

# Planning Statement in relation to erection of a storage building

Unit 20 Waterfield Way, Sketchley Meadows,  
Hinkley, LE10 3ER

**Prepared by Fisher German LLP  
on Behalf of the A1 Motor Stores Limited**

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# 01 Introduction

## Purpose of the report

- 1.1 The purpose of this report is to provide a planning commentary to support the erection of a storage building within the rear yard area of Unit 20 Waterfield Way, Sketchley Meadows.
- 1.2 The unit is occupied by A1 Motors who are a network of independent auto parts and accessory retailers. The unit and wider site is primarily used for storage of products with an ancillary aspect of office provision.
- 1.3 The yard area to the rear of the site is an underutilized area of operational amenity space. The main delivery, entrance and car parking provision for the site is located at the front of the unit.
- 1.4 The aim of the project is to increase the storage capacity of the site and generate a follow system to delivery and collection from the site whereby goods are delivered to the existing front entrance and processed through to the main building and proposed building for storage. The collection or movement of goods from the site would be undertaken from the proposed storage building via the 2 roller shutter doors.

## Overview of Site

- 1.5 The site is located within the district area of Burbage off Waterfield Way. The site and wider estate forms part of the Sketchley Meadows Industrial Estate, which is defined as a category A, key industrial estate within the Borough.
  - 1.6 The unit is semi detached in design with a yard area to the rear, secure gated access along its southern elevation and car parking to the front.
  - 1.7 The immediate area falls within a similar commercial use and is characterised with modern commercial buildings of varying scales.
  - 1.8 A small buffer of green planting is located to the south and west of the site.
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## 02 Site Constraints

- 2.1 Having reviewed the Hinkley and Burbage policies map and other relevant mapping tools it is apparent to the site is -
- located within the Burbage Settlement Boundary
  - Existing Employment Site (BUR52)

## 03 Site History

- 3.1 Having reviewed the Council's online planning application register I can confirm the property has the following planning history.

78/00318/4M – Erection of 15 warehouses and 2 industrial units – Permitted.

89/00253/4 – Change of use of existing industrial unit to the distribution and sales of new and used cars – Refused.

95/00785/FUL – Single storey rear extension to factory – Permitted.

97/01052/FUL – Extensions to industrial unit – Permitted.

99/00405/COU – Change of use to storage and distribution – permitted.

## 04 Planning Policy

### Planning Legislation

- 4.1 The determination of a planning application is to be made pursuant to Section 38(6) of the Planning and Compulsory Purchase Act 2004, which is to be read in conjunction with section 70(2) of the Town and Country Planning Act 1990. Section 38(6) requires the local planning authority to determine planning applications in accordance with the development plan, unless there are material circumstances which 'indicate otherwise'. Section 70(2) provides that in determining applications the local planning
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authority ...'shall have regard to the provisions of the Development Plan, so far as material to the application and to any other material considerations'...

## National Planning Policy Framework

- 4.2 The National Planning Policy Framework (NPPF) 2023 outlines the Government's planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally.

### Key matters

- 4.3 Paragraph 1 of the National Planning Policy Framework (NPPF) ...'sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which locally prepared plans for housing and other development can produced'...
- 4.4 Paragraph 7 of the National Planning Policy Framework (NPPF) recognises that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Paragraph 8 of the NPPF identifies the three key dimensions to achieve sustainable development: economic, social and environmental, as outlined below: -
- Economic role – contributing to building a strong, responsive and competitive economy;
  - Social role – supporting a strong, vibrant and health community; and
  - Environmental role – contributing to protect and enhance our natural, built and historic environment.
- 4.5 Paragraph 12 of the NPPF recognises ...'The presumption in favour of sustainable development'... and states that ...'the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed'...
- 4.6 In accordance with paragraph 38 of the NPPF ...'Local planning authorities should approach decisions on proposed development in a positive and creative way. They
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should use the full range of planning tools available'...'Decision makers at every level should seek to approve applications for sustainable development where possible'...

#### Economic growth

- 4.7 Paragraph 81 states that ...'decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation<sup>42</sup>, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential'...

#### Design

- 4.8 In consideration of design, paragraph 126 of the NPPF states ...'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'...
- 4.9 Paragraph 130 going on to state that ...'decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
  - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
  - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
  - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users<sup>49</sup>; and where
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crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

#### Highways

- 4.10 In assessing specific applications for development, NPPF paragraph 110 highlights that it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
  - b) safe and suitable access to the site can be achieved for all users;
  - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
  - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 4.11 The NPPF confirms at paragraph 111 that ...'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'...

### **Local Development Plan**

- 4.12 The Local Development Plan is made up of the following documents –
- Hinkley and Bosworth Core Strategy (2009)
  - Hinkley and Bosworth Site Allocations and Development Management Policies (2016)
  - Burbage Neighbourhood Plan (2021)
- 4.13 The key policies for the proposed development are –

#### Core Strategy Policies

- Policy 4 – Development in Burbage

#### Site Allocations and Development Management Policies

- Policy DM1 – Presumption in Favour of Sustainable Development
  - Policy DM6 – Enhancement of Biodiversity and Geological Interest
  - Policy DM7 – Preventing Pollution and Flooding
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- Policy DM17 – Highways and Transportation
- Policy DM18 – Vehicle Parking Standards
- Policy DM19 – Existing Employment

Burbage Neighbourhood Development Plan (NDP)

- Policy 3 – Business and Retail

Supplementary Planning Documents

- The Good Design Guide SPD

## 05 Assessment of Proposal

### Principle of Development

- 5.1 The site in question is located within the settlement boundary of Burbage and is defined as an existing employment site within the Site Allocations and Development Management Plan and the Burbage Neighbourhood Development Plan.
- 5.2 The employment area is classified as a category A employment site where policy MD19 states that ...'The Borough Council will seek to retain sites classified as Category A in their entirety, for B1, B2 and B8 employment uses'... This context is also supported within the Burbage NDP.
- 5.3 The proposal would not alter the use of the site as the proposal will be an ancillary structure to the B8 use of the site. As such it is not considered that the proposal would conflict with policy DM19 and overall, the principle of a new, ancillary structure to support the existing use of the site would be acceptable in principle.

### Design and Layout

- 5.4 In consideration of design and layout the Burbage NDP, Policy 3 outlines that ...'Proposals to develop B1a-c business, B2 (General Industrial) or B8 (storage and distribution) through new build, conversion or splitting up of existing employment space will be viewed favorably provided conditions a-e listed –
- a) Is in keeping with the scale, form and character of its surroundings.
  - b) Does not significantly adversely affect the amenities of residents in the area.
  - c) Does not cause harm to highway safety.
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- d) Does not have a detrimental impact upon the local environment.
  - e) Has safe and suitable access to the site for all people.
- 5.5 In consideration of the above, the proposed plan highlights that the building will be a pitched roof structure with the ridge of the proposal set perpendicular to the ridge of the existing unit.
- 5.6 This type of massing is typical of surrounding commercial buildings.
- 5.7 The overall height of the proposal is 7.4 m with an eave height of 5m. This is comparable to the existing unit and would ensure the proposal is seen as a subservient addition to the site.
- 5.8 The siting of the proposal within the rear yard will not have any impact on neighbouring amenity nor will it detract from the function of the yard. The area is already used for outdoor storage and the proposal would simply ensure that products can be stored safely inside. Pedestrian access to the rear yard is already present from the western elevation of unit 20 and the proposal has provided for both pedestrian and delivery doors to ensure safe and suitable access for all.
- 5.9 The proposal will be fixed to the existing concrete slab via bolts and will not require any foundations. To assist with the erection and ongoing maintenance of the building it is also proposed to locate the building off the boundary of the yard by a minimum of 1m. These matter will ensure the proposal has no impact on the vegetated area to the south and west of the site.
- 5.10 The proposal is for the use of the existing occupant of unit 20 and is sought to address existing issues in storage capacity. The proposal will therefore not alter the level of or type of vehicular movements from the site.
- 5.11 Overall, it is considered that the proposal would accord with NDP policy 3 and would generate a proposal of appropriate design and layout.

## Highways

- 5.12 As outlined above the proposal is designed to address existing storage capacity issues and will not result in any change to the level or type of traffic to and from the site. It will also not reduce or increase the level of parking provision available to the site.
- 5.13 The site is located within the category A employment location which benefits from excellent road links and a good level of sustainable transport options which would include the options for walking and cycling.
- 5.14 Overall, it is considered that the proposal would accord with policies DM17 and DM18.
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## **Drainage – including water management**

- 5.15 The site is not located within an area of fluvial or pluvial flood risk.
- 5.16 The proposal will not generate any additional foul water, nor will it increase the level of non-permeable surface at site.
- 5.17 As outlined the building will be bolted to the existing concrete yard with surface water drainage directed to the existing surface water system. Due to the neutral impact of the development in regard to amount of non-permeable area this is seen to be an acceptable position.
- 5.18 Overall, no concerns or objections can be raised in relation to site drainage and the proposal is seen to accord with policy DM7.

## **Contamination**

- 5.19 The proposed use of the building for storage is comparable to the open storage use of the yard at present. The storage of products, within a building, as opposed to an outdoor storage area will provide for betterment in management of products that could lead to contamination.
- 5.20 The site's location within an existing employment area will ensure the proposal has no adverse impact in relation to noise and the proposal will not add too or result in any poor air quality.
- 5.21 Overall, there is not seen to be an contamination issues to raise with the project when considered against policy DM17

# **06** Conclusion

- 6.1 Having reviewed all relevant National and Local Planning Policy, the development as proposed can be found to be policy compliant, sustainable development. On review of the relevant material planning matters there is no apparent material planning considerations that would suggest the development should be opposed.
- 6.2 It is therefore requested, in accordance with policy DM1 of the Site allocations and Development Management Plan, that the development be approved.
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