

<b>ITEM:</b>		<b>RECOMMENDATION:</b>	APPROVAL
<b>REF NO:</b>	3PL/2018/1525/VAR	<b>CASE OFFICER</b>	Rebecca Collins
<b>LOCATION:</b>	QUIDENHAM Richard Johnston Ltd Unit 16 Harling Road Snetterton	<b>APPNTYPE:</b>	Variation of Cond's
		<b>POLICY:</b>	Out Settlemnt Bndry
<b>APPLICANT:</b>	Richard Johnston Ltd Harling Road Snetterton	<b>ALLOCATION:</b>	N
<b>AGENT:</b>	Plandescil Ltd 42-44 Connaught Road Attleborough	<b>CONS AREA:</b>	N
		<b>LB GRADE:</b>	N
		<b>TPO:</b>	N
<b>PROPOSAL:</b>	Variation of Conditions No's 2,3,6,on 3PL/2012/0477/F Erection of 2 Warehouse Buildings (Units 15 and 16) On 3PL/2012/0477/F		

#### **REASON FOR COMMITTEE CONSIDERATION**

The application is a variation to a major planning application, as defined by the Council's scheme of delegation.

#### **KEY ISSUES**

Principle

Are the amendments deemed acceptable

Have there been any changes to the adopted development plan or material planning considerations, which would prevent planning permission being granted

#### **DESCRIPTION OF DEVELOPMENT**

Variation of Conditions numbers 2, 3, 6 of 3PL/2012/0477/F, erection of 2 warehouse buildings (units 15 and 16).

The variation seeks to enlarge proposed unit "16" from 3,750sqm to 5,616sqm, together with reorientation. In addition, the number of car parking spaces is sought to be reduced from 18 to 5.

#### **SITE AND LOCATION**

The application site consists of a parcel of vacant land within an allocated employment area. There are existing commercial buildings adjacent and planning permissions for further buildings to be added to the site. The site is accessed via the existing private roadway which adjoins the public carriageway (Harling Road) to the south-west.

**EIA REQUIRED**

No

**RELEVANT SITE HISTORY**

3PL/2012/0477/F                      Permission                      26-07-12  
Erection of 2 warehouse buildings (Units 15 & 16)

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**POLICY CONSIDERATIONS**

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework and National Planning Policy Guidance have also been taken into account, where appropriate

CP.03	Employment
CP.04	Infrastructure
DC.01	Protection of Amenity
DC.06	General Employment Areas
DC.07	Employment Development Outside of General Employment Area
DC.16	Design
DC.19	Parking Provision
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

**OBLIGATIONS/CIL**

Not Applicable

**CONSULTATIONS**

**QUIDENHAM PARISH COUNCIL CHAIRMAN MR PETER LOTAIUS**

Quidenham Parish Council has no objection to this application. However, QPC is becoming increasingly concerned at the amount of light pollution at Snetterton Heath as a whole. We would ask that planners take greater account of this on all applications.

**NORFOLK COUNTY COUNCIL HIGHWAYS**

7/01/19 - This proposal seeks to vary the existing permission by increasing the size of Unit 16 and reducing the number of car parking spaces provided. The original application was for two warehouse units with internal gross floor areas of 2250m<sup>2</sup> and 3750m<sup>2</sup>. It is noted the permission was approved with only 18 parking spaces rather than the 40 spaces which this Authority recommends for B8 use. The current proposal

seeks to extend Unit 16 by a further 1866m<sup>2</sup> which would require the provision of an additional 13 parking spaces. However the overall parking provision has been reduced from 18 spaces to 5 spaces which is totally unacceptable. It is clear that Unit 16 is to be operated by a specific tenant and thus the reason to increase the size of the unit and reduce parking provision. However there is no guarantee that this would be the case if the unit were subsequently let to a different tenant. Para 6.9 of the Transport Statement advises that the applicant owns additional land which could be used for parking and my view is that this should form part of the current application. The revised unit 16 would require 37 spaces with an additional 15 spaces allocated to Unit 15.

6/02/19 - The Transport Statement advised that the applicant has additional land available for parking and my view, as already expressed, is that this should form part of the current application. If not then I would suggest that the units are tied to a specific user/users to reflect the limited parking provided. That way we would have the opportunity to review the situation if the user changed.

### **HEALTH & SAFETY EXECUTIVE**

The site lies within the consultation distance of at least one major hazard site - there is at least one unidentified pipeline in this area, you may wish to check with the pipeline operator before proceeding.

### **REPRESENTATIONS**

None received

### **ASSESSMENT NOTES**

#### **1.0 Principle of Development**

1.1 The application site forms part of an allocated "General Employment Area" in accordance with Policy DC6 of the Core Strategy and, as such, the principle of new B8 buildings on the site is acceptable in principle.

1.2 The proposal is also to increase in size an already permitted building on this site and therefore the principle of development is established in this location.

#### **2.0 Are the amendments deemed acceptable?**

##### **2.1 Impact on the character of the area**

Policy 12 of the NPPF (2019) and DC16 of the Core Strategy seek to achieve a high quality design.

2.2 Although a larger building, which has been squared off to within the plot to effectively 'fill' the plot, it still maintains the simple pitched roof design and external cladding, which is entirely consistent with adjacent buildings and that previously approved. Furthermore, although larger, the building remains consistent in size with other buildings in the vicinity.

2.3 On this basis the style and size of the proposed amended buildings are entirely consistent with the locality and have no unacceptable visual impact, the proposal is therefore considered to accord with Policy 12 of the NPPF (2019) and DC16 of the Breckland Core Strategy, as well as having regard to paragraph 127 of the NPPF (2019).

#### 2.4 Highway Safety

Policy DC19 states that new development will be permitted where the provision of car parking accords with local parking standards. The policy also states that the Council can consider flexibility in the application of parking standards where it can be demonstrated that there are particular site based factors that would justify an exception. However, all parking areas will have at least one space for people/drivers with disabilities.

2.5 The Highways Authority has raised concerns that the proposal includes insufficient car parking for a development of this scale. Previously the proposals for two units were permitted with only 18 of the required 40 car parking spaces needed to meet highways standards for a development of this type/scale. This proposal increases the scale of one of the buildings and therefore the requirement for additional car parking as well as utilising land which was previously set aside for car parking. This reduces the amount of available car parking down to 5 spaces, which the highways authority object to.

2.6 The applicant has submitted some additional information to explain that although the provision of car parking is low, this has been based on the clients user brief for the warehouse, and their experience of operating similar sized warehouses on their Snetterton site. They state that 5 parking spaces will be sufficient for the operation of Unit 16, as staffing for this unit at maximum operation would require 3 or 4 forklift/warehouse operators and a supervisor/manager. Therefore, 5 car parking spaces have been provided. In addition, they state that staff are actively encouraged to lift share to reduce car journeys. The adjacent Unit 14, with a larger floor area, has successfully operated with staff levels that are similar to the proposed Unit 16 warehouse with a similar 5 parking spaces.

2.7 The applicants also state 'the proposed Unit 15 project is an extension to an existing warehouse and would be operated under the same user. The purpose for Unit 15 would be to increase storage capacity only and would not result in an increase in staff or vehicles. No additional parking spaces are proposed for this . . . Unfortunately based on the current layout, there is insufficient space to provide parking within the red line boundary without comprising site operations'. The transport statement as submitted does however, identify an area of parking which is off site, which could be utilised if this user or a future users requirements for car parking were to change.

2.8 To this end, the applicant has submitted information whereby the council could apply flexibility to the parking standards, although the highways authority concerns with regards to any future parties occupying the units are noted. Conversations with the Highways Authority and the applicant have highlighted a willingness on both sides (although not ideal for the Highways Authority) to accept a personal permission for this application. Then, if at a future date the user changes, planning permission would be required and the matter of sufficient car parking could be considered again based on the new users requirements. The applicants have also demonstrated that there is an available site for car parking elsewhere should the need arise.

2.9 Although, not ideal, it is considered that the applicant has submitted sufficient information to demonstrate that additional car parking is not required for this proposed development, a personal permission condition is considered sufficient to ensure any future user could provide sufficient car parking in accordance with Policy DC19.

#### 2.10 Neighbour Amenity

Policy DC1 of the Core Strategy seeks all new development to protect the amenity of the area, neighbouring and future occupants.

2.11 The buildings are a significantly distanced from any local residential units or other sensitive users and this is sited in the same location as the earlier approval, therefore the proposal is considered to accord with

policy DC1 of the Core Strategy.

**3.0 Have there been any changes to the adopted development plan or material planning considerations, which would prevent planning permission being granted?**

**3.1 National Planning Policy Framework (NPPF 2019)**

Since July 2012, when planning permission was originally granted for this site, despite the Core Strategy remaining unchanged and the primary development plan document for determining planning applications, the NPPF (2018 and 2019) has been adopted. In accordance with the Planning Act and paragraph 47 of the NPPF, decisions must be made in accordance with the adopted development plan, unless material planning considerations indicate otherwise. The NPPF is a significant material planning consideration. However, it is not considered that the revised NPPF, significantly changes the policy position with regards to this proposal and Policy 6 remains supportive of investment, expansion and adaption of planning policies and decisions for businesses and states 'significant weight should be placed on the need to support economic growth and productivity'.

3.2 Policy 6, paragraph 82 states 'planning decisions should recognise and address the specific locational requirements of different sectors, this includes . . . storage and distribution operations at a variety of scales and in suitably accessible locations'.

3.3 It is not considered that there has been significant change to either the development plan or the NPPF to warrant refusal of planning permission and it is considered that the proposals remain consistent with the key objectives of both the development plan and the NPPF and therefore the application is recommended for approval.

**4.0 Conditions**

4.1 The applicant has applied to vary conditions 2 (plans), 3 (transport statement) and 6 (car parking) of 3PL/2012/0477/F. As a transport assessment was provided in accordance with condition 3, then it is considered appropriate to remove this condition. It is agreed conditions 2 and 6 can be varied, for the reasons given above. Conditions with regards to matters of materials will be updated to reflect the current proposals. As with all variation of condition applications the time limit condition has been removed as development has commenced on site, therefore this condition is no longer relevant.

**5.0 Conclusion**

5.1 The principle of development on this site has already been established by the granting of the earlier permission. Although, this is a larger building, with less car parking than that previously approved, it is considered the permission can be adequately controlled via suitably worded conditions. In terms of the planning balance, for these reasons the application is considered acceptable and recommended for approval.

**RECOMMENDATION**

It is considered that the proposals remain consistent with the key objectives of both the adopted development plan policies and the NPPF (2019) and therefore the application is recommended for approval, subject to the imposition of conditions, as appended to this report.

**CONDITIONS**

**1 In accordance with submitted plans**

The development must be carried out in strict accordance with the application form, details, other documents (as appropriate) and the above drawings, submitted or provided by the applicant.

Reason for condition:-

To ensure the satisfactory development of the site.

**2 Materials as quoted**

The development hereby approved shall be constructed using the following materials

- Roof - Kingspan KS1000 Composite steel panels in light grey appearance
- Walls - Kingspan KS1000 Composite steel panels in light grey appearance
- Personnel doors and windows - powdered coated metal in dark grey/merlin grey appearance.
- Goods door - roller shutter in light grey appearance

As set in the agents email dated 15/02/2019, unless otherwise first agreed in writing by the Local Planning Authority.

Reason for condition:-

To ensure the satisfactory appearance of the development. DC1 and DC16.

This condition is imposed in accordance with Policies DC1 and DC16 of the Adopted Core Strategy and Development Control Policies.

**3 Personal to applicant & cease temporary use**

The use hereby permitted shall be carried out only by the applicant, Richard Johnston Ltd.

Reason for condition:-

To ensure adequate parking provision in accordance with policy DC19 of the Breckland Local Plan.