast site, William Nadin Way, Swadlincote, DE11 0BB**

Ward: Newhall and Stanton & Swadlincote

Executive Summary

When this item was debated in February, Members resolved that authority to grant permission be delegated to the Head of Planning and Strategic Housing following satisfactory resolution of outstanding issues, subject to completion of a Section 106 Legal Agreement/Unilateral Undertaking (if required) to cover contributions as outlined in the above report, and subject to the conditions/reasons deemed necessary by the Head of Planning and Strategic Housing.

The reason for the application to be returned to committee is that design amendments have been proposed in order to give the applicant flexibility with regard to the end user. The design amendments comprise an increase to the proposed building height from the previously proposed 10m internal clearance to 15m.

More minor changes are also proposed to the drivers welfare/ office block layout which are predominantly of an internal nature.

No changes are proposed to any of the proposed operations inside the building and therefore all the technical details remain as previously reported to the committee.

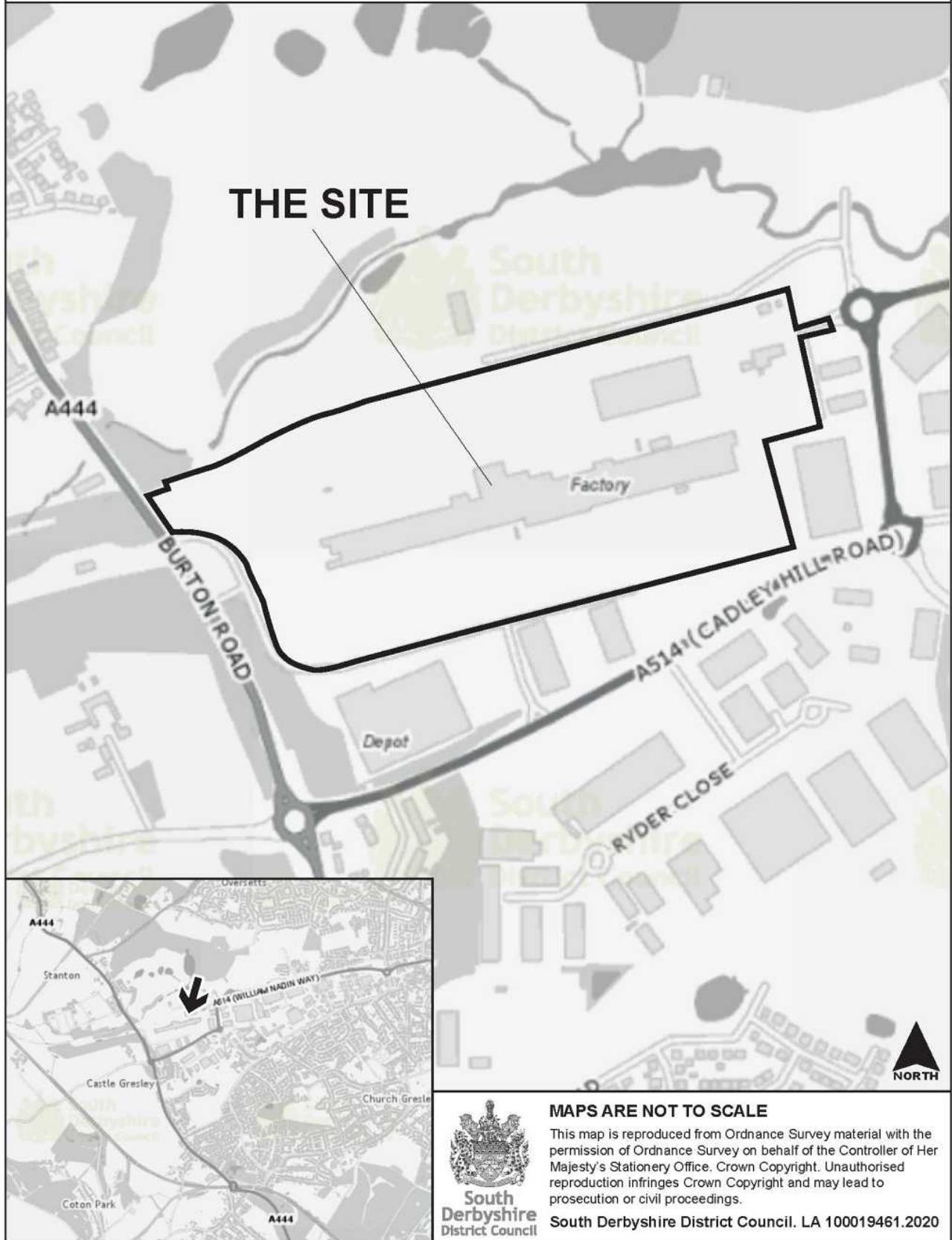
With regard to the 5m increase in height of the building, it was previously noted that the existing site contains a large central building, and the current proposal also proposes a large central building, albeit somewhat larger.

The increase in height now proposed will not fundamentally change the impact of the building on the character and appearance of the area given the significant size of the site and the industrial context. Whilst the building is a large footprint, its increase in height does not lead to any unduly intrusive visual impact on the wider area as it would remain of a typical industrial construction, similar to other industrial buildings in the surrounding area.

The appearance of the building as amended is considered to be appropriate for the re-development of an industrial site on an established industrial estate and the retention of planting on the western side and the proposed planting to the northern boundary will assist in assimilating the development into the local environment.

At the time of drafting this report the period for public consultation had not expired and any comments received will be reported verbally to committee.

DMPA/2021/1686 - Tetron Park, Former Bison Precast Site, William Nadin Way, Swadlincote DE11 0BB



It is also expected that by the time of the committee meeting there will be a complete list of conditions and a S106 agreement which are still subject to negotiations between the applicant, the Council and consultees. There are no outstanding matters of principle between the parties, and it is therefore anticipated that subject to committee approval for a larger building, planning permission will be granted shortly after the committee meeting.

Recommendation

That authority to grant permission be delegated to the Head of Planning and Strategic Housing following satisfactory resolution of outstanding issues, subject to completion of a Section 106 Legal Agreement/Unilateral Undertaking (if required) to cover contributions as outlined in the above report, and subject to the conditions/reasons deemed necessary by the Head of Planning and Strategic Housing.

Ref. No. DMPA/2021/1686

Valid date: 17/11/2021

Applicant: Gurdeep Gill

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Proposal: Demolition of existing buildings and clearance of site (except for existing offices and substation), erection of a pallet distribution centre (Use Class B8), with associated offices and welfare areas, forklift wash and storage areas, gatehouses, parking, landscaping and other associated works. Tetron Park, Former Bison Precast site, William Nadin Way, Swadlincote, DE11 0BB

Ward: Newhall and Stanton & Swadlincote

Reason for committee determination

The development is a major application, and at the present time, there are unresolved objections from key statutory consultees. The development would be a major employer (circa 775 jobs).

Site Description

The site is the former Bison Pre-cast Concrete works situated at the western end of the Tetron Park Industrial estate/business park at William Nadin Way, Swadlincote. It is bounded to the west by the A444 Burton Road and to the north is a Country Park and golf-course. William Nadin Way is the main estate road (the A514) to the south and east with a series of roundabouts serving the various business parks, beyond which are further industrial estates and new residential development.

The A444 has a shallow downward gradient to the north whereas the industrial development is on the level, and as a result, there is a steep bank on the northern boundary between the site and the golf course.

The site is roughly rectangular in shape, is some 14.4ha in size and has its access at the eastern end on to Optimum Way and the A514.

The site currently contains a long building located centrally, various smaller buildings, extensive hard standings and a loop road as a result of the former concrete works.

A public right-of-way (Swadlincote FP44) crosses the north west corner of the site.

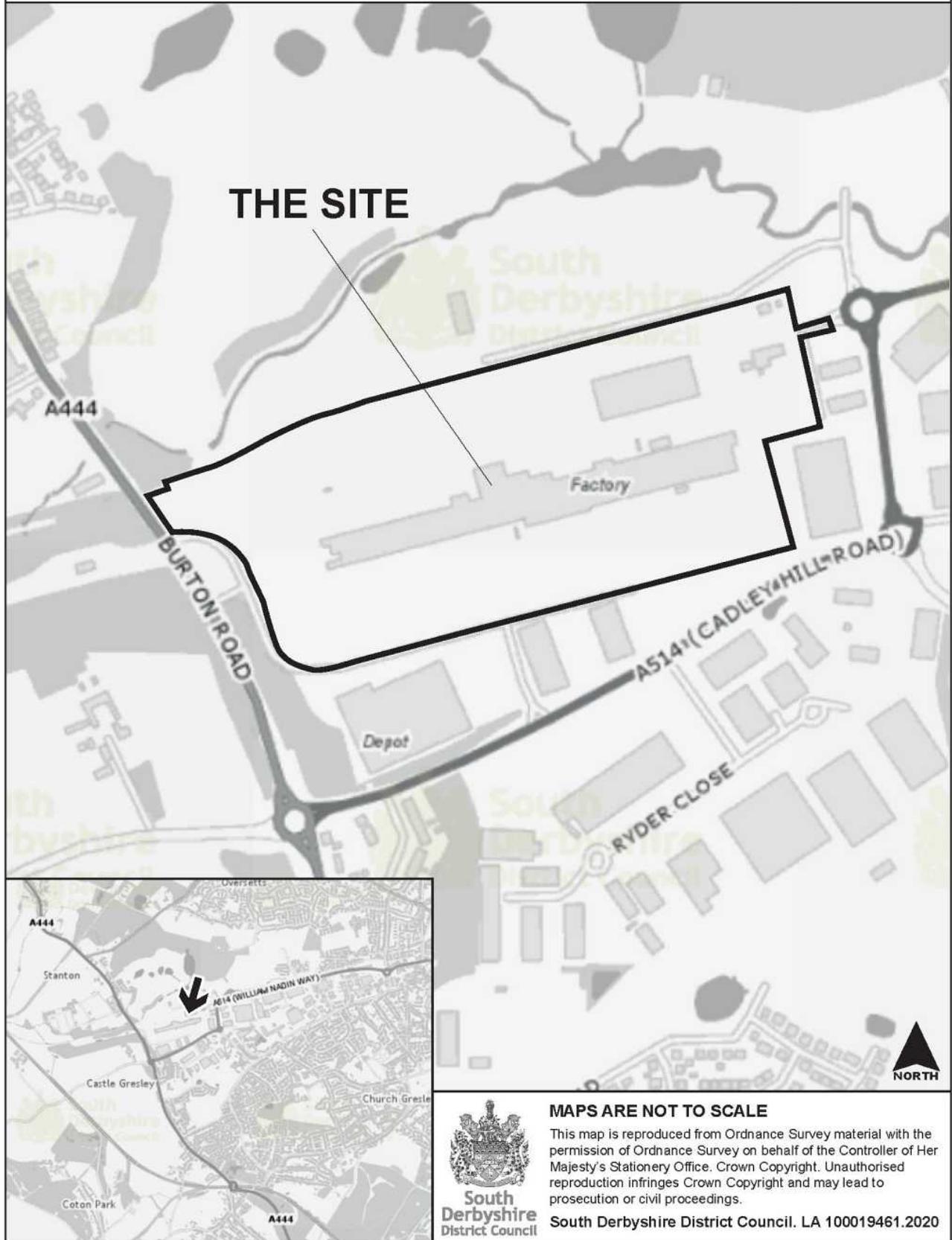
The proposal

The site proposal is a new logistics building for use by a leading national pallet distributor. The scheme would involve the demolition of the existing industrial buildings (apart from a modest office building and sub-station), and the erection of a new, purpose built distribution building orientated along the central axis of the site, so as to permit HGV access via a main internal roadway with internal unloading and loading facilities.

New office accommodation for the administration and management of the logistics operations would be provided within a two-storey element to the northern end of the building, with associated HGV parking and circulation routes created around the perimeter of the site. The building would be approximately 13m in height and be of a predominantly open canopy design to facilitate vehicle loading/unloading under cover.

There would be loading bays around the outside of the building as well as internal loading facilities, and some 244 HGV parking around the perimeter and in addition, 299 car-parking spaces (12 disabled

DMPA/2021/1686 - Tetron Park, Former Bison Precast Site, William Nadin Way, Swadlincote DE11 0BB



spaces) are to be created close to the entrance gates, along with 17 electric vehicle charging points (7 disabled spaces) and numerous secure cycle stores.

The building would be of typical steel-framed construction, with a shallow roof with multiple valleys, and a two-tone dark and light finish to break up the mass as the building is a substantial size – 416m x 137m (around 57,000sqm) and 13m high.

It incorporates a mezzanine floor over a small element of the building in its north east corner to provide offices.

Over-night working is envisaged.

The public footpath is proposed to be diverted under the separate legal procedure under the Planning Act, although its diversion is already underway as part of the country park development to the north.

National Forestry planting would be provided on the extensive banking at the northern edge of the site.

In addition to the plans/elevations of the buildings and layout, the application is accompanied by the following technical documents:

- Air-Quality Report
- Design and Access Statement
- Ecology Assessment and Primary Ecological Assessment Reports
- Flood-Risk Assessment
- Geo-environmental Report (Contamination and Coal Mining)
- Lighting Report
- Noise Assessment
- Statement of Community Involvement
- Topographic Survey
- Transport Assessment
- Travel Plan
- Tree Survey.

Applicant's supporting information - Economic Benefits of proposed Warehousing Scheme:

This report has been produced on behalf of Mulberry Logistics Park Doncaster Limited and presents the economic benefits of developing circa 56,700 sq. m. of warehousing floorspace at Tetron Park, Swadlincote, South Derbyshire.

Main Findings

Construction Impacts

- Direct and indirect construction-related employment: The Proposed Development will support an estimated 377 temporary roles on-site and in the wider economy over the 10-month build programme.
- Contribution of construction phase to economic output: An estimated £20million of gross value added (GVA) will be generated during the 10-month construction period in current prices.

Operational Impacts

- Gross jobs supported on-site: The Proposed Development will support up to 663-775 gross permanent full-time equivalent (FTE) jobs once it is built and occupied.
- Contribution to economic output: The additional GVA attributable to the site once operational and fully occupied is estimated at up to £25.5million - £29.8million per annum.
- Employee wages: The proposed scheme will generate an estimated £19million - £22million per annum in wages for on-site employees.
- Business rates: It is estimated that annual business rates generated by the scheme could be in the region of £1million per annum.
- Retail Spend Impact: Total construction employee expenditure retained in South Derbyshire over the 10-month build timeframe will be around £0.06million (current prices). During the operational phase of the Proposed Development total annual expenditure retained in South Derbyshire will be around £0.21million (current prices)

Relevant planning history

The site is a former concrete works, although as the site is to be demolished and re-developed (apart from a modest office building), there is no relevant planning history, and the development will be a new chapter in the site's history.

Responses to consultations and publicity

County Highway Authority (Highway Safety)

Awaited

County Highway Authority (Travel Plan)

Generally acceptable - Amendments requested

Local Highway Authority (Rights of Way)

Awaited

Policy Officer

No objection subject to conditions and obligations.

Local Plan Policy E2 Part A states: "The development of land for uses defined by classes B1(b), B1(c), B2 and B8 of the Use Classes Order will be permitted where: i) the site lies within or on the edge of the Swadlincote urban area, Derby or Burton upon Trent, or a Key or Local Service Village; or ii) the proposal is for the expansion of an existing business; or iii) the proposal is for the redevelopment of established industrial or business land or premises".

Part B states: "All proposals under part A should be in scale with existing built development and should not give rise to undue impacts on the local landscape, natural environment or cultural heritage assets."

The established use of the site is as a concrete manufacturing plant, which falls within Use Class B2 and the proposal is for redevelopment as a distribution centre, falling within Use Class B8. Therefore, under the terms of Policy E2, the proposal appears to be acceptable in principle, subject to all other relevant Local Plan policy requirements being satisfactorily addressed.

Local Plan Policy INF2 Part A states: "i) Planning permission will be granted for development where:b) appropriate provision is made for safe and convenient access to and within the development for pedestrians, cyclists, public transport users and the private car;...."

Part B (ii) states: "Where a need is identified in Part 1 of this policy, the Council will seek to negotiate the provision by developers of contributions toward new, or the enhancement of existing, walking and cycling routes and supporting infrastructure."

There is a proposal to establish a cycle link from the A514 at William Nadin Way to the Castleton Park housing development to the south of Ryder Close to improve access by cycle and on foot between the residential and employment areas. A strip of land to the south of Ryder Close is owned and protected by Derbyshire County Council for the purpose of providing part of this link and its continuation to the south has been sought by the local planning authority through negotiation with developers and landowners in relation to planning applications in this location.

A remaining part of the link would connect Ryder Close to Optimum Road by establishing a shared pedestrian and cycle path to replace the existing footway along the A514 Cadley Hill Road/William Nadin Way. To assist in meeting the sustainable accessibility requirements of Policy INF2 it is proposed that the applicant be asked to fund this section of the proposed route. County Council colleagues have also suggested that a financial contribution toward ongoing maintenance should also be sought.

Policy INF2 Part C (iii) states: "Where a need is identified under Part 1 of this policy, the Council will seek to negotiate the provision by developers of measures to encourage the use of public transport.

These may include: a) bus shelters and laybys b) railway stations and public transport interchanges c) initial financial contributions toward the cost of running public transport services.”

The site is currently served by the Midland Classic Route 22 service which runs at two hourly intervals between Swadlincote and Burton from Monday to Saturday with no Sunday or evening services. This is far too infrequent to serve a development of this scale and it is proposed that the developer be requested to enter into negotiations for the provision of financial contributions toward a more frequent bus service along this route with evening services where necessary to meet the sustainable transport needs of staff.

It is noted that the Transport Assessment also refers to a half hourly service between Swadlincote and Burton on the A444 (service 21), however the bus stops are almost 1km from the application site entrance. On this basis the service cannot be considered to represent a reasonable option for gaining access to the site.

Policy INF2 Part D (ii) states: “In order to ensure that nearby occupiers are not unduly adversely affected by the transfer of goods generated by development, the Council will give consideration to the need for the control of hours of delivery and collection.”

In consultation with Environmental Health colleagues, consideration will need to be given to the need for controls on hours of operation to protect local amenity, particularly in terms of potential noise generation.

Local Plan Policy E2 Part A states: “The development of land for uses defined by classes B1(b), B1(c), B2 and B8 of the Use Classes Order will be permitted where: i) the site lies within or on the edge of the Swadlincote urban area, Derby or Burton upon Trent, or a Key or Local Service Village; or ii) the proposal is for the expansion of an existing business; or iii) the proposal is for the redevelopment of established industrial or business land or premises”.

Part B states: “All proposals under part A should be in scale with existing built development and should not give rise to undue impacts on the local landscape, natural environment or cultural heritage assets.”

The established use of the site is as a concrete manufacturing plant, which falls within Use Class B2 and the proposal is for redevelopment as a distribution centre, falling within Use Class B8. Therefore, under the terms of Policy E2, the proposal appears to be acceptable in principle, subject to all other relevant Local Plan policy requirements being satisfactorily addressed.

Local Plan Policy INF2 Part A states: “i) Planning permission will be granted for development where:b) appropriate provision is made for safe and convenient access to and within the development for pedestrians, cyclists, public transport users and the private car;.....”

Part B (ii) states: “Where a need is identified in Part 1 of this policy, the Council will seek to negotiate the provision by developers of contributions toward new, or the enhancement of existing, walking and cycling routes and supporting infrastructure.”

There is a proposal to establish a cycle link from the A514 at William Nadin Way to the Castleton Park housing development to the south of Ryder Close to improve access by cycle and on foot between the residential and employment areas. A strip of land to the south of Ryder Close is owned and protected by Derbyshire County Council for the purpose of providing part of this link and its continuation to the south has been sought by the local planning authority through negotiation with developers and landowners in relation to planning applications in this location.

A remaining part of the link would connect Ryder Close to Optimum Road by establishing a shared pedestrian and cycle path to replace the existing footway along the A514 Cadley Hill Road/William Nadin Way. To assist in meeting the sustainable accessibility requirements of Policy INF2 it is proposed that the applicant be asked to fund this section of the proposed route. County Council colleagues have also suggested that a financial contribution toward ongoing maintenance should also

be sought.

Policy INF2 Part C (iii) states: "Where a need is identified under Part 1 of this policy, the Council will seek to negotiate the provision by developers of measures to encourage the use of public transport. These may include: a) bus shelters and laybys b) railway stations and public transport interchanges c) initial financial contributions toward the cost of running public transport services."

The site is currently served by the Midland Classic Route 22 service which runs at two hourly intervals between Swadlincote and Burton from Monday to Saturday with no Sunday or evening services. This is far too infrequent to serve a development of this scale and it is proposed that the developer be requested to enter into negotiations for the provision of financial contributions toward a more frequent bus service along this route with evening services where necessary to meet the sustainable transport needs of staff.

It is noted that the Transport Assessment also refers to a half hourly service between Swadlincote and Burton on the A444 (service 21), however the bus stops are almost 1km from the application site entrance. On this basis the service cannot be considered to represent a reasonable option for gaining access to the site.

Policy INF2 Part D (ii) states: "In order to ensure that nearby occupiers are not unduly adversely affected by the transfer of goods generated by development, the Council will give consideration to the need for the control of hours of delivery and collection."

In consultation with Environmental Health colleagues, consideration will need to be given to the need for controls on hours of operation to protect local amenity, particularly in terms of potential noise generation.

Lead Local Flood Authority (Derbyshire County Council)

Object to the development - The LLFA are unable to provide an informed comment and recommend a holding objection until the applicant/ LPA has provided further information:

- (i) The site will be required to discharge at the calculated greenfield run off rate not the brownfield runoff rate. The LLFA will need to see the updated drainage strategy and FRA to accommodate the new discharge and storage requirements.
- (ii) A quick storage estimate to show the required storage volume of surface water on site and an indication of the likely location.

National Forest Company

The site area specified on the application form is 14.4 hectares and in accordance with Policy INF8 (The National Forest) of the South Derbyshire Local Plan, 30% of the site area (or 4.32 hectares) should be dedicated National Forest planting. In exceptional circumstances where this cannot be provided within or close to the development site, the applicant can provide a commuted sum. This is £151,200 (4.32ha x £35,000). The requirements of Policy INF8 do not appear to have been considered by the applicant.

We look forward to being reconsulted when the applicant has had the opportunity to consider the above.

Comments on Revised Layout awaited.

Coal Authority

The application site falls within the defined Development High Risk Area.

The Coal Authority records indicate that within the application site and surrounding area there are coal mining features and hazards, which need to be considered in relation to the determination of this planning application, specifically probable coal workings at shallow depth and probable coal workings at shallow depth associated with thick coal seam outcrops. Our records also indicate that the site has been subject to past surface mining operations and that there are nine recorded mine entries (shafts

and adits) within the planning boundary

The supporting Geo-environmental and Geotechnical Desk Study Report (October 2021, prepared by Fairhurst), which accompanies the planning application correctly identifies that the application site has been subject to past coal mining activity and has been informed by an appropriate range of sources of information.

Based on this review of existing sources of geological and mining information the Report confirms that the mine entries either have been removed in their entirety or are plugged/capped at the base of the former extraction. As such, and within the context of the development where no significant built development is proposed, the Report concludes that such risks posed by coal mining legacy are very low. Consequently, the Report confirms no further assessment or intervention is necessary.

The Coal Authority considers that the content and conclusions of the supporting Geo-environmental and Geotechnical Desk Study Report (October 2021, prepared by Fairhurst) are sufficient for the purposes of the planning system in demonstrating that the application site is safe and stable for the proposed development. The Coal Authority therefore has no objection to the proposed development.

County Archaeologist

Having considered the available information, I am satisfied the proposals do not impact upon the known or potential archaeological interest.

On this basis I have no objection to the application and recommend that no archaeological requirement is placed upon the applicant.

Environment Agency

We have the following comments to make on this application which relate solely to the protection of 'Controlled Waters', matters relating to Human Health should be directed to the relevant department of the Local Authority.

Reference to the 1:50,000 scale geological map indicates that the site is located on the bedrock of the Pennine Middle Coal Measures which are designated a Secondary A Aquifer by the Environment Agency. Superficial deposits appear to be absent. The site is located within 70 metres of a surface water body, with ponds/lakes located in proximity.

We have reviewed the following document submitted in support of this application: 'Tetron Point, Swadlincote – Geo-environmental and Geotechnical Desk Study Report' Fairhurst (October 2021).

The above referenced report identifies potential contamination sources relating to the historical uses of this site as a colliery and associated railway land. Reference to Environment Agency databases indicated that two historic landfills encroach on to the north of the site. The landfills are known as 'Stanton Refuse Tip' and no further information is available as to what was tipped at the site. As the landfill was operated prior to 1974, it is possible that a range of wastes could have been accepted. The second is known as 'U.K Coal Mining Ltd - Nadins Opencast Coal Site' which accepted coal mining waste/spoil. The site also recently operated as a pre-cast concrete manufacturing plant.

Any contamination present at the site has the potential to be mobilised during re-development to pollute controlled waters receptors. Further investigation works are proposed in order to assess the contamination status of the site. We agree with the conclusions of the above referenced report are therefore recommend that the following condition be included on a planning permission granted, in order to ensure that controlled waters receptors are appropriately protected.

We recommend that any intrusive investigation of the site should focus on the risk posed to controlled waters receptors.

Universal condition for development on land affected by contamination.

The historical uses of this site as a colliery, associated railway land and recently as a concrete manufacturing plant represent a contamination risk that could be mobilised during construction to pollute controlled waters. Controlled waters are sensitive due to the presence of a Secondary A Aquifers and linked surface water receptors.

In light of the above, the proposed development will be acceptable if a planning condition is included requiring the submission of a remediation strategy. This should be carried out by a competent person in line with paragraph 184 of the National Planning Policy Framework.

Without these conditions, we would object to the proposal in line with paragraph 177 of the National Planning Policy Framework because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Natural England

Refer to standing advice.

Derbyshire Wildlife Trust

Awaited

Environmental Health Officer (Air Quality)

I have considered this application in relation to the potential air quality, noise, odour, land contamination, environmental lighting and waste water disposal impact. I have also read the relevant technical reports submitted in support of the application.

In my opinion, the key potential environmental impacts of the development are;

1. The impact of the proposed development on local air quality:

I have read and understood the content of the air quality assessment submitted to support the application.

Recommendations:

Air Quality

I accept the conclusions of the report.

However, given recent changes in legislation I would raise some issues which I believe are material to the application and which need to be addressed at planning application stage in order for the implications of the law changes to be considered within the context of the progression of the development.

Firstly, with reference to the air quality assessment I would recommend that the mitigation measures described in the report are conditioned within the planning approval.

In November 2021 the Environment Act was finally enacted. Part 1 Chapter 1 of the Act has introduced a duty on the government to bring forward at least two air quality targets that will be set in secondary legislation, one of which must be a target to reduce the annual average level of fine particulate matter (PM2.5) in the atmosphere.

To date the government have not set out exactly what these targets will be or on what basis they will be set. The September 2021 the World Health Organisation (WHO) published Global Air Quality Guidelines which included setting a new guideline of an annual mean concentration of PM2.5 not exceeding 5 µg/m3.

There is no current statutory standard for PM2.5 in the UK and therefore the secondary legislation will introduce targets (and by inference require actions) which are not currently required.

Based on existing predictions by DEFRA, the current (2022) background concentration of PM2.5 at the location of the proposed development site is 7.88 µg/m3 (i.e. 58% above the WHO guideline). The air quality assessment indicates that at the most significantly affected local receptor location the development proposals will add an additional 1.13 µg/m3 of respirable particulate (expressed as PM10). Therefore, if the UK government chooses to adopt the WHO Air Quality Guideline as the target for PM2.5, the proposed development will contribute to a significant additional exceedance of the target. I would therefore propose a condition relating to fleet transport emissions.

I would only consider light nuisance to residential receptors. Given the location, I would not have any significant concerns and therefore would not require the imposition of a specific condition.

Environmental Health Officer (Noise)

Prior to finalising my comments, I would appreciate the following information in regards noise:

4.1 HGV Highways impacts seems to have been ignored – I would request this is included in the noise report.

4.6 Use of chosen background level – please provide the raw data for my further consideration.

I will also be requesting a contaminated land investigation to support the application, this could however be required by condition.

One letter of representation has been received from neighbours as a result of notification/publicity, which raises the following observations:-

- a) can the lighting be taken into consideration as the current lighting caused a bright glare at Sunnyside that caused a nuisance inside the houses. It also caused excessive light pollution in the sky.
- b) Although current industrial buildings have been in grey colour surely the planners would think green would be less obtrusive, such as the JCB buildings on the A50.

Relevant policy, guidance and/or legislation

The relevant Development Plan policies are:

Local Plan Part 1 (LP1): S1 Sustainable Growth Strategy, S2 Presumption in Favour of Sustainable Development, S3 Environmental Performance, S5 Employment Land Need, S6 Sustainable Access, H1 Settlement Hierarchy, E2 Other industrial and business development, E3 Existing Employment Areas, SD1 Amenity and Environmental Quality, SD2 Flood Risk, SD3, Sustainable Water Supply, Drainage and Sewerage Infrastructure, SD4 Contaminated Land and Mining Legacy, BNE1 Design Excellence, BNE2 Heritage, BNE3 Biodiversity, BNE4 Landscape Character and Local Distinctiveness, INF1 Infrastructure and Developer Contributions, INF2 Sustainable Transport, INF8 The National Forest

Local Plan Part 2 (LP2): SDT1 Settlement Boundaries and Development, BNE7 Trees, Woodland and Hedgerows.

The relevant local guidance is:

South Derbyshire Design Guide Supplementary Planning Document (SPD)
Trees and Development SPD

The relevant national policy and guidance is:

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

The relevant legislation is:

The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

The Town and County Planning (Use Classes) Order 1987.

Planning considerations

The key considerations are as follows:-

- Policy Matters
- Highway Safety
- Public Right-of-Way
- Sustainable Transport
- Design and Appearance
- National Forest Planting
- Ecology and Bio-diversity
- Drainage/flooding
- Noise/air quality/lighting
- Contamination/stability
- Archaeology

The above issues are discussed in detail below:

Planning assessment

Policy Matters

The site is situated on a well-established industrial estate within the settlement development limits and had a former use as a pre-cast concrete works that has complete site coverage. The principle of development on this site is therefore well established as noted in the Policy section consultation response. Local Plan policies seek to retain such sites in employment use and the proposal therefore reinforces that Policy. The NPPF advocates support for economic developments and employment creation and the proposal – as stated in the applicant’s supporting information – would provide a significant number of new jobs and an appreciable boost to the rural economy. Being a site already in industrial use, subject to the normal development management parameters, the proposal does not raise any policy-related concerns.

Highway Safety

The development would be served from the existing industrial standard access on to the industrial estate roads, and whilst there is likely to be a greater volume of traffic, the roads will have been designed to meet the expected industrial traffic.

The applicant has provided a travel-plan and transport assessment, and whilst the new development is likely to have significant traffic movements, it is not anticipated that any objection on highway grounds would be forthcoming.

The proposal provides for appropriate levels for manoeuvring/loading and parking of HGV’s as well as car-parking, electric-vehicle charging-points and cycle-storage.

The formal comments of the Highway Authority will be reported to the Planning Committee.

Public Right of Way

There is some confusion regarding the status of the public right-of-way (FP44), which clips the north west corner of the site, and is shown as needing to be diverted. Whilst the path is still shown on the County Council’s Definitive Map, it is believed that the path is already the subject of a Diversion Order related to the country park/golf course development to the north. It is understood that the County Council accept this point.

Given the levels difference between the industrial site and the countryside to the north, the diversion around the edge of the site (rather than passing through it) as shown on the applicant’s plan is a logical and more desirable/attractive route for pedestrians likely to be using the path. Should a diversion remain necessary, it should be supported. A definitive response on this matter is expected from the ROW Officer and will be reported verbally at the Planning Committee.

Sustainable Transport

The development represents a very significant increase in persons employed at the site (which is obviously welcomed), however given the Council commitment to reducing greenhouse gases and climate change, the encouragement of the use of sustainable transport modes is required.

The applicant has sought to address this with the Travel Plan and provision of on-site cycle storage and electric vehicle charging points. The travel-plan is referred to elsewhere in this report, and the Council's Policy Officers and Highway Authority have also suggested that other mechanisms are necessary, which would include:

- (a) A contribution to the provision of a footway/cycleway link from nearby residential areas to industrial estate
- (b) Upgrading of local bus-stops, and
- (c) Liaising with the bus companies to improve services past the site

The above are all aimed at encouraging increased use of walking/cycling and public transport by making their use more attractive.

The Highway Authority response in relation to the level of contributions is awaited, and whilst initially questioning whether such contributions are proportionate in relation to CIL Regulations, they have now indicated that this could be addressed via a Section 106 agreement. The progress on this matter will be reported verbally to Planning Committee.

Design and Appearance

The existing site contains a large central building, and the current proposal also proposes a large central building, albeit somewhat larger. Whilst the building is a large footprint, it is not high in comparison to the area, and it would be of typical construction, similar to other industrial buildings in the surrounding area. The appearance is considered to be appropriate for the re-development of an industrial site on an established industrial estate. The retention of planting on the western side and the proposed planting to the northern boundary will assist in assimilating the development into the local environment. The existing office building is to be retained and refurbished. Overall, the proposal is considered to be visually acceptable.

National Forest Planting

The site falls within the National Forest area as defined in Policy INF8 of the Adopted Local Plan, and initially, the National Forest Company requested a contribution based on a full off-site contribution.

The applicant has subsequently submitted amended plans showing the banking on the north-side of the development, being made available for woodland planting, that would result in a reduced off-site contribution requirement. The comments of the National Forest Company are awaited in relation to the plans, but no objection is expected.

The proposed planting belt would have the additional benefit of screening the development from the country park to the north as well as offering a significant increase in biodiversity when compared to the concrete works, as well as providing enhanced ecology habitat and (with a contribution) would meet the terms of Policy INF8.

The reduced contribution as required by the National Forest Company will be reported to Planning Committee and would normally be delivered by means of a S106 agreement/obligation.

Ecology and Biodiversity

The applicant's ecology report concludes that the site has little merit in terms of ecological habitat, apart from the modest areas of planting and a soakaway, however the proximity to ponds supporting great crested newts could result in an impact during construction, although the current site itself would not provide appropriate habitat for amphibians or reptiles but the new landscaping could provide hibernacula for reptiles and amphibians and thus represents a significant ecological enhancement. Whilst the formal comments of Derbyshire Wildlife Trust are awaited, it is anticipated that with appropriate conditions, the development would not cause any harm to protected species.

Drainage/flooding

As the built development proposed has a significant roof area, and therefore appreciable rainwater run-off, and much of the remainder of the site would be hardstanding, there is potential for substantial surface water and therefore potential for flooding of the site and/or other land.

Whilst the applicant has submitted a drainage strategy, the Lead Local Flood Authority has made a 'holding objection' until further information has been provided.

It is understood that the agent has been liaising with the officers at the LLFA, and the matter should be resolved by the time the application is considered by the Planning Committee.

Subject to a satisfactory resolution of the technical matters involved, it is anticipated that the LLFA objection would be withdrawn and conditions advised.

An update to Planning Committee on this issue would be provided verbally.

Noise/Air quality and lighting

Whilst an acoustic report has been submitted, the Environmental Health officer has requested additional information regarding night-time noise as 24 hour working is proposed, and whilst there are no immediate residential properties adjacent to the site, there is potential for noise being transmitted to residential property in the locality. It is understood that the agent has been liaising with the Environmental Health officers, and the matter should be resolved by the time the application is considered by the Planning Committee. Subject to a satisfactory resolution of the technical matters involved, it is anticipated that the Environmental Health objection would be withdrawn and conditions advised. A full report to Planning Committee on this issue would be provided verbally.

The change from pre-cast concrete products to the distribution of pallets is likely to be a far less 'dusty' operation, although the significant use of HGVs has the potential to reduce air quality. The applicant has submitted a technical report indicating mitigation measures which has been accepted by the Environmental Health Officer, and a condition on this matter is suggested.

One letter of representation has been received expressing concern at potential nuisance from lighting. The applicant has submitted a lighting assessment and the Environmental Health Officer advises that the development is sufficient distance away from neighbours to have no adverse effect.

Contamination/stability

The Environmental Health officer's response in relation to contamination is awaited, although this is a re-development of an existing industrial estate, that would have been de-contaminated when it was originally constructed.

The Environment Agency have commented solely in relation to the risk to the aquifer from any contamination mobilised during demolition/construction, but consider this can be made acceptable subject to remediation, and have recommended a condition.

The applicant has submitted a Mining Report addressing land stability from historic mining activities. This has been reviewed by The Coal Authority who indicate that mining legacy would not pose a threat to the stability of the development.

Archaeology

The County Archaeologist has confirmed that the site has no archaeological significance, and archaeology places no restriction on the development. Being an established industrial estate, any artefacts would have been disturbed during the initial construction of the estate.

Conclusion

The site is a re-development of a previously developed site as advocated by the NPPF, and the development will have significant economic and employment benefits.

Being an established industrial estate within the settlement boundary, the proposal raises no policy or locational issues.

The proposal is an appropriate design and will be screened by the proposed forestry planting. All outstanding matters relate to technical issues – drainage, noise, highways/access, lighting, and the status of the footpath – and the level of sustainable transport and contributions.

The proposal would offer opportunities to improve ecological habitat and would have a net-gain in biodiversity.

Given the lack of policy conflict and the very tangible benefits arising from development, it should be supported, subject to resolution of the above listed matters.

A Section 106 agreement would be necessary to deliver some of the contributions.

None of the other matters raised through the publicity and consultation process amount to material considerations outweighing the assessment of the main issues set out above, noting that conditions or obligations have been attached where meeting the tests for their imposition. Where relevant, regard has been had to the public sector equality duty, as required by section 149 of the Equality Act 2010 and to local finance considerations (as far as it is material), as required by section 70(2) of the Town and Country Planning Act 1990 (as amended), as well as climate change, human rights and other international legislation.

Recommendation

That authority to grant permission be delegated to the Head of Planning and Strategic Housing following satisfactory resolution of outstanding issues, subject to completion of a Section 106 Legal Agreement/Unilateral Undertaking (if required) to cover contributions as outlined in the above report, and subject to the conditions/reasons deemed necessary by the Head of Planning and Strategic Housing in consultation with the Chair of Planning Committee.

A list of suggested conditions will be circulated at the Planning Committee following further comments from consultees.

Item No. 1.3

Ref. No. [DMPA/2021/0734](#)

Valid date: 04/05/2021

Applicant: Taylor Wimpey West Midlands

Agent: Planning Prospects Ltd

Proposal: **Approval of reserved matters (layout, scale, appearance and landscaping) pursuant to outline permission ref. 9/2013/0946 (relating to the residential development up to 306 dwellings, access, parking, public open space, landscaping and associated infrastructure) on Land at SK2918 7125 off Church Street, Church Gresley**

Ward: Church Gresley

Reason for committee determination

The application was called in by Councillor Southerd for a decision by Planning Committee as local concern has been expressed about a particular issue.

Site description

The site is a greenfield site which steeply slopes downwards in a southerly direction and is bounded by residential properties to the north and east of the site, with St George's Primary School to the north and the National Forest planting, Church Gresley Wood, located to the south and west. The site was allocated under Policy H3 of the Local Plan for housing and outline consent was granted under application 9/2013/0946 for the erection of up to 306 dwellings at the site in March 2015. The site is located within the settlement boundary of the Swadlincote Urban Area owing to the allocation of the site for housing within the Local Plan. Public Footpaths Swadlincote 1 and 2 cross the site, whilst Public Footpaths Swadlincote 3 and 4 are located around the western and southern boundaries.

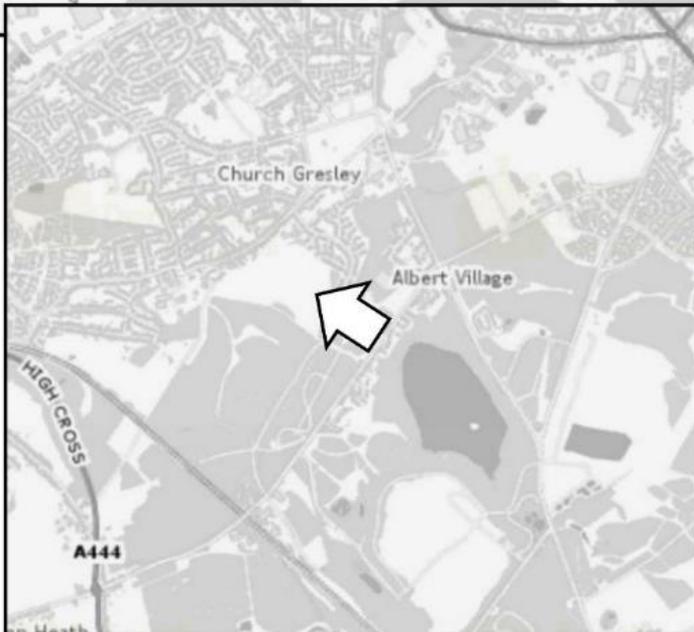
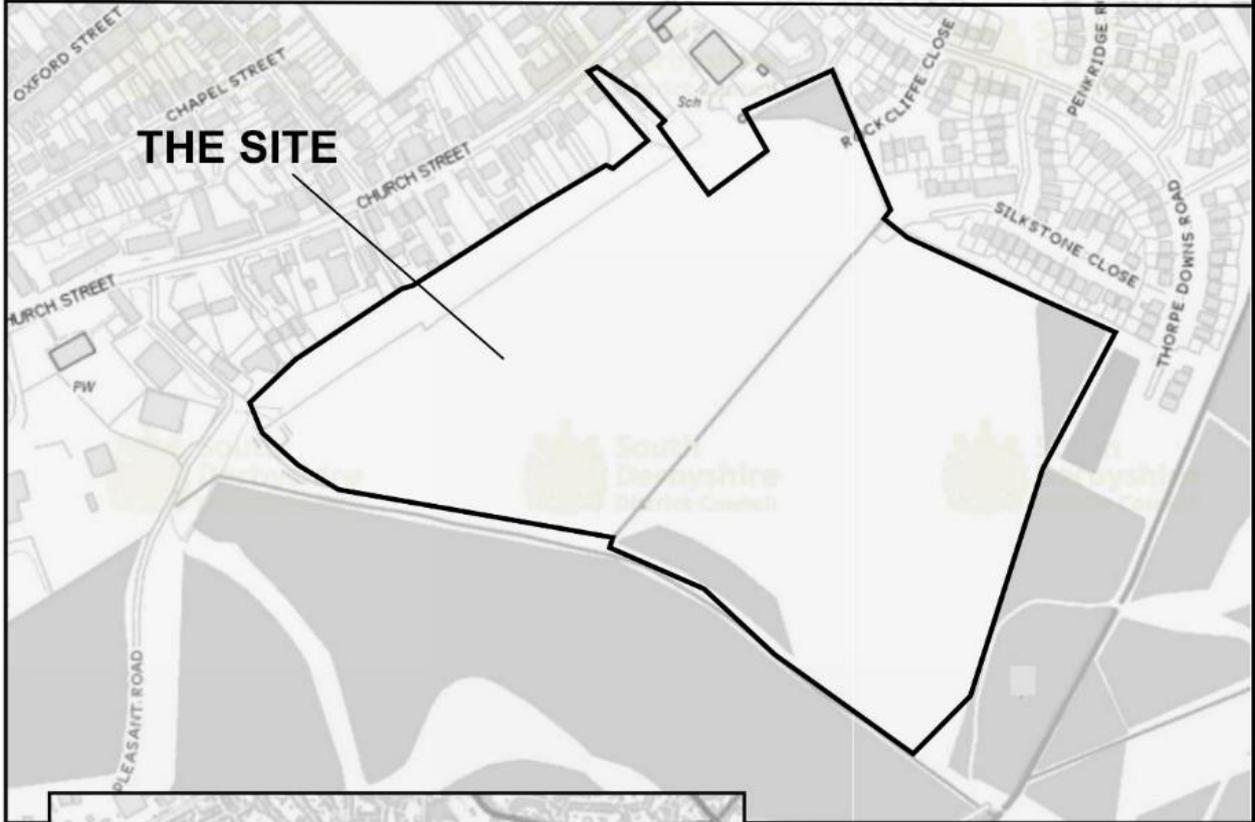
The proposal

The application seeks approval of the reserved matters of layout, scale, appearance, and landscaping for the erection of 306 dwellings and associated infrastructure such as roads, parking, areas of open space and a surface water attenuation pond. The application relates to outline permission approved for up to 306 dwellings and which is subject to a S106 Agreement. The proposed dwellings are of two storey scale arranged in terraces, as semi-detached, or detached dwellings, all laid out to provide generally road frontage development. Parking is provided generally on plot close to the dwelling to which they relate. Vehicular access to the development is from Rockcliffe Road, as approved when the outline planning permission was granted permission.

Applicant's supporting information

Planning Statement – The document describes the site, the planning history, and the planning policy context. It also explains how the submission accords with the outline planning permission. It states that the application proposals provide for a high-quality residential development which accords with the principles for the development of the site established in its outline planning permission. It includes a range of new homes, together with appropriate highway and drainage infrastructure, along with areas of new open space.

DMPA/2021/0734 – Land at SK2918 7125 off Church Street, Church Gresley



South Derbyshire District Council

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The submission provides for appropriate reserved matters details for the layout, scale, appearance and the landscaping of the entire development.

Building for Life 12 Assessment – This states that the scoring is based on: Design Council, CABE, HBF, Design for Homes “BUILDING FOR LIFE 12 “. The criteria are connections; facilities and services; public transport, meeting local housing requirements; character, working with the site and its context; creating well defined streets and spaces; easy to find your way around; streets for all; public and private spaces; and external storage and amenity space. Each criteria within it was been considered depending on the number of code recommendations complied with and then assessed as either green, amber, or red, dependant on the level of compliance. It concludes that the submission is green as this is the most appropriate score where there is sufficient evidence that the proposed design meets, as far as practically possible, the principals of the recommendations.

Design Compliance Statement – This documents sets out how the proposals comply with the principles of the Outline Application and the principles of Build for Life 12 and also draws on Taylor Wimpey West Midlands involvement through previous reserved matters application ref: 2020/0195 and continued discussions with Planning Officers through that, which informed these proposals being brought forward by Taylor Wimpey West Midlands. It states that the submission is in compliance with the outline approval in that they comply with the principles outlined within the framework plan and illustrative masterplan.

Relevant planning history

9/2013/0946 - Outline application (all matters except for principle means of vehicular access to be reserved) for the residential development up to 306 dwellings, access, parking, public open space, landscaping and associated infrastructure - Approved with conditions - 31/03/2015

DMPA/2020/0195 - Approval of reserved matters (layout, scale, appearance and landscaping) pursuant to outline permission ref. 9/2013/0946 (relating to the residential development up to 306 dwellings, access, parking, public open space, landscaping and associated infrastructure) – Was submitted by a previous applicant and remains undetermined to date, being held in abeyance.

DMPA/2021/0777 - Creation of engineering and enabling works including restoration, re-profiling of land and remediation with drainage infrastructure, access and associated works – Approved 09/11/2021.

Responses to consultations and publicity

North West Leicestershire District Council advise that they have no objections to the proposals, provided SDDC are satisfied that that the proposed development complies with the relevant development plan policies.

The Environmental Health Officer has raised no objections to the application.

The County Highway Authority raised an objection on the basis that vehicle tracking layout on application is unacceptable due to vehicle using the footway in a number of areas; the use of ramps or plateaus is not permitted; turning area at plots 298-302 requires footway all around turning area for the safety of pedestrians with appropriate crossing points; as the roads to 211-222 and 238-261 are excessively long straights, which does not comply with 20mph requirement, some form of calming will be required; service strips are required at the end of turning areas to 114-121,142-143; we will not adopt the footpath to the east of the site through the balancing ponds; and commuted sums will be payable as per the Delivering Streets & Places design guide.

There have been no objections raised by the Derbyshire Wildlife Trust who have reviewed the Ecological Enhancement Plan which provides appropriate details of bat and bird box provision to provide a welcome net biodiversity gain and as such meets the requirements of condition 11 of the outline permission and should be implemented as part of the reserved matters. They also advise that

appropriate mitigation measures for amphibians are detailed in a Method Statement provided in section 5.2.1 of a Preliminary Ecological Appraisal produced by RPS and that this meets the requirement of condition 15 of the outline permission and should also be implemented.

The Peak & Northern Footpaths Society advise that, in principle, they do not object to the proposed footpath diversions, but the necessary legal orders must contain more details e.g. widths, surfaces, how paths physically separated from the estate roads (where applicable).

The County Rights of Way Officer raised an objection on the basis that on the corner of the application site where the proposed diversion of FP1 is located, it is unclear what the proposed use of that portion of land is. As it appears to necessitate the diversion of FP1, and does not appear from the legend to be landscaping. Consideration is given to funding being provided to improve the paths linking to, and surrounding, the development which will receive increased use on completion of the development.

There has been no objections raised by the Lead Local Flood Authority (LLFA) who advise that surface water related conditions were imposed at the outline application. The applicant should ensure that the proposed development layout reflects the outline application and that the relevant surface water conditions can be discharged within the proposed layout of the reserved matters application.

The Planning Policy Officer requests the width of the path for the diverted route of FP2 which connects to National Cycle Network Route 63, the path through the central area of POS, be increased from 2m to 3m; and that a 2m link be provided to link the site to Railway Side and on to Church Street.

The Waste Manager raises no objection to the proposal.

The Police Force Designing Out Crime Officer advises that the layout and house treatment on the whole respond well to the surrounding extensive public footpath network. He does, however, have a concern about design around the footpath link from Railway Side, which emerges from Woodland directly onto a semi-private communal drive with no definition from open house frontages which may lead to disputes, crime, nuisance and resident amenity problems, with poor space hierarchy and secluded approach /escape to both sides of the woods. He also states that there seems to be an inconsistent approach to boundary treatment for shared driveways close to central and peripheral footpath routes. A mid-height estate rail is mentioned for such features, which has been a used treatment across the borough for such separation.

The Landscape Architect requests fruit trees in all rear gardens; increased planting to frontage; increased planting to the eastern boundary; bird, bat and hedgehog houses be added to plans; amend the hedgerow mix to include a hedgerow base wildflower and grass mix, and a change to the species mix; a plan showing hedgehog access points; and a hierarchy of footpaths.

There have been 12 letters of objection received raising the following points:

- a) Will the development impact on our drive? We do not want traffic affecting the driveway to our commercial premises.
- b) No way can at least 700 car movement's a day be a good idea leading onto Thorpe Downs Rd via Rockcliffe Close because in bad weather hardly any cars get up the hill anyway.
- c) A practical approach would be to enter and exit the site off the roundabout at the top of Cappy Hill (Castle Road).
- d) Our quiet estate will have all the traffic for the new estate leading to disruption and this was not a preferred site due to access.
- e) Rockcliffe Close is narrow and children play there – 1500 car movements will take place.
- f) Any snow or ice means the roads is impassable as cars are abandoned.
- g) There is a lack of infrastructure e.g. schools, doctors.
- h) I start work early at 4am and using Rockcliffe Close will disrupt my sleep – please consider an alternative access.
- i) They should not start until S106 requirements have been met.
- j) This is not a genuine application and was not properly made.

- k) It will not be done in one phase, but will take 3-5, and the site compound will need to be moved around.
- l) There is no open space or play areas.
- m) They referred to later submissions but conditions should be addressed now – I have concerns about noise, dust, ground gas, foul sewage, surface water.
- n) Will my drive be extended when the new road is created, and will I own it?
- o) Will the overflow lagoon on Thorpe Downs be able to accommodate the development and the 3 new homes were not on the original plans.
- p) Is this not land banking?
- q) Will existing infrastructure be able to cope?
- r) It is heart breaking to lose this green land which provides lovely walks and nature.
- s) Our peace will be shattered, especially during construction.
- t) They shouldn't be able to start the enabling works under the other application until S106, conditions etc are complied with.
- u) Do we really want to increase the nitrogen dioxide and particulate matter levels so close to where our children are learning and playing?
- v) The Transport Assessment was carried out 8 years ago – where is the updated Assessment?
- w) Will the Thorpe Downs Estate will now be added to the gritting list as the estate is horrendous and it's only going to be made worse due to all these houses being built?

Relevant policy, guidance and/or legislation

The relevant policies are:

The relevant Development Plan policies are:

2016 Local Plan Part 1 (LP1): S2 (Presumption in Favour of Sustainable Development); S6 (Sustainable Access); H2 (Land north of William Nadin Way, Swadlincote); SD1 (Amenity and Environmental Quality); SD2 (Flood Risk); SD3 (Sustainable Water Supply, Drainage and Sewerage Infrastructure); BNE1 (Design Excellence); BNE3 (Biodiversity); BNE4 (Landscape Character and Local Distinctiveness); INF2 (Sustainable Transport); INF7 (Green Infrastructure); INF9 (Open Space, Sport and Recreation).

2017 Local Plan Part 2:

BNE7 (Trees, Woodland and Hedgerows).

The relevant local guidance is:

South Derbyshire Design Guide Supplementary Planning Document (SPD)

The relevant national policy and guidance is:

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide.

Planning considerations

The main issues central to the determination of this application are:

- Compliance with the outline permission,
- Highway safety and connectivity,
- Design and residential amenity,
- Ecology, and
- Other matters.

Compliance with the outline permission.

This proposed reserved matters scheme provides for 306 dwellings on the site with vehicular access from the adjacent existing, established housing estate to the north, via Rockcliffe Close to Thorpe Downs Road, then its junction with Market Street and Common Road. With the exception of the surface water attenuation pond now being proposed in the north-east corner of the site rather than in the south-east corner as shown on the masterplan at outline stage, and the omission of a second vehicular access to Church Street (a situation required by condition 4 of the outline), the reserved matters broadly respect the masterplan and Development Framework Plan, approved at outline stage. A central area of POS is provided to retain the hedge and ditch, the woodland POS to the north-west is retained, expansion land for the primary school, and housing on the remainder. Condition 35 of the outline requires the reserved matters application to be accompanied by a Landscape Management Plan and this has been submitted. The proposed development also addresses the requirements of condition 26 of the outline permission which requires the layout to accord with "Manual for Streets". With the above in mind, it is considered that the approach to delivering the development put forward as part of this reserved matters application is compliant with the requirements of the outline planning permission and conditions specified therein.

Highway safety and connectivity

The provision of the vehicular access solely from Rockcliffe Road was considered when outline permission was granted and that sole access was a requirement of that planning permission. The proposed internal site layout has been designed to not only accommodate that vehicular access, but also provides for pedestrian/cycle links to Church Street via Railway Side, the National Cycle Network Route 63 to the south-east, as well as connecting the areas of open space provided within the development. The proposed development seeks to realign the routes of Footpath 1 and 2 so that they do not dissect the residential development blocks and the surface water attenuation pond, and they have been accommodated on similar desire lines to link to the surrounding areas appropriately. The comments of the Planning Policy Officer in respect of connecting the site to Railway Side, the increase in the width of the realigned FP2 to accommodate a 3m shared pedestrian/cycling path, and the path through the central area of POS, are noted and these requirements are continue to be pursued with the applicant in an effort to try and accommodate them within the plans, if at all possible. An update on these matters will be reported to members at the meeting. The safety of the proposed internal road layout for the development is generally considered to be acceptable. Off-street parking is mostly provided on plot, and these arrangements are considered to be acceptable. Discussions have been on-going with the applicant to address the residual concerns of the County Highway Authority and it is understood as they are now broadly content with the proposals. Although the County Highway Authority have raised concerns in respect of vehicle tracking, blocked paved areas, and footway widths, these requirements are being pursued with the applicant to ensure that they are accommodated within the plans, and an update on these matters will be presented to members at the meeting. Access to the site and the impact of the associated vehicular movements for up to 306 dwellings was assessed at outline stage when the matter of access was approved and that access being solely from Rockcliffe Close. In light of the above, notwithstanding the concerns raised in the letters of objection, the proposals are considered to be generally acceptable in highway safety terms and the proposed development will provide a well-connected scheme both internally and to external points.

Design and residential amenity

Negotiations have been taking place between officers and the applicant to ensure an appropriate design and layout is achieved. These included alterations to the elevational treatment of the houses, as well as their layout, to ensure connectivity within, as well as to and from, the site. The layout of the proposed housing is considered to be acceptable and appropriate for the site. The design of the proposed dwellings has been influenced by the more traditional houses which can be found in the wider area, repeating them in what is a relatively simple form being of two storey scale, with pitched roofs, gabled to the front or sides and with brick/render and tile construction. Ongoing discussions with the applicant to try and further enhance the elevations are ongoing and the results of these discussions will be reported at the meeting where an update will be provided. The layout provides frontage development to the proposed new road network with parking areas punctuated by landscaping. It is considered that the density of layout of the proposal would not have an adverse impact upon the

character or appearance of the surrounding area. It is noted that the wider surrounding area is characterised by a mixture of housing designs and ages, and in light of this it is considered that the proposed dwellings are, subject to further refinement of the house type details, of an acceptable design and appearance, as well as being appropriately laid out. It is also considered that the layout would result in an acceptable built form that would create a good sense of place for future occupiers, and which sits reasonably harmoniously with the existing built form.

The landscaping scheme that has been proposed will ensure that the development is provided with comprehensive and varied landscaping that will result in an appropriately designed development. Notwithstanding the comments received the number and species are considered to be acceptable for this location. There is a requirement for the developer to implement the proposed landscaping scheme through condition 36 of the outline planning permission, as well as its on-going maintenance is already addressed through conditions 6 and 7 of the outline permission. Whilst tree protection details have been submitted, these need to be agreed against conditions 16 and 37 of the outline planning permission. The proposed landscaping scheme is, however, notwithstanding the comments of the council's Landscape Architect, considered to be acceptable.

To date no details of any play area or equipment have been provided but it is understood that such a facility would be located in the north-west of the site, close to the woodland, overlooked by proposed plots 74, 75, 67, 68, 69, 74 and 75. Whilst an existing property, 50 Church Street, is located to the north of that area of the site, close that boundary, adequate space is available to ensure that the occupiers of that property would not be unduly affected by the use of the play area.

In terms of residential amenity, the proposed layout respects the existing residential properties adjacent to the site and would not lead to any undue impacts on the amenity that the occupiers of those properties could reasonably expect to enjoy by way of loss of light, overshadowing, overbearing impact, loss of privacy or overlooking. The proposed layout generally accords with the standards set out in the council's adopted Design SPD, albeit that the back-to-back distances are, in places, 20m rather than the 21m specified in the council's adopted Design Guide SPD. Nonetheless, it is considered that the proposed development would create satisfactory living environments for the future occupiers of the proposed dwellings and provides an appropriate balance between the amenity of future occupiers and the delivery of the number of dwellings approved at outline stage, and design matters. Overall, in design terms and in terms of residential amenity, the proposed development is considered to be acceptable.

Ecology

Condition 11 of the outline permission requires the submission of bat and bird boxes and the applicant has submitted details of their proposed provision within the development in the form of an Ecological Enhancement Plan. Derbyshire Wildlife Trust have been consulted on the proposals and have advised that the proposed bat and bird box provision will provide a welcome net biodiversity gain and as such meets the requirements of condition 11 of the outline permission and should be implemented. Condition 15 of the outline permission requires the development to be undertaken in accordance with the Extended Phase 1 Habitat Survey produced by Cotswold Wildlife Surveys, submitted at outline stage. Derbyshire Wildlife Trust have been consulted on the proposals and have advised that the submission meets the requirements of condition 15 of the outline permission and should be implemented. Conditions 11 and 15 already in place in the outline permission ensure that the development is undertaken and appropriately maintained in ecological terms. In terms of the impact of the development on ecological interests at the site these are adequately mitigated. Notwithstanding the comments raised by the council's Landscape Architect, Derbyshire Wildlife Trust are content that the proposals address the necessary ecological interests as required by the outline planning permission, and on this basis the proposals are considered to be acceptable in ecological terms.

Other matters

Surface water mitigation is acceptable in terms of the layout of the scheme and additional details are adequately controlled by conditions 18 and 19 of the outline permission which requires compliance with

the Flood Risk Assessment submitted at outline stage as well as further detailed submissions in this regard.

The comments of the Police Force Designing Out Crime Officer regarding the treatment of the boundaries to the semi-private, communal drive are noted, however the gardens are provided with landscaping to demarcate the shared surface from private spaces. Other boundary treatments are considered generally appropriate in terms of amenity and security, though still in need of further enhancement in places. Boundary treatments are already controlled by conditions 9 and 41 of the outline planning permission and will be addressed through an application to discharge those conditions.

Details of the proposed materials have been put forward and are controlled by condition 38 of the outline planning permission. Whilst some are considered acceptable, some are not deemed to be appropriate. It is acknowledged that there are significant industry wide supply issues in regards to bricks and roof tiles, however, it is considered appropriate to explore alternatives to those proposed in order to ensure that the aesthetics of the scheme are as good as possible. Boundary treatments are already controlled by conditions 9 and 41 of the outline planning permission and will be addressed through an application to discharge that condition.

In regards to the other points raised that have not been covered above, the omission of a second vehicular access directly to Church Street will ensure that vehicles do not affect the business following completion of the development but that area is likely to be used during construction; condition 44 of the outline planning permission requires additional grit bins to be provided on Thorpe Downs Road; mitigation on infrastructure was assessed at outline application stage and appropriate mitigation set out in the S106 accompanying that application, and this cannot be revisited as part of this reserved matters application; the additional traffic will impact on the amenity of residents of Rockcliffe Close and Thorpe Downs Road due to increased comings and goings, but this was accepted at outline stage when the access was approved; the S106 on the outline will still need to be complied with; the application is considered to be appropriately made; the number of phases (1 or more) is a matter for the developer; adequate open space in line with the outline masterplan has been provided; conditions are in place on the outline permission to address matters of noise, dust, ground gas, foul sewage, surface water; alterations to existing access drives on Rockcliffe Close within the highway will be a matter for the County Highway Authority as they have responsibility for the public highway; the applicant has indicated their intention to develop the site; the loss of this greenfield site was agreed when the outline permission was granted; the enabling works development benefits from a separate planning permission with its own controls; increases in air pollution was accepted when the outline permission was granted; as this is a reserved matters application, the suitability of the Transport Assessment was assessed at outline stage and cannot be revisited at reserved matters stage; and the list of roads on the gritting list is a matter for Derbyshire County Council as highways authority.

Conclusion

Subject to formal confirmation from the County Highway Authority that their outstanding concerns in respect of the internal road layout have been addressed, further consideration of the cycle connectivity within the development, and further refinement of the house type elevational details, all of which are anticipated to be finalised in advance of the meeting at which an update will be provided, then the proposed development is generally considered to be acceptable.

None of the other matters raised through the publicity and consultation process amount to material considerations outweighing the assessment of the main issues set out above, noting that conditions or obligations can be attached to certain types of application where meeting the relevant tests for their imposition. Where necessary, regard has been had to the public sector equality duty, as required by section 149 of the Equality Act 2010 and to local finance considerations (as far as it is material), as required by section 70(2) of the Town and Country Planning Act 1990 (as amended).

Recommendation

Further updates will be provided at the meeting in regard highway matters, cycle connectivity, and house type designs. Subject to these matters being adequately addressed:

Approve subject to the following conditions:

1. The development hereby permitted shall be carried out in accordance with the following approved plans/details:

Location Plan (ref. 00000-LP-001)
Proposed Site Layout Plan (ref. 21872-PL-011 Rev H)
Massing Plan (ref. Massing Plan 28172-MAP-001 Rev B)
Parking Plan (ref. Parking Plan 21872-PP-001 Rev B)
Area Plan (ref. 21872-CAP-001 Rev A)
Occupancy Plan (ref. 21872-OCC-001 Rev B)
Chimney Location Plan (ref. 21872-CLP-001 Rev B)
PROW plan – Public Rights of Way Diversion Plan ref. 21872-PROW-001 Rev B

Landscape Plans:

Sheet 1 (JSL3950-RPS-XX-EX-DR-L-9001 P03)
Sheet 2 (ref. JSL3950-RPS-XX-EX-DR-L-9002 P03)
Sheet 3 (ref. JSL3950-RPS-XX-EX-DR-L-9003 P03)
Sheet 4 (ref. JSL3950-RPS-XX-EX-DR-L-9004 P03)
Sheet 5 (ref. JSL3950-RPS-XX-EX-DR-L-9005 P03)
Sheet 6 (ref. JSL3950-RPS-XX-EX-DR-L-9006 P04)
Sheet 7 (ref. JSL3950-RPS-XX-EX-DR-L-9007 P03)
Sheet 8 (ref. JSL3950-RPS-XX-EX-DR-L-9008 P04)
Sheet 9 (ref. JSL3950-RPS-XX-EX-DR-L-9009 P03)

Landscape Management Plan ref. JSL3950-RPS-XX-EX-DR-L-9010 P01

Refuse Tracking Sheet 1 of 1 ref. 20_045_02_03 Rev A.

Reason: For the avoidance of doubt.

2. The development shall be undertaken in accordance with the detailed measures contained within the submitted Ecological Enhancement Plan and the measures shall thereafter be retained in those positions throughout the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that measures to encourage wildlife habitat creation within the site are provided.

3. Notwithstanding the submitted details, prior to the first occupation of a dwelling, details of a locally equipped area of play (LEAP) located approximately in north-west of the site, close to the woodland, overlooked by proposed plots 74, 75, 67, 68, 69, 74 and 75 as shown on the approved plans shall have been submitted for approval. The details shall include the layout and elevations of the equipment as well as a timetable for their provision and details of how they will be maintained throughout the lifetime of the development. The development shall then be carried out and maintained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that an appropriate play area is provided for the enjoyment of the local population and in the interests of residential amenity.

4. Notwithstanding the submitted details, prior to the first occupation of the respective plot, details of secure shared rear access gates to all plots which share rear access paths shall

be submitted to and approved in writing by the local planning authority. The secure shared rear access gates approved by this condition shall be provided prior to the first occupation of any of the dwellings to which they relate.

Reason: To reduce opportunities for crime and disorder.

5. Notwithstanding the provisions of Parts 1 and 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order) none of the dwellings hereby permitted shall be extended or altered externally, be provided with porches, gates, walls, fences or other means of enclosure (except as authorised by this permission or allowed by any condition attached thereto), or (other than within rear garden areas) have hard surfaced areas created, without the prior grant of planning permission.

Reason: To enable the local planning authority to retain control over these matters in view of the form and layout of the development and to ensure a satisfactory standard of external appearance in the interests of the visual amenity and local distinctiveness.

6. Prior to the first occupation of any dwelling hereby permitted, a plan detailing all areas of the site which will form either part of the gardens to each property, shared, communal or other management areas, or public highway, shall be submitted to and approved in writing by the local planning authority. The plan shall include details of a mechanism by which the communal or other management areas will be managed throughout the lifetime of the development. Any works pertaining to the provisions of Parts 1 and 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order) shall relate only to the areas which form part of the gardens to the properties as identified on the plan approved by this condition.

Reason: In the interests of the visual amenity and local distinctiveness.

7. Prior to the respective dwelling being first occupied, space shall be provided for the parking of vehicles associated with that dwelling in accordance with the approved plans. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any statutory instrument amending, revoking and/or replacing that Order, such space shall be maintained free from any impediment to their designated use throughout the lifetime of the development.

Reason: To ensure adequate parking and turning provision, in the interests of highway safety.

8. Prior to the respective dwelling being first occupied, the access drive (and any turning space) shall be surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any statutory instrument amending, revoking and/or replacing that Order, such space shall be maintained free from loose aggregate throughout the lifetime of the development.

Reason: In the interests of highway safety.

9. No dwelling shall be occupied until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details or until such time as an agreement has been entered into with the local highway authority under Section 38 of the Highways Act (1980).

Reason: In the interests of highway safety.

10. There shall be no gates within 5 metres of any of the new estate streets or private drives and any other driveway gates shall open inwards only, away from the respective new estate street or private drive.

Reason: In the interests of highway safety.

Informatives:

- a. If the roads within the proposed development are to be offered for adoption by the Highway Authority, the Developer will be required to enter into an agreement under Section 38 of the Highways Act 1980. Detailed plans will need to be submitted and approved, the Agreement signed and all sureties and fees paid prior to the commencement of development. The Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please contact the County Council's Implementation team – email ete.devcontrol@derbyshire.gov.uk
- b. Where the site curtilage slopes down towards the public highway provisions within Section 163 of the Highways Act 1980 requires measures to be taken to ensure that surface water run-off from within the site is not permitted to discharge across the footway margin. This usually takes the form of a dished channel or gulley laid across the access immediately behind the back edge of the highway, discharging to a drain or soakaway within the site.
- c. The grant of planning permission does not entitle the developer to obstruct any Public Right(s) of Way (PRoW) affected by the proposal. Development, in so far as it affects the PRoW, should not be started, and the PRoW should not be obstructed, until the necessary order under Section 257 of the Town and Country Planning Act 1990 for the diversion or extinguishment of the right of way has been made and confirmed. It should not be assumed that because planning permission has been granted an order will invariably be made or confirmed.
- d. Public Rights of Way Swadlincote Footpaths No. 1 and 2, as shown on the Derbyshire Definitive Map, must remain open, unobstructed and on its legal alignment at all times. There should be no disturbance to the surface of the route without prior authorisation from the Rights of Way Inspector for the area. Consideration should be given to members of the public using the route at all times. A temporary closure of the route may be granted to facilitate public safety subject to certain conditions. Further information may be obtained by contacting the Rights of Way Section. If a structure is to be erected adjacent to the right of way, it should be installed within the site boundary so that the width of the right of way is not encroached upon.

Item No. 1.4
Ref. No. [DMPA/2021/0555](#)
Valid date: 31/05/2021
Applicant: Claire Rawlins
Proposal: The increase in height of existing ball stop netting by 1 metre at Newhall Park, Sports Court (MUGA) Main Street, Newhall, DE11 0JY
Ward: Newhall and Stanton

Reason for committee determination

This item is presented to Committee as the Council is the applicant.

Site Description

Newhall Park is surrounded by a mixture of detached, semi-detached and terrace housing. The basketball court adjoins two rear gardens which run along the side boundary of the basketball court. Currently, the existing basketball side boundary 2.4m high ball stop netting fence is not high enough to prevent balls from being thrown into the neighbours' rear gardens.

The proposal

The erection of a 1m high netting extension to the existing basketball court's side boundary netting fence to create a fence with a total height of 3.4m.

Applicant's supporting information

The 1m increase to the height of the ball stop netting fence is required due to an increase of complaints by residents who are affected by balls accidentally falling into their property/property damage and trespassing to retrieve their balls.

Relevant planning history

9/2009/0050 – The replacement of existing multi use games area with a new multi use games area measuring approximately 28m x 16m, new footpath and associated landscaping works – approved.

Responses to consultations and publicity

No comments received.

Relevant policy, guidance and/or legislation

The relevant Development Plan policies are:

Local Plan Part 1 (LP1) 2016: S2 (Presumption in Favour of Sustainable Development), SD1 (Amenity and Environmental Quality) and BNE1 (Design Excellence).

Local Plan Part 2 (LP2) 2017: SDT1 (Settlement Boundaries and Development).

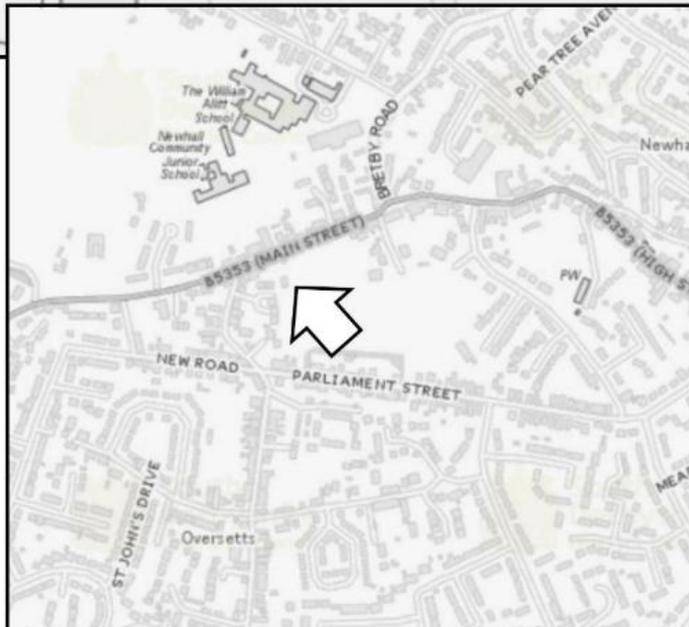
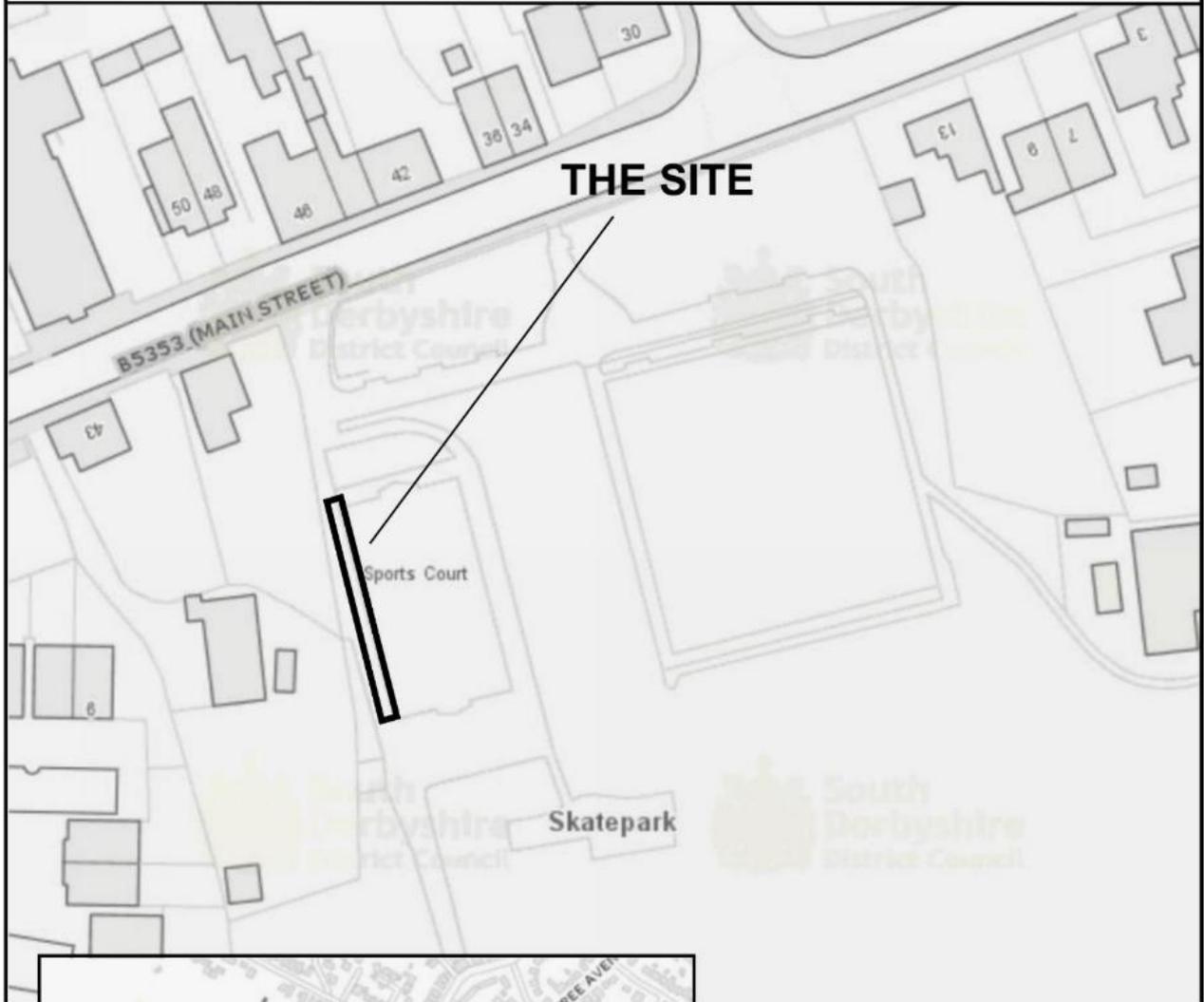
The relevant local guidance is:

South Derbyshire Design Guide Supplementary Planning Document (SPD)

The relevant national policy and guidance is:

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)

DMPA/2021/0555 – Newhall Park, Sports Court (MUGA) Main Street, Newhall, DE11 0JY



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Planning considerations

In taking account of the application documents submitted (and supplemented and/or amended where relevant) and the site and its environs; the main issues central to the determination of this application are:

- Design
- Amenity

Planning assessment

Design

The proposed 1m increase to the height of the existing side boundary ball stop netting fence is considered appropriate, in terms of scale, materials and design. In summary, the proposal would meet the aims and objectives of BNE1.

Amenity

The proposed 1m increase to the height of the existing side boundary ball stop netting fence would be far away enough from any neighbours and therefore no harm would be considered to arise. The proposal is considered to meet the aims and objectives of SDT1.

None of the other matters raised through the publicity and consultation process amount to material considerations outweighing the assessment of the main issues set out above, noting that conditions or obligations have been attached where meeting the tests for their imposition. Where relevant, regard has been had to the public sector equality duty, as required by section 149 of the Equality Act 2010 and to local finance considerations (as far as it is material), as required by section 70(2) of the Town and Country Planning Act 1990 (as amended), as well as climate change, human rights and other international legislation.

Recommendation

Approve subject to the following conditions:

1. The development hereby approved shall be begun before the expiration of three years from the date of this permission.

Reason: To conform with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with drawings ref. Location plan and Netting detail; unless as otherwise required by condition attached to this permission or following approval of an application made pursuant to Section 96A of the Town and Country Planning Act 1990.

Reason: For the avoidance of doubt and in the interests of achieving sustainable development.

3. Other than where specified on the approved plans/drawings and the application form, all external materials used in the development shall match those used in the existing netting in colour, coursing and texture unless, prior to their incorporation into the development hereby approved, alternative details are first submitted to and approved in writing by the Local Planning Authority pursuant to an application made in that regard, whereafter the approved alternative details shall be incorporated into the development.

Reason: In the visual interest of the development and local distinctiveness.

Item No. 1.5

Ref. No. [DMPA/2021/1501](#)

Valid date: 01/10/2021

Applicant: Ceairns

Agent: HES Architects Ltd

Proposal: **The erection of extensions at 2 Penkridge Road, Church Gresley, Swadlincote, DE11 9FH**

Ward: **Church Gresley**

Reason for committee determination

The application is reported to committee as the development is considered to be acceptable but does not fully comply with the minimum distances specified in the Council's Design SPD.

Site Description

The site comprises a two storey detached dwelling in a residential area comprising a number of similar dwellings. There is an existing attached side garage which is close to the boundary with the rear garden area of No.11 Thorpe Downs Road. This neighbouring property at No.11 Thorpe Downs Road is located to the south and is at a lower level to the dwelling on the application site.

The proposal

The application seeks approval to extend the existing garage to the rear and to erect a first floor side extension above. Following negotiations, the first floor side extension has been set in approximately 3m from the shared boundary of the site with No.11 Thorpe Downs Road.

Relevant planning history

No relevant planning history.

Responses to consultations and publicity

There is one outstanding neighbour objection which considers that the replacement kitchen patio doors (replacing a frosted kitchen door) would create direct views towards the neighbours' first floor rear bedroom window due to the higher level of the application property. The amended plans, although the proposed side extension is reduced, would still create an overbearing impact and loss of light. There is a retaining wall with a fence above which blocks light to the neighbours garden and the proposed extension would further impact on their privacy and cause loss of light.

Two other neighbours raise no objection. A neighbour previously objected to the first set of plans, however they raise no objection to the revised scheme providing the retaining wall on the boundary is not damaged during construction.

Relevant policy, guidance and/or legislation

The relevant Development Plan policies are:

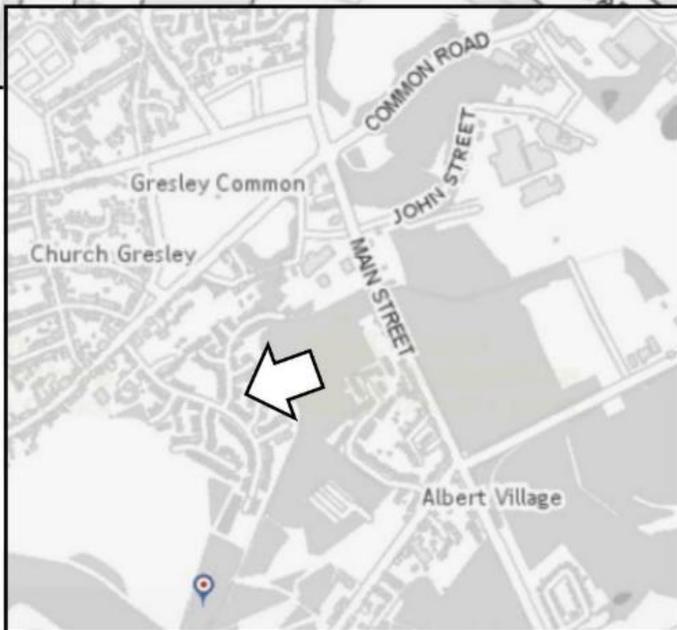
Local Plan Part 1 (LP1): SD1 (Amenity and Environmental Quality), BNE1 (Design Excellence) and INF2 (Sustainable Transport).

Local Plan Part 2 (LP2): H27 (Residential Extensions and Other Householder Development).

The relevant local guidance is:

South Derbyshire Design Guide Supplementary Planning Document (SPD)

DMPA/2021/1501 – 2 Penkrigde Road, Church Gresley, Swadlincote, DE11 9FH



South Derbyshire District Council

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The relevant national policy and guidance is:

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)

Planning considerations

In taking account of the application documents submitted (and supplemented and/or amended where relevant) and the site and its environs; the main issues central to the determination of this application are:

- Design
- Amenity
- Parking

Planning assessment

Design

The proposed single storey rear/side extension would infill the existing rear/side gap at ground floor level and this would not be visible within the street scene. It is considered that the proposed rear/side extension's scale, design, proportions and materials are sympathetic to the host property. Furthermore, the existing side gap would be retained between the proposed ground floor side elevation and the common shared boundary fence with No.11.

The proposed first floor side extension would be visible within the street scene and the proposed side extension is set down from the existing ridge and set back from the front elevation and set in from the side elevation, making this element subordinate to the host property. The proposed proportions, materials, character and design are sympathetic to the existing host property. It is considered that the proposed extensions would be in keeping with the general character of the area, in accordance with the aims and objectives of Policies BNE1 and H27.

Amenity

The nearest neighbour to the south of the host property is No.11. The proposal has been amended to achieve a set in from the side boundary and a set down from the roof to reduce the impact on this neighbour. The proposed extension results in a minor breach to the requirements of the Design SPD requirements with a failure to fully meet the 12m separation distance to this neighbour. At its closest point, the first floor extension is approximately 9m away from the rear elevation of No.11 and the angle of the properties results in an increased separation distance towards the rear of the extension. It is considered that this is an acceptable distance given the siting of the extension to the north of this neighbour and with the amendments, the scale of the proposal is not considered to cause any significant overbearing or overshadowing harm to the neighbouring amenity of No.11.

No.3 is the neighbour to the rear of the host property which would be beyond 17m away from the proposed rear extension's rear elevation. Although the properties rear elevations face each other, only oblique views towards No.3's rear garden would be created from the proposed first floor rear elevation window. It is considered that the proposal's scale, the separation distances and the intervening boundary fence would be sufficient to prevent any significant overlooking, overbearing or overshadowing harm arising to No. 3. It is considered the proposal would meet the aims and objectives of Policies SD1 and H27.

It is not considered that the proposed extensions will result in any significant impact on other neighbours.

Parking

There is sufficient parking available within the garage which is to be retained and on the driveway at the property in accordance with Policy INF2 and the Design SPD.

Conclusion

In conclusion, it is considered that the amendments to the scheme and in particular the set back from the boundary with No.11 Thorpe Downs Road result in an acceptable development.

None of the other matters raised through the publicity and consultation process amount to material considerations outweighing the assessment of the main issues set out above, noting that conditions or obligations have been attached where meeting the tests for their imposition. Where relevant, regard has been had to the public sector equality duty, as required by section 149 of the Equality Act 2010 and to local finance considerations (as far as it is material), as required by section 70(2) of the Town and Country Planning Act 1990 (as amended), as well as climate change, human rights and other international legislation.

Recommendation

Approve subject to the following conditions:

1. The development hereby approved shall be begun before the expiration of three years from the date of this permission.

Reason: To conform with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with plan(s)/drawing(s) ref. 2021-1055-001 - Location Plan, 2021-1055-202A - Proposed Elevations and 2021-1055-201A - Proposed Floor Plans, (received 18.01.2022) ; unless as otherwise required by condition attached to this permission or following approval of an application made pursuant to Section 96A of the Town and Country Planning Act 1990.

Reason: For the avoidance of doubt and in the interests of achieving sustainable development.

3. Other than where specified on the approved plans/drawings and application form, all external materials used in the development shall match those used in the existing building in colour, coursing and texture unless, prior to their incorporation into the development hereby approved, alternative details are first submitted to and approved in writing by the Local Planning Authority pursuant to an application made in that regard, whereafter the approved alternative details shall be incorporated into the development.

Reason: In the visual interest of the building(s) and local distinctiveness.

Informative:

- a. The proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place. It is recommended that information outlining how the former mining activities affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), be submitted alongside any subsequent application for Building Regulations approval (if relevant).

Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant safety and engineering risks and exposes all parties to potential financial liabilities. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should wherever possible be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design is developed and agreed with regulatory bodies which takes into account of all the relevant safety and

environmental risk factors, including gas and mine-water. Your attention is drawn to the Coal Authority Policy in relation to new development and mine entries available at: www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries. Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action. Property-specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com or a similar service provider. If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at www.gov.uk/government/organisations/the-coal-authority.

