

ITEM:		RECOMMENDATION:	APPROVAL
REF NO:	3PL/2018/0665/D	CASE OFFICER	Fiona Hunter
LOCATION:	ATTLEBOROUGH Land to the East of London Road Attleborough	APPNTYPE:	Reserved Matters
APPLICANT:	Eastern Attachments Ltd Maurice Gaymer Road Attleborough	POLICY:	Out Settlemnt Bndry
AGENT:	Lanpro Services Ltd Brettingham House 98 Pottergate	ALLOCATION:	N
PROPOSAL:	Reserved Matters application for B1/B2 industrial use with ancillary office space, storage, servicing and drainage areas for phase 1 development.	CONS AREA:	N
		LB GRADE:	N
		TPO:	N

REASON FOR COMMITTEE CONSIDERATION

The application is for a major development and is therefore referred for committee decision.

KEY ISSUES

Principle of Development
Access
Layout
Scale
Appearance
Other Matters - Drainage

DESCRIPTION OF DEVELOPMENT

This application seeks approval of reserved matters consent (access, appearance, landscaping, layout and scale) of outline planning permission 3PL/2016/0417/O, for research and development (B1(b)), light industry (B1(c)), general industry (B2) and storage and distribution (B8) uses, at land to the east of London Road Attleborough.

The application seeks approval of the access road and drainage features and 'Phase 1' which extends over the southern half of the wider site. The Phase 1 element consists of a 7,397sqm light industrial building (Use Class B1(c)), together with ancillary office space, storage, external servicing and parking and drainage areas.

The building is proposed to be formed with various shades of grey cladding and an area of glazed curtain wall facing onto London Road. The highest point of the building extends to 9.6m in height.

90 car parking spaces are proposed (64 employee, 26 visitors) together with 2 electric charging points. 32 cycle spaces are also proposed.

There is no S106 agreement for the outline planning permission.

SITE AND LOCATION

The application site is located on the south-western edge of Attleborough on land to the south of London Road. The site presently comprises an area of open agricultural land and extends to around 5.3 hectares. The site is adjoined to the north-east by proposed employment development, (Victory Park) and to the south-east and south-west by open fields. There is further agricultural land on the opposite side of London Road, part of which has been granted planning permission for housing and construction work has commenced on site (application ref 3PL/2016/0325/F).

EIA REQUIRED

No

RELEVANT SITE HISTORY

3DC/2018/0111/DOC

Discharge of conditions 7, 10 & 17 on 3PL/2016/0417/O

3PL/2016/0417/O	Permission	08-07-16
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Outline planning permission for B1, B2 and B8 uses.

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.09	Pollution and Waste
CP.10	Natural Environment
CP.11	Protection and Enhancement of the Landscape
DC.01	Protection of Amenity
DC.07	Employment Development Outside of General Employment Area
DC.12	Trees and Landscape
DC.13	Flood Risk
DC.14	Energy Efficiency
DC.16	Design
DC.19	Parking Provision
NPPG	National Planning Practice Guidance

NPPF National Planning Policy Framework (2018)
Attleborough Neighbourhood Plan

OBLIGATIONS/CIL

Not Applicable

CONSULTATIONS

ATTLEBOROUGH TC

Recommend approval. The Town Council fully supports this application, it is a very futuristic design and will be good for employment within the Town.

NORFOLK COUNTY COUNCIL HIGHWAYS

No objection subject to further conditions.

ECONOMIC DEVELOPMENT

In support of this application and the development towards the town and local employment opportunities.

ECOLOGICAL AND BIODIVERSITY CONSULTANT

No objection.

ENVIRONMENTAL HEALTH OFFICERS

No objection.

CONTAMINATED LAND OFFICER

No objection.

ENVIRONMENT AGENCY

Groundwater - The site is located above a Principal Aquifer. The developer should address risks to controlled waters from contamination at the site, following the requirements of the NPPF and the Environment Agency Guiding Principles for Land Contamination. If the development proposes to use deep infiltration systems including boreholes and other structures that by pass the soil layer we would wish to be re-consulted.

Foul Drainage - The site is located in an area served by the public foul sewer. Foul drainage from the site should be connected to the public foul sewer with the prior consent of the service provider.

HISTORIC ENVIRONMENT SERVICE

No objection or recommendations for archaeological work.

FLOOD & WATER MANAGEMENT TEAM

No objection following receipt of additional and revised information, however, raise the following comment: we note that a maintenance buffer strip for the swales and adjacent watercourse have not been included within section 5 of the drainage submission (Clancy Consulting, Drainage Submission Ref: 8/1355, 6 June 2018). We would recommend that the LPA satisfy themselves that access is made available and a suitable schedule of maintenance is put in place to ensure that these features are maintained over the lifetime of the development.

EAST HARLING I D B

The IDB has no objection to the Reserved Matters application.

TREE AND COUNTRYSIDE CONSULTANT

Happy with the supplied landscaping/planting plan.

ENVIRONMENTAL PLANNING

No Comments Received

ANGLIAN WATER SERVICE

No Comments Received

NORFOLK RIVERS INTERNAL DRAINAGE BOARD

No Comments Received

REPRESENTATIONS

Two site notices were erected at the site on 26/06/2018. The application was advised in local press on 25/06/2018 and neighbours sent a letter on 20/06/2018. Two letters of representation were received and are detailed below:

- Concern with the surface water drainage proposals which are proposed to be discharged to drainage ditches.
- Ditch system has lack of capacity and has blockages further down the water course.
- Development will increase risk of flooding off-site.
- The development will bring employment to the town
- Development complies with the Attleborough Neighbourhood Plan
- The company has outgrown its current premises

ASSESSMENT NOTES

1.0 Principle of Development

1.1 The principle of development is established by the grant of outline planning permission in July 2016. The current application only considers matters relating to access, appearance, layout, landscaping and scale of the development, which are discussed in the following sections.

1.2 The supporting documentation details that the development is for Eastern Attachments whom are the UK's market leading producer of attachments within the agriculture and construction industries. Their existing facility has capacity constraints and they need a new facility with capacity to double production capacity, and with room for further expansion. The proposals have been therefore designed to meet this company's need.

2.0 Access

2.1 The site access is proposed from the site's western boundary to London Road. The proposal includes visibility splays of 4.5m x 120m and a new footpath along the entire length of the site's western boundary. An internal road is shown from the access which would provide access to the three 'phases'. Following receipt of amended details, the Highways Authority have not objected to the application subject to additional conditions.

2.2 The pedestrian building entrance is located in the north-east corner of the building, the part closest to the site access, so that pedestrians have a short and safe route from the main site entrance to the building. Cycle parking is proposed externally along the site's internal entrance road in three separate areas.

2.3 On the foregoing basis, the access proposals are considered acceptable, in accordance with Policy CP 4.

3.0 Layout

3.1 The site has been split into 3 'Phases' each with access from the proposed internal road. The application includes details of 'Phase 1' which covers approximately half the site. The splitting of phases is logical and will not prevent future phases 2 and 3 coming forward at a later date.

3.2 The new building is at the south - west part of the site and will provide a strong frontage to London Road, softened by existing and proposed soft landscaping features. The placement of the building reduces views to the parking and servicing area at the rear of the building which is considered appropriate. The layout also makes an efficient use of the site which is desirable as it will reduce pressure on other greenfield sites.

3.3 90 car parking spaces are proposed which complies with the requirements of Policy DC 19 which permits between 12 - 246 car parking spaces for this type of development. Of the 90 spaces, 6 have sufficient room to be allocated for disabled parking.

3.4 The proposed cycle space provision falls considerably below Policy requirements which directs that 205 cycle spaces would be needed for a development of this floor area. However, the policy does not differentiate for the different type of B1 uses, and sufficient cycle parking is provided for expected 90 person work force (i.e. 32 spaces would provide cycle parking for 36% of the work force). On balance this is considered acceptable quantum of provision, and does not conflict with policy DC 19 in so far as it allows for some flexibility where there are site-based factors that would justify an exception. However, no details of covered secured cycle parking is provided which would be clearly beneficial to the development and to achieving sustainable transport patterns. It is therefore recommended a covered and secure cycle storage condition is attached to the decision if approved.

3.5 The layout is therefore considered acceptable and accords with the principles set out by Policy DC 16 and DC 19.

4.0 Scale

4.1 The application seeks approval of 7,397sqm of light industrial (Use Class B1(c)) floor space. This accords with outline conditions 3 which permits a maximum floor space of 13,710sqm and condition 5 in terms of use proposed. Further more, the height of the building complies with condition 4 which restricts the maximum height of the development to 10m. The scale of development is therefore in full accordance with the outline planning permission.

5.0 Appearance

5.1 The proposed building is large in scale, with the height of the building extending to 9.6m. However, the building is set back from the London Road by 12m and is separated by the retention of the existing hedge and proposals for 12 new trees. These features ensure the building will not appear overly dominant on the street scene of London Road which is an important route into and out of Attleborough.

5.2 The design of the building is modern industrial in style. The entrance, office areas and staff canteen are articulated by proposals for a glazed curtain wall facing the site access, faced by a dark grey cladding. The rest of the building is simple in design, with a range of grey cladding and good quality signage. The overall design is considered good quality and appropriate for the proposed employment use and would assist in the wider sites vitality and viability. The appearance of the development is acceptable and complies with Policy DC 16.

6.0 Landscaping

6.1 The application includes a Landscaping Plan and Planting Plan which the Tree Officer has advised he finds acceptable. In addition to the aforementioned features, there are proposals for meadow planting along the site boundaries, and ornamental planting areas around the site access road and car parking. The landscaping is considered acceptable and contributes to both the appearance of the development and ecological mitigation. On this basis, it is found the landscaping proposals are acceptable and comply with policy CP 10, CP 11 and DC 12.

7.0 Other Matters

7.1 A separate application has been submitted and is valid seeking approval of outline drainage condition number 17 (reference: 3DC/2018/0111/DOC). However, the drainage proposal will affect the site layout which details an attenuation basin and drainage ditches.

7.2 The site as existing due to the topography naturally drains to the east of the site and into ditch network running south-east-east to Hargham Road. The proposed surface water drainage proposal has been designed to accommodate all three phases of development. The water would be collected on site and channelled towards ditches along the site's west and northern boundary or the attenuation basin in the north-east corner of the site. The water will then be discharged from the attenuation basin to the ditch network at a controlled rate which is designed to provide betterment on the existing system for storm events.

7.3 A local resident along Hargham Road has raised off-site flooding as an issue including insufficient off-site ditch/watercourse capacity and blockages. However, the supporting information shows the development will create an improvement upon the current situation for the rate of release of surface water from the site in storm events and will therefore reduce the risk of flooding off-site. The application does not include proposals for correcting identified issues with the off-site ditch network, however, this is not considered necessary as the development will reduce risk of flooding off-site. The Lead Local Planning Authority have following receipt of additional information, not objected to the proposal. They have raised a maintenance point, however, this can be dealt with under the corresponding discharge of condition application. The development therefore accords with Policy DC 13.

7.4 The Internal Drainage Board have responded to this reserved matters application with no objection.

8.0 Conclusion/ Planning Balance

8.1 The proposed development complies with the requirements of the outline planning permission and would deliver an attractive modern light industrial business premises. The layout has been well designed and will provide convenient and safe access for all types of users (cars/ HGVs/ pedestrians/ cycles etc.) together with ensuring the northern part of the site can be developed in the future. No technical issues have arisen which would prevent the development from successfully being delivered and on this basis, approval is recommended subject to conditions.

RECOMMENDATION

The application is recommended for approval subject to conditions.

RECOMMENDATION

Approval of Reserved Matters

CONDITIONS

1 In accordance with submitted plans NEW 2017

The development must be carried out in strict accordance with the application form, and approved documents and drawings as set out in the table at the end of this notice.

Reason for condition:-

To ensure the satisfactory development of the site.

2 Reserved Matters - time limit

This approval is granted following the grant of Outline Planning Permission reference 3PL/2016/0417/O dated 08 July 2016. The timescales for implementation of the development are set out at condition 2 of the Outline Planning Permission.

Reason for condition:-

For the avoidance of doubt and to ensure that the development accords with conditions attached to the outline planning permission for the proposal, including time limits specified for commencement, resulting in appropriate development of the site.

3 Materials

Prior to the commencement of any works above slab level the type and colour of the external wall materials shall be agreed in writing with the Local Planning Authority. Only such agreed materials shall be used in connection with this approval.

Reason for condition:-

To ensure the satisfactory appearance of the development, in accordance with Policy DC 1 and DC 16 of the Adopted Core Strategy and Development Control Policies Development Plan Document 2009.

This condition will require to be discharged

4 Vehcile access design

Prior to the commencement of the development hereby permitted a vehicular access (a minimum of 7.3 m in width) with 15 m radii kerb flanked by 2 m wide footways shall be constructed in accordance with a detailed scheme (covering the first 20 metres into the site) to be agreed in writing with the Local Planning Authority, in consultation with the Highway Authority.

Reason:-

To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.

5 Access obstructions

Bollard, chain or other means of obstruction shall be hung to open inwards, set back, and thereafter retained a minimum distance of 20 metres from the near channel edge of the adjacent carriageway.

Reason:-

To enable vehicles to safely draw off the highway before the gate(s) or obstruction is opened.

6 Visabilty splays

Prior to the commencement of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan (drawing number 161340-CL-01 Rev P3). The splay shall thereafter be maintained at all times free from any obstruction exceeding 0.225 metres above the level of the adjacent highway carriageway.

Reason:-

In the interests of highway safety.

7

Laying out

Prior to the first occupation of the development hereby permitted the proposed access/ footpaths/ on-site car and cycle parking / servicing / loading, unloading / turning / waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.

8

Precise details of foul water disposal

Prior to the commencement of any works above slab level precise details of the means of foul water disposal shall be submitted to and approved in writing by the Local Planning Authority.

Reason for condition:-

The details are required to be submitted prior to the commencement of development to minimise the possibilities of flooding from the outset of the development. This condition is imposed in accordance with Policies DC 1 and DC 13 of the Adopted Core Strategy and Development Control Policies Development Plan Document 2009

This condition will require to be discharged

9

Landscaping

The development hereby approved shall be carried out in full accordance with the approved Proposed Landscape Scheme, detailed by drawing titled 'Landscape Plan' number 0603-00-103 Rev F and drawing titled 'Planting Plan' number 0603-00-104 Rev A, and made completed in full prior to the first occupation of the development unless otherwise agreed in writing with the Local Planning Authority.

Reason for condition:-

To protect the longevity of the trees in accordance with policy DC12 of the Adopted Core Strategy and Development Control Policies Development Control Document 2009.

10

Fencing protection for existing trees

Prior to the commencement of any work on the site details of Tree and Hedge Protection Fencing will be submitted to and approved in writing by the Local Planning Authority. The approved fencing will be erected on site prior to commencement of any work and will be retained in perpetuity for the duration of construction works. For the purposes of this condition "work" shall include the storage of plant, materials, site huts or the use of any machinery either for preparatory site work or construction itself. "Trees" shall refer to all trees both on and adjacent to the site.

Protective fencing shall be constructed and maintained in accordance with BS5837:2012 and the Council's document Practice Note: Construction and Maintenance of Tree Protection

Fencing, which is available to download from the Council's website.

Reason for condition:-

The works are required to be undertaken prior to the commencement of the development in order to safeguard the protection of trees from the outset of the development, in accordance with Policy DC 12 of the Adopted Core Strategy and Development Control Policies Development Plan Document 2009

11

Cover and Secure cycle parking

Prior to work above slab levels, details for secure and covered cycle parking will be submitted to and approved in writing by the Local Planning Authority. The approved cycle parking will be provided prior to first occupation of the development and made available in perpetuity.

Reason for condition:-

To encourage sustainable travel.