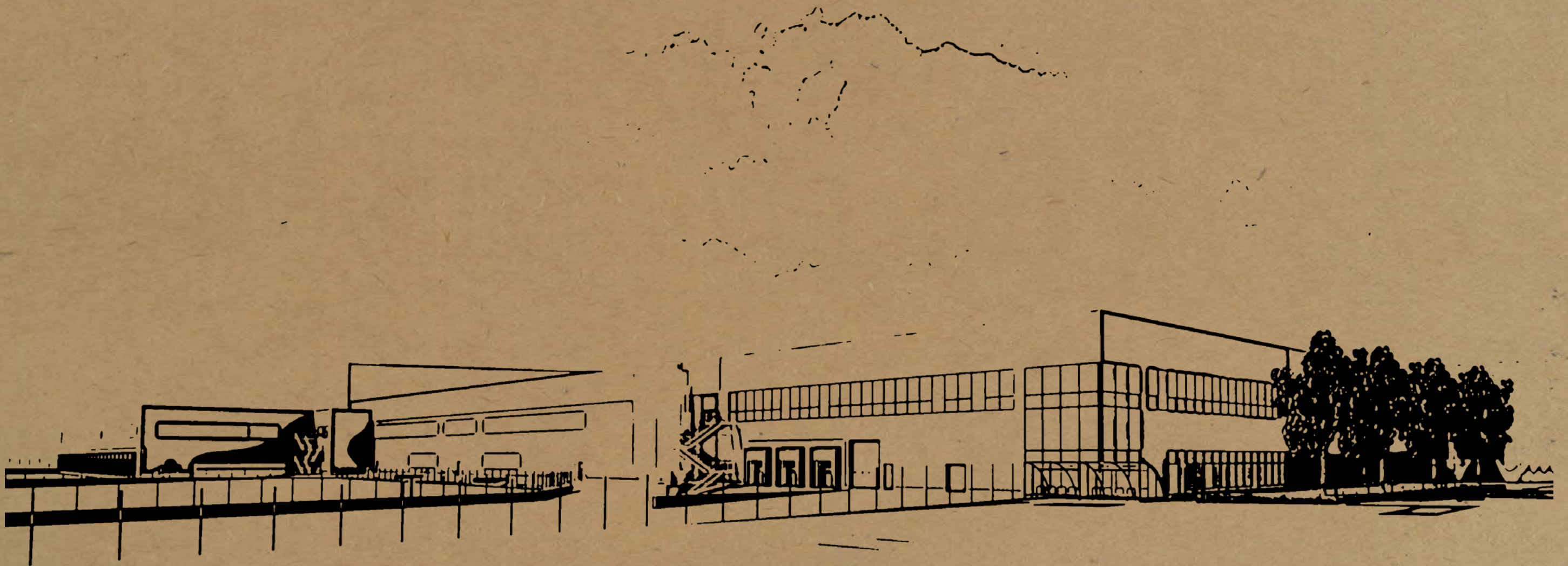


STRIDE TREGLOWN

WIL_01

PLANNING, DESIGN AND ACCESS
STATEMENT

OCTOBER 2019



STRIDE TREGLOWN

FILE 151947_STL_XX_XX_RP_A_40XX_RP01_D&AS	
PROJECT WIL_01 Planning, Design & Access Statement	
CLIENT	
STRIDE TREGLOWN JOB No. 151947	
PREPARED BY FP, CB, DS	CHECKED BY IT, DS
DATE 18.10.19	REVISION No. P02

REVISION	
1	First issue
2	Final issue
3	
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1.0

INTRODUCTION



1.1

EXECUTIVE SUMMARY

Dove Valley Park Ltd. has a track record for delivering commercial/industrial development, specifically Phase I of Dove Valley Park (DVP). This planning, design and access statement will deliver the reasoning to support the full planning application for a new water extraction and bottling factory at to the North of the site. The site this application is in relation to includes land which benefits from outline planning permission Ref. No. 9/2017/0816, granted 28th November 2018, together with an extant consent relating to the southern part of the plot, originally covered by the Outline Planning permission Ref. No. 9/590/155/0, as amended, and subsequent Reserved Matters consent.

The National Planning Policy Framework confirms that the purpose of the planning system is to facilitate the creation of conditions in which businesses can invest, expand and adapt.

The planning system should contribute to suitable development (Social, Environmental & Economic) roles). In regards to providing an economic role development should...

"...[contribute] to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure"

South Derbyshire District Council's Core Strategy states:

"The vision for South Derbyshire is one of sustainable growth, renewal and opportunity. By 2028, the economy will have grown with more jobs in a more diverse business environment supported by a more skilled workforce."

This application seeks to meet those national and local requirements by providing a large scale development on this allocated site. It will bring over 150 additional jobs to the area with additional spin off benefits to the supply chain.

A number of studies and assessments have been commissioned, which confirm the site can be suitably developed without causing significant adverse effects to the local environment.



Aerial view

Dove Valley Park, Derby

1.2 THE APPLICATION

Stride Treglown, on behalf of PGFI III Ltd submit this Planning Design & Access Statement in support of an application for Full Planning Permission [FPP], for;

“Part single, part two-storey facility for the extraction, processing, bottling and distribution of water based products (combined B2 and B8 use), with associated ancillary office, infrastructure, access, parking and landscaping” at Land North and East of Dove Valley Park, Derby.

As such, please find enclosed the following plans and documents:

- Site Location Plan
- Block Plan
- Site Layout Plan
- Proposed floor plans
- Proposed elevations
- Proposed site and building sections
- Proposed visualisation
- Transport Assessment
- Travel Plan
- Preliminary Ecological Appraisal
- Arboricultural Impact Assessment
- Archaeological Desktop Appraisal
- Landscape and Visual Impact Assessment
- Flood Risk Assessment
- Drainage Strategy
- Acoustic survey

2.0

SITE CONTEXT

2.1 SITE LOCATION & DESCRIPTION

The DVP site is located wholly within the South Derbyshire District Council authority, and forms part of Dove Valley Park industrial estate, located north of the A50 at its junction with the A511. The main road running through the Industrial Estate is Park Avenue. The Industrial Estate is predominantly comprised of a number of large scale industrial and distribution units.

The site is approximately 12 miles due south west of the centre of Derby.

The site measures approximately 12.34ha with a boundary which forms a loose square located to the east and north-east of the current Müller Dairy premises. Heath Top Lane forms the northern boundary and Woodyard Lane the western boundary.

To the south of the site lies the first phase of Dove Valley Park subdivided into a number of distinct plots. Development has occurred in stages and as yet is not fully complete. Plots have been developed for a range of uses, including manufacturing and storage and distribution.

The northern element has the benefit of a recent outline planning consent forming part of the wider Dove Valley park Phase 2 land, on which the development of large units (exceeding 15,000 sq m) is supported.

The site is not subject to any statutory designations (e.g. green belt, conservation area, AONB etc.) nor does it feature any designated heritage assets. It is classified Agricultural grade C land.

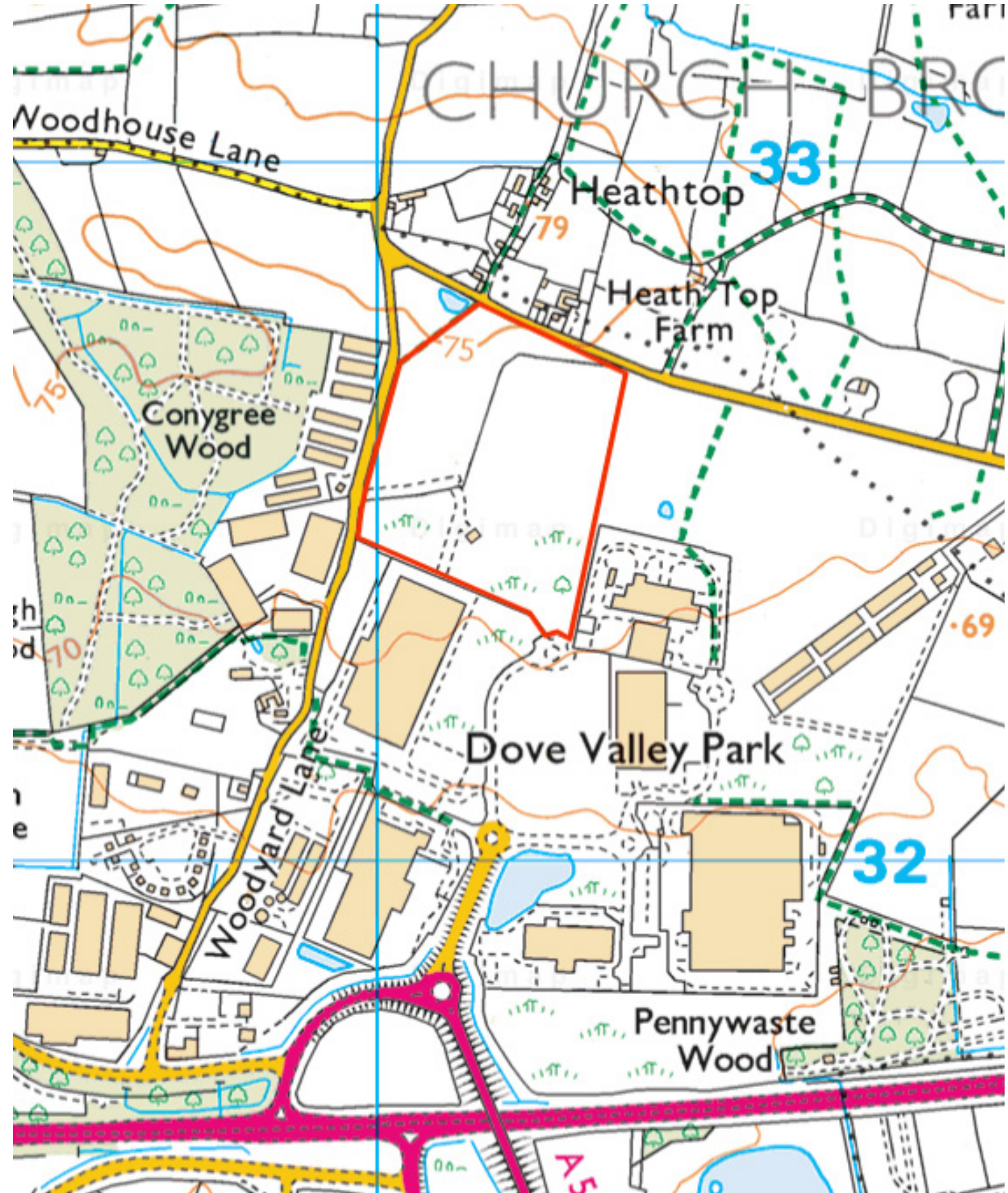


Image 1 – Site location outlined in red.

2.2 SITE HISTORY

The historic register in respect of the site notes the existing Church Broughton WWII Airfield.

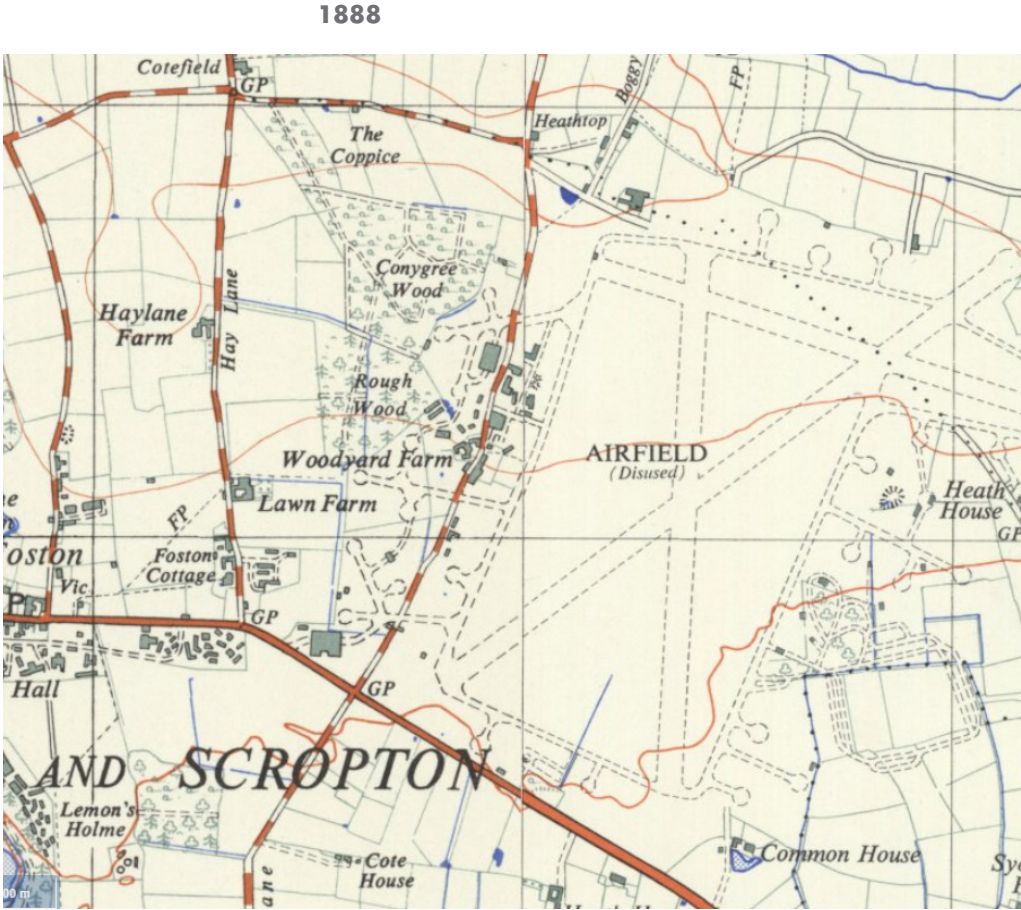
The full description states:

“The construction of Church Broughton airfield was started in 1942 and it was first used in August of that year. It was built on the usual three runway layout, had two hangars and 27 heavy bomber hard standings and accommodation for 1274 RAF and 156 WAAF personnel. Many Australians were trained here, with intensive flying in both day and night time - the airfield apparently had good lighting for night flying. As at all training stations, a number of fatal accidents occurred at the airfield. Use of the airfield diminished in 1945 but it did not close. It was also used by Rolls-Royce, who had an experimental unit based at Church Broughton for testing their jet engines. The airfield closed for flying in 1946 and was used for the storage of aircraft until 1954. It was quickly allowed to deteriorate as the buildings were of temporary wartime construction. However, one hangar remains in civilian use and a few buildings remain scattered around the site.”

The land was held and leased out by the Ministry of Defense until 1975 when it was auctioned off in ten lots. Today there is very little to see at this once extremely busy satellite airfield, filled with Australian aircrew and responsible for the development of jet engines.

South of the A50 is Rose Cottage, which is grade II listed along with its attached barn, however, given the distance from the site it is not considered that any development would affect its setting or value as a heritage asset.

The proposed site is not within or near a conservation area.



Historical OS Maps

Dove Valley Park

2.3 DOVE VALLEY PARK

Dove Valley Park Business Park
A50 | M1 – M6 Link

Dove Valley Park is a major 200 acre industrial/distribution development at the centre of one of the country's most important manufacturing areas with planning consent for 2,300,000 sq ft of business space. Infrastructure and all mains are onsite ready to meet requirements, additionally there is longstanding support from the local authority. It is located in the village of Foston, approximately 12 miles to the south west of Derby City centre.

The site offers excellent logistical flexibility via M1/M6, A50 and A38. Derby, Burton, Nottingham, Stoke-on-Trent and Birmingham are all within a short distance. Major seaports and airports along with 48 million people are within a 4 hour drive. Dove Valley Park offers an excellent base from which to recruit a wide range of skilled and unskilled labour. The area enjoys one of the best industrial relations records in the UK.

Current occupiers include JCB, Kuehne + Nagel, Dairy Crest, Futaba Industrial and Truma. Additionally there are numerous major manufacturing companies close by including Toyota, Rolls Royce and Nestlé.



As the site benefits from an outline extant consent it would have been possible to submit a reserved matters application.

In practical terms, the plot is covered by two outline planning consents and, in discussion and agreement with South Derbyshire District Council's planning team, it has been decided that a separate full application will be easier to manage, enabling the submission to reflect the requirements of a known user.

The submission is reflective of the contents of both previous consents and draws heavily upon the information submitted previously. All reports have been updated to provide the most up to date information.



Dove Valley Park - Initial
Illustrative Site Plan

3.0

PLANNING CONTEXT

3.1 PLANNING HISTORY

Introduction

Dove Valley Park was established in the late 1990’s on a substantial parcel of land, which was located on the existing RAF Church Broughton Airfield. Demand has been extremely strong in the provision of commercial/industrial premises. The following outlines the previous planning history in relation to Dove Valley Park (Phase I).

Planning history

The original Outline Planning Application submitted for Phase I of Dove Valley Park has undergone many amendments over many years. The last Section 73 application, of the Outline Permission, was granted on 1 August 2008.

The wording of Condition 1 (a), of the Outline Permission 9/20051078/B, requires that all Reserved Matters applications must be submitted before 17 September 2010. It is confirmed that all applications were submitted before 17 September 2010. The wording of Condition 1 (b), of the Outline Permission 9/20051078/B, requires that “The development hereby permitted shall begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved”.

It is confirmed that all submitted Reserved Matters, for Phase I, have been implemented by virtue of Condition 1 (a & b), of the Outline Permission and therefore all Reserved Matters are considered extant.

Phase II Outline Planning Application was approved in 2017, no submissions have been made in regard to reserved matters in association with this consent.

This application seeks full planning permission for development of a new bottling factory, which links up to and expands Dove Valley Park. This will ensure the site allocations policy is achieved and ultimately provide much needed jobs to the local area.

Planning Ref:	Description:	App Type:	Decision and key dates:	Site area in relation to development site:	Comment:
9/2017/0816	Outline application for the development of site for B2/B8 Units, each unit providing no less than 15,000 sqm of floor space with access for approval now and all other matters reserved for future approval.	OUT	28/11/2017	Application on land in the north of the proposed site area and land outside the proposed site area to the east.	STL Tom Mills Application.
9/2010/0872	Approval of Reserved Matters (for access appearance, landscaping, layout and siting) of application 9/2005/1078 B	RM	1/0/11/2010	Application on land forming part of the south of the proposed site. (Unit 5500)	
9/2005/1078	Section 73 application to amend condition 8 of planning permission 9/2005/0758/B to amend the limit on the floor space to be erected on site	s73	01/08/2008	Application on land forming part of the south of the proposed site. (Unit 5500)	(OS reference online is incorrect – application 9/2005/10788 cannot be found with South Derbyshire planning search facility)
9/2004/0796	Amendments to perimeter planting and bunding scheme previously approved under planning permission 9/1993/0445/D	FULL	27/10/2004	Land adjacent to the northern boundary of the proposed site.	Condition 1 required the development to be started prior to 27/10/2009. (1993 Consent not avail with South Derbyshire Council planning search facility).
9/0595/0170/O	Renewal of Outline planning consent 9/590/155/O	RENEWAL	18/09/1995	83 hectares of land – former Church Broughton RAF Airfield	RM application to be submitted within 10 years.

Planning history table



3.2 NATIONAL PLANNING POLICY FRAMEWORK

National Planning Policy Framework (Feb 2019)

Planning policy requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990).

The National Planning Policy Framework (NPPF) centres on “presumption in favour of sustainable development” (para. 10). In order to achieve sustainable development the planning system is expected to perform three key roles (para. 8):

- An Economic role;
- A Social role; and
- An Environmental role.

In regards to decision making LPA's should focus on “approving development proposals that accord with an up-to-date development plan without delay” (para. 11 c)).

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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

In order to successfully pursue sustainable development, para 8 a) of Section 2, Achieving Sustainable Development, emphasises the importance of building a strong and competitive economy.

Section 6 addresses ‘Building a strong, competitive economy’. Para. 80 is most relevant to the proposals at DVP and states:

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

Para. 81 requires planning policies to:

- a) set out a clear economic vision and strategy which positively and pro actively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;
- b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
- c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment;

Para. 82 states:

“Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.”

3.3 SOUTH DERBYSHIRE DISTRICT COUNCIL DEVELOPMENT PLAN

South Derbyshire District Council Development Plan

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The proposed site is located within the administrative area of South Derbyshire District Council.

The current ‘Development Plan’ for South Derbyshire comprises the following:

- The Local Plan Part 1 (2016); and
- The Local Plan Part 2 (2017);

3.4 THE LOCAL PLAN PART 1 (LPP1)

The LPP1 provides a long-term vision, objectives and strategy for the spatial development of South Derbyshire.

“The vision for South Derbyshire is one of sustainable growth, renewal and opportunity. By 2028, the economy will have grown with more jobs in a more diverse business environment supported by a more skilled workforce”

The site forms part of an area allocated for employment.

Policy S2 (Presumption In Favour of Sustainable Development)

This policy promotes sustainable development that improves the economic, social and environmental conditions in the area.

Policy E1 (Strategic Employment Land Allocations 2011-2028)

This policy promotes development to a particular classification. In the instance of sites allocated under Policy E1, development will only permit B1(b), B1(c), B2 and B8 of the Use Classes Order. This supports the NPPF’s vision that the planning system support sustainable development, in this instance economically.

Policy E5 (Safeguarded Employment Sites – Dove Valley Park)

This policy identifies 28.3 hectares of land within Dove Valley Park. It recognises the need for exceptionally large scale units for business in the manufacturing and logistic sector. A minimum gross floor space of 15,000 m2 has been stated. Proposals should adequately mitigate impacts through: careful siting of buildings, control of building heights and appropriate landscaping.

Policy S1 (Sustainable Growth Strategy)

This policy seeks to promote sustainable growth to meet objectively assessed need within the area. Proposals will be expected to respond to environmental and social issues.

These can include tackling climate change, improving the quality of the built/natural environment, minimising resource use and improving accessibility to services/facilities.

Policy S5 (Employment Land Need)

Provision is to be made across a range of sites, including allocations, for the development of a minimum of 53 hectares of land for industrial and business development.

Policy S6 (Sustainable Access)

To achieve sustainable access, development should make the best use of existing transport infrastructure and services, providing new or enhanced walking, cycling and public transport and infrastructure and the promotion of measures and improved communication to encourage sustainable travel.

Policy SD1 (Amenity and Environmental Quality)

This policy seeks that development affecting environment or amenity does not do so adversely and considers existing and future occupiers. The Local Planning Authority will consider the effects on surface/ground water quality and the need for strategic buffers between conflicting land uses, to respect of amenity issues.

Policy SD2 (Flood Risk)

The Council will require Sustainable Urban Drainage Systems for all new development affecting flood risk locally. Flood risk assessments, for sites above 1 Ha, should identify opportunities to reduce the risks and limit the consequences of flooding.

Policy SD3 (Sustainable Water Supply, Drainage and Sewerage Infrastructure)

This policy seeks to deliver growth through provision of adequate water supply, sewage and drainage infrastructure needs. Surface water from new development will be expected to be managed using sustainable drainage systems (SUDS), discharge to watercourses or connection to surface water main sewer.

Policy BNE1:a-k (Design guide for non-domestic development)

Policy BNE3 (Biodiversity)

This policy seeks to ensure the continued protection, enhancement, management and restoration of biodiversity, geodiversity and deliver net gains where possible. Should a proposal cause a direct/indirect effect on sites with ecological importance they will be required to be supported by appropriate surveys/assessments to gauge the impact of such development. Mitigation or compensations (exceptional circumstances) will be expected to offset impacts.

Policy BNE4 (Landscape Character and Local Distinctiveness)

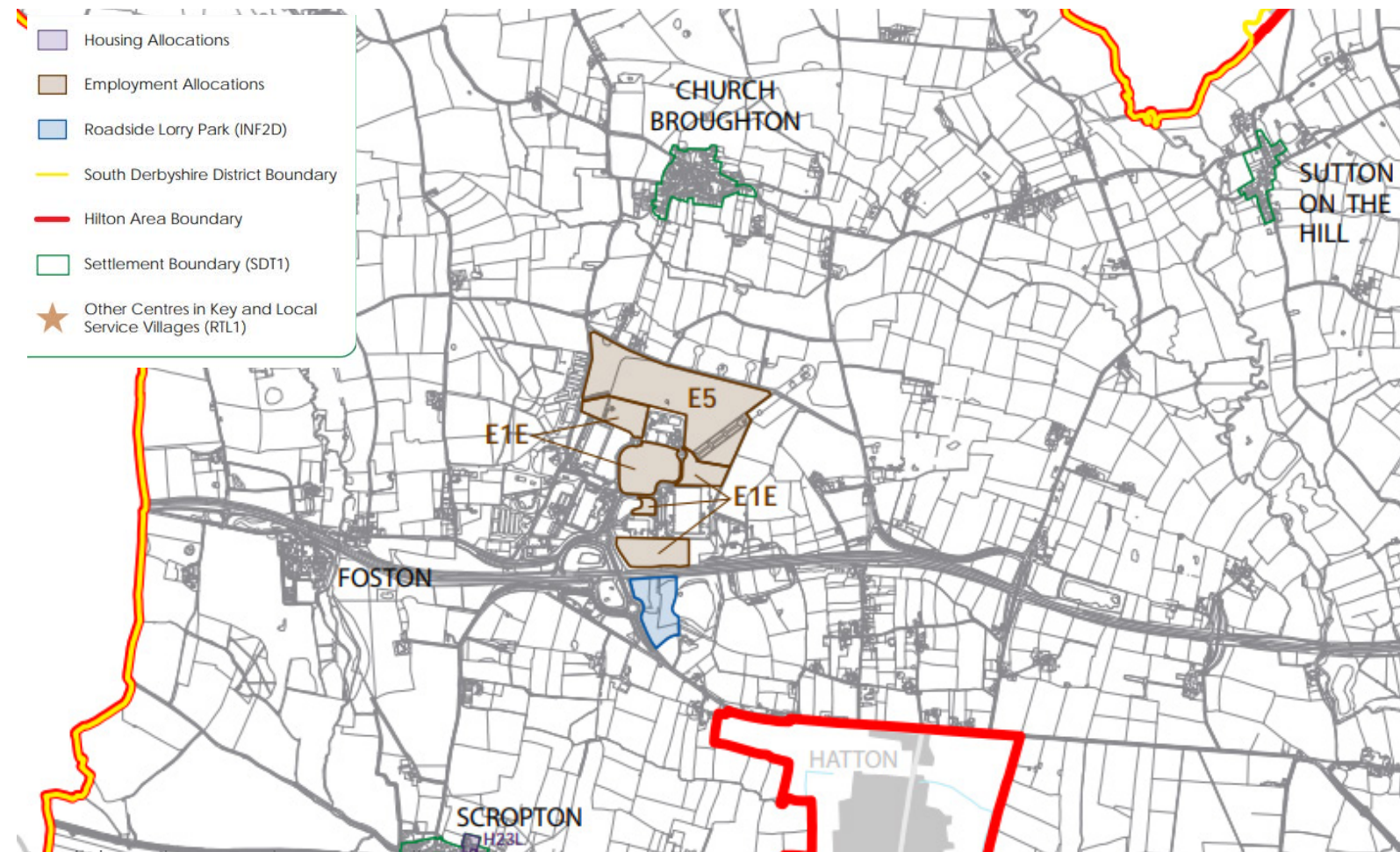
The Council will expect all developments to demonstrate how they respect local landscape character and where practicable contribute towards enhancing landscape character. Developers will be expected to keep key valued landscape components such as mature trees, established hedgerows and topographical features unless it can be demonstrated that their loss will not cause unacceptable effects on the landscape character.

Policy INF1 (Infrastructure and Developer Contributions)

Development in accordance with LPP1 that generates the need for additional infrastructure will be permitted if a mechanism exists to deliver mitigation, providing it is in an appropriate location and to the Council’s required standards.

The Council expects that development is appropriately supported and its effects mitigated in the interests of sustainability.

Further information related to planning obligations can be found in the relevant SPD.



Local Plan policies: Employment site allocations.

Policy INF2 (Sustainable Transport)

Development will not be permitted where travel generated by development has an undue effect on local, amenity, environment, highway safety, transport infrastructure and public transport services. Development should provide safe and convenient access for pedestrians, cyclists, public transport and private car. Off-site contributions can be negotiated with the council where needed. A Transport Assessment/Plan should be provided where significant transport impacts are present. Travel plan measures are to be funded by the developer.

The Council will seek the expansion of the walking and cycling networks, including public rights of way, cycle routes, green ways and supporting infrastructure. Cycling and greenway network proposals are identified in the councils SPD.

Development should include appropriate parking provision although SDDC do not currently have adopted standards. Parking standards are currently non-existent in South Derbyshire. Any transport assessment should address any undue detrimental impact on pedestrian and cyclist movement and highway safety, and encourage the use of low emission vehicles.

Policy INF4 (Transport Infrastructure Improvement Schemes)

Where mitigation is required financial contributions will be sought. The nearest noted transport scheme is the A50 junction with the A38 improvement scheme.

South Derbyshire Design Guide. Design Supplementary Planning Document November 2017.

Whilst the SPD regarding design relates in the majority to residential development, SDDC Design Principles BNE1 a-k can be used for non-domestic developments.

Community Safety:

Design should ensure community safety through maximising surveillance and lighting of routes and car parking. Landscaping should be kept low adjacent to pedestrian routes. Service yards need secure boundaries with gated access and adequate lighting. There should be distinction and definition between the private and public realm. Consideration should be given to adjacent public rights of way, to ensure their use can be maintained safely. There should normally be only one vehicular access with a barrier.

Street Design, Movement and Legibility:

Industrial sites should encourage travel on foot, by bike or by public transport through the provision of network pathways, adequate public services, covered cycle storage, changing and showering facilities and use of commuter planning measures that reward car sharing, car-pooling, and cycling and the use of public transport. Charging points for electric vehicles should also be considered.

Ease of Use:

Car parks and routes need to be understandable and accessible to all. Commercial units need to be able to adapt, and be capable of change for future users and ensure maximum flexibility. Sprinkler systems are advised. Bins should be stored practically to encourage use, and out of public view.

Local Character and Pride and Visual Attractiveness:**Landscape setting:**

Landscaping should knot a development to the surrounding landscape setting. Boundary landscaping should use native species appropriate to the location, which enhances and extends existing features. Large development sites should make a significant contribution to the creation of a diverse landscape. Wildlife value of the site should be maximised by preserving, enhancing, including and protecting wildlife habitats.

Architecture:

New buildings should be of a high quality contemporary design, appropriate for the use and context. Visual impact of walls/roof cladding materials should be considered in relation to the background and landscape. SDDC requires high quality design particularly in areas which have the most impact on the public realm.

Neighbouring Uses and Amenity:

The impact of new buildings in terms of their effect on sunlight and on daylight should be minimised. Out of hours lighting should be minimised. Where needed, downward directed, vandal resistant, energy efficient light should be installed. Lighting should not interfere with wildlife habitats, or appear above a prominent topographical ridgeline.

Healthy Lifestyles:

The promotion and encouragement of Healthy lifestyle should be part of design development. The report “Active Design: Planning for health and wellbeing through sport and physical activity” contains principles that should be taken into account in non-residential development.

Design for physical activity:

Walking and cycling routes should be provided for all non-domestic development. Routes should form connected networks within and beyond the site. Covered, well-lit cycle parking, lockers and changing facilities should be provided.

Green Infrastructure and contact with nature. All development should include high quality landscaping.

Design for cleaner air.

The Council encourage developers to design developments that attempt to minimise air pollution through the installation of electric vehicle charging infrastructure, provision of green infrastructure and preparation of staff travel plans.

Resource Use:

Industrial plots often contain large expanse of hard paving. It will be expected that these developments will embrace Sustainable Drainage Systems (SuDS). Industrial buildings often have large expanses of roof that offer opportunities for:

- Rainwater capture
- Grey water recycling
- Exploiting solar energy
- Green roofs

Recycling of rainwater or grey water should be incorporated in all schemes.

Developers are strongly encouraged to include photovoltaic panels and solar panels. Provision of ground source heat pumps will be encouraged, or where not technically viable air source heat pumps.

The 6Cs Design Guide

Derby County Council planning policy “The 6Cs Design Guide”, concerns highways. The policy assists with development layouts to ensure the safe, free movement of all users including cars, lorries, pedestrians, cyclists and public transport.

The table below gives the general geometry for internal employment and commercial roads. These are conventionally cross-section roads with separated provision for vehicles and pedestrians, and is dependent on the levels of HGVs.

	Type of internal development road	Type of internal development road
	Major industrial access road	Minor industrial road
Planning use class	B2 to B8	B1
Development limit	Normally no more than 8 hectares for a single point of access.	Normally no more than 8 hectares for a single point of access.
85 th percentile design speed	30mph	25mph
Widths for two-way traffic	7.3m	6m for offices 6.75m for other B1 uses
Central-line radius	55m min	Defined by tracking
Crossfall	1:40	1:40
Longitudinal gradient	Min 1:100 Max 1:20 At junctions: not to exceed 1:30 for first 10m of the side road	Min 1:100 Max 1:20 At junctions: not to exceed 1:30 for first 10m of the side road
Vertical Curves	<i>See below table</i>	<i>See below table</i>
Visibility distance at junctions, bends and vertical crests	70m	45m
Verges	Grassed verges min 1m wide, min area 10sqm. Hard paving otherwise.	Grassed verges min 1m wide, min area 10sqm. Hard paving otherwise.
Steps	Not normally acceptable in areas to be adopted as public highway unless a suitable alternative ramp is provided for those unable to climb steps.	Not normally acceptable in areas to be adopted as public highway unless a suitable alternative ramp is provided for those unable to climb steps.

Vertical curves for all internal roads:

85th percentile design speed (mph)	Minimum length of vertical curve	Minimum length of vertical curve
	K	Minimum length for appearance (metres)
30	6.5	30
25	4	25
20	3	20
15	2	20

Car parking standards:

Use	Normal maximum parking standard based on one space for every square Metre (m2) of gross floor space unless otherwise stated	Threshold for applying the standard (gross floor space)
B1 offices	Out of any town; One space for every 30m2	2500m2
B1 Non-office and B2 General industry	Out of any town; One space for every 55m2	2500m2
B8 Warehousing	Out of any town; One space for every 120m2	2500m2

Accessible parking standards:

Car park used for	Car park size	
	Up to 200 spaces	Over 200 spaces
Employees and visitors to business premises	Individual bays for each disabled employee plus two bays or 5% of total parking spaces whichever is greater	Six bays plus 2% of total parking spaces

Standards for servicing provision:

Use class	Description of land use	Normal servicing provision
B1	Light industry, Research and development	One lorry space for every 500m2
B2	General industrial	One lorry space for every 400m2
B8	Storage and distribution	One lorry space for every 400m2

Industrial and commercial car parks:

Design should ensure that there is free flow of traffic entering and leaving the car park to minimise the likelihood of tailbacks causing safety problems and delays on the surrounding road network. This may require one-way systems with control ramps or flaps at entrances and exits and appropriate signing in larger car parks. Provision of safe pedestrian and cycle routes across the car park to building entrances, should follow natural paths wherever possible. In larger car parks consideration should be given to segregated routes with raised crossing points on main vehicle routes. Any routes should be in the open wherever possible.

Off-street parking areas should be designed to:

- minimise the number of entry and exit points to the public highway;
- provide visibility splays appropriate to likely vehicle speeds and ‘road’ widths and corner radii appropriate to likely vehicle sizes and manoeuvres;
- be well lit;
- be well landscaped, although any planting should be kept to low ground cover only;
- be suitably surfaced and drained;
- take into account and complement relevant measures included in any travel plan associated with the development, for example, car-share spaces located closest to the building entrance; and
- make appropriate provision for those with mobility and visual impairments.”

Parking for motor cycles.

The parking standard for motorcycles is:

- one space, plus an additional space for every 10 car parking spaces.

Parking spaces should be 2.5m x 1,5m with a 1m space between each bike, and enable motorcycles and mopeds to be secured to the ground whilst parked.

Minimal provision for cycle parking:

Use class	Description of land use	Provision
A2 and B1	Financial and professional services, and research and development and offices	One space per 400m2 GFA for staff and operational use. Parking to be secure and under cover. Customer parking to be assessed on a site-by-site basis.
B2 to B8	General industry and storage and distribution	One space per 400m2 GFA. Parking to be secure and under cover

All cycle parking must:

- be secure and normally with weather protection;
- be conveniently located at entrances to buildings;
- enjoy good natural observation
- Normally Sheffield stands should be provided, placed 1m apart and 0.5m from the wall

Vehicle, motor cycle or cycle parking provision will not be viewed in isolation from travel plans. The level and design of on-site parking and any proposed travel plan measures should reflect and complement each other.

3.5 SAVED POLICIES

Policy E8 (New Development)

New industrial or business development will not be permitted unless its effects are sufficiently mtigated.

Policy R8 (Public Footpaths & Bridleways)

The existing network of footpaths and bridleways will be protected. New development will not be pernitted unless established routes are safeguarded or suitable alternatives are available.

4.0

DESIGN PROPOSAL

4.1 USE & AMOUNT

The proposed design is one which is typical of large scale manufacturing and distribution facilities in this location.

The design is purpose built and reflects of the activities and processes taking place within the facility. It comprises three principal elements, which are brought together within one building to satisfy the operational needs of the company to satisfy the growing demand for bottled source and mineral water products within the UK. These elements broadly comprise:

- Processing
- Bottling
- Distribution

Due to the desire to start production at the end of 2020, the core of the facility shall be constructed and brought into operation in advance of the remaining works.

The 'core facility' comprises a two distinct building sections, the single storey element is located within the northern half of the site and comprises the main area of the bottling production line, labelled 'technology' on the plans. A taller section of the building will take up the southern area and will comprises the storage and distribution facilities for the factory. This will accommodate an automated stacking system. This works most efficiently across a smaller, taller area and is labelled 'warehouse/logistics' on the plans.

The 2nd building phase will add an additional production line area to the west of the core facility and additional storage space to the south.

The building will comprise a steel framed structure with predominantly metal clad roof and elevations in metallic silver and dark grey.

The proposal is for a combined bottling facility falling within a combined B2 and B8 use. The B2 'general industrial' activities involve the extraction, processing and bottling of water and water based products.

The B8 'storage and distribution' activities involve the stacking and storage of bottles of water and water based products and their distribution.

The proposed use and activities are consistent with the sites allocation for B2 and B8 uses of at least 15,000 sq m.

The facility extends to approx. 50,000 sq m and will comprise the elements for production, storage, and distribution as well as offices and welfare areas for staff, including a staff canteen, toilet and changing facilities.

The core facility, is a part single, part two storey element measuring c.28,050 sq m and is proposed to comprise elements for production, storage, warehousing and distribution as well as offices and welfare areas for staff.

As the factory operations mature the remaining area will accommodate the completion of the production, warehousing and distribution zones, measuring c.21,325 sq m.

The facility comprises the following uses:-

Water Extraction

The site is ideally suited to this industry, falling within an existing industrial business park while overlying the substantial water bearing strata of suitable quality within the Sherwood sands.

A separate planning application was submitted and approved in April 2019 under reference 9/2019/0205 for the installation of four boreholes, with a license for the temporary extraction of water granted by the Environment Agency in September 2018.

To date, two of these boreholes have been sunk, through the overlying Mercia Mudstone and into the sandstone layer, to a depth of 250m.

The early indication of flow rates would suggest two, or possibly three boreholes will be utilised, with the fourth acting as a backup should the sand impede the flow through the filters once in use.

Source / mineral quality water is drawn directly from these boreholes into the water treatment zones within the building.

To ensure continuing of processing, the extracted water is held in a number of stainless steel tanks sited outside the main building. The requirement when the facility reaches full capacity is shown on the application drawings, although initially there will be fewer tanks serving the core facility.

Processing

The production process is characterised by high ecological standards and the careful use of water resources. Compliance with strict legal requirements and official inspections is standard for MEG. Environmentally friendly development and production are therefore key components of their commitment to quality.

MEG has identified the sustainable use of the environment and natural resources as a top priority, which is why it consistently makes the most of modern and sustainable packaging, as well as efficient, forward-thinking logistics. While the technology is governed by commercially confidential information, the water processing uses established principles for filtration and quality control. The water is primarily retained in its purest form and the tests undertaken ensure this is maintained at all times.

The water quality is suitable for classification as mineral water and source water. For some products, sugar, syrup, nitrogen and hydrogen are added for flavoured and/or carbonated water. The sugar silo, H₂O, CO₂ and N₂ storage tanks are external to the building.

Bottling

As a pre-feed process, small pre-forms are brought on line with foils and labelling. Within the technology plant, these units are heated, expanded and set into a variety of bottles with no waste from the process itself.

The only waste products are from faults within their formation. These are identified by sensors and removed from the production line for re-cycling. Water or water based products are added to the bottles, the units are sealed within hygienic and controlled conditions within the processing plant, and then pass into a zone for labelling and collation.

Distribution

Product shall be stored within an automated warehouse, with sophisticated robotic storage and retrieval systems. Goods are fed into a despatch area, where it is collated and loaded into the vehicles for delivery to retail stores throughout the UK.



4.2 SITE LAYOUT

The site layout is informed by an initial assessment of opportunities and constraints. The site is bounded by Woodyard Lane to the West, Heath Top Lane to the North and an existing processing factory for Muller to the East and industrial facility of Futaba to the South. The access to this site is from the main Dove Valley Park estate road network to the South East corner. To the North West is an existing public footpath which falls outside the application site area, along with a small fishing pond that is maintained by the local community. There are a couple of residential and farm units on the opposite side of Heath Top lane to the North; the remaining adjacencies are occupied by industrial and distribution facilities.

For these reasons, the commercial access is taken wholly from the existing Dove Valley Park estate roads to south, with a locked access from Woodyard Lane, to the south west, as required by the local Fire Authority for emergency purposes only. Access to the site is controlled via a security gatehouse with queuing lanes for commercial vehicles. A bypass lane is restricted to staff and visitor vehicles which is also controlled by a barrier entry and exit system.

The main access road will extend from the roundabout in the south east corner along the eastern boundary to the proposed car parking in the north eastern corner, ensuring HGV traffic movements are kept away from the few residential properties fronting Heath Top Lane. More specifically, the principal despatch yard, initially comprising 9 loading bays, are proposed within the despatch yard located to the east of the logistics warehouse to the South East corner, constrained by the building and central to the remaining industrial developments.

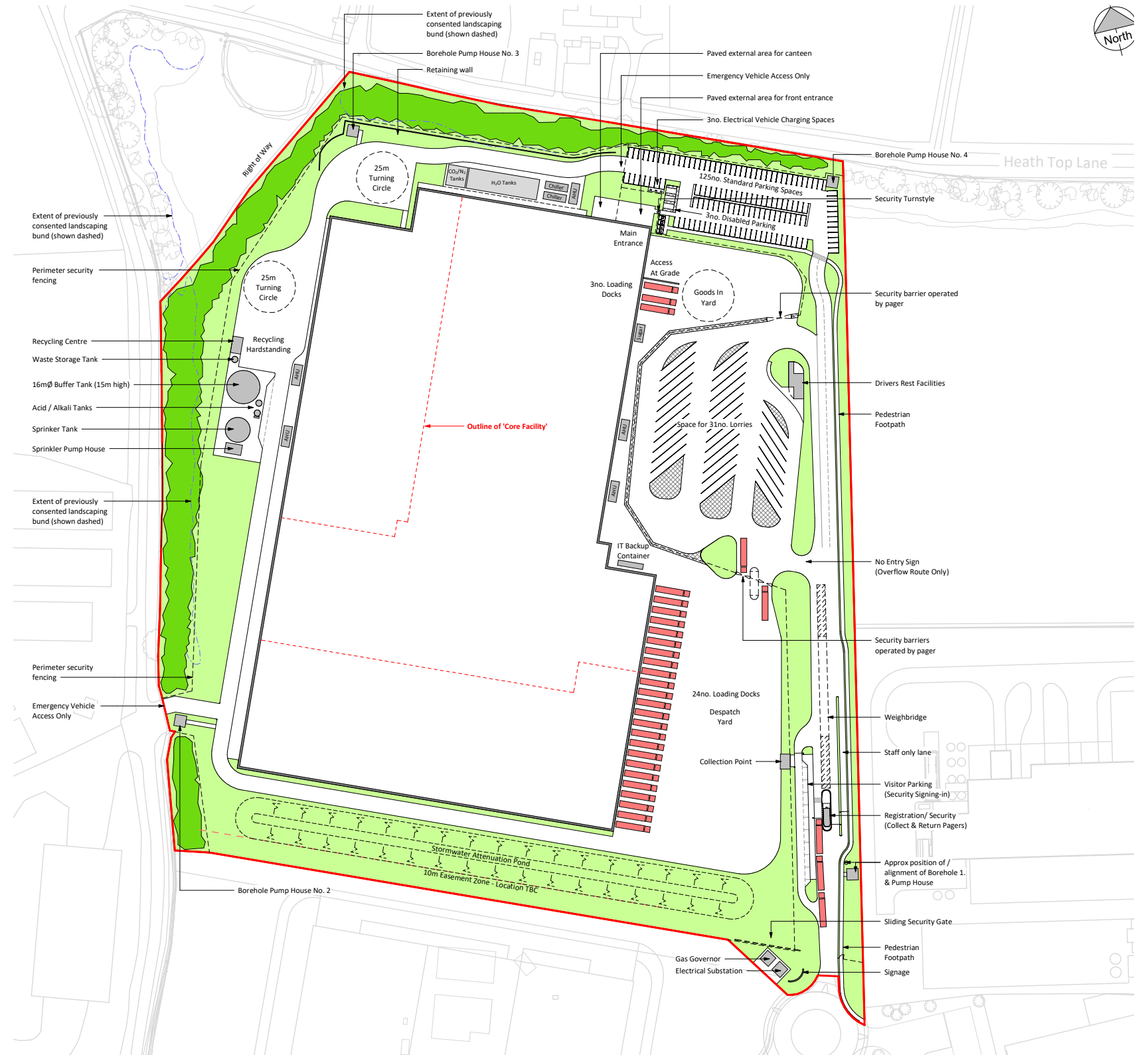
During the final phase, the Goods Despatch yard will extended to the south to comprise a final total of 24 loading docks while, in the interim state, part of this will be left as grass. A phasing plan is included as part of this Design & Access Statement. A HGV holding area, which has to be outside the restricted zone, is also sited to the east, away from the northern boundary, thus minimising any effect on any residential unit.

Deliveries of raw materials will be directed to the northern corner of the building where the 'goods in yard' is located with three loading bays. An access road is proposed which will 'hug' the building and serve as a servicing and emergency access road for vehicles, providing the necessary access for fire engines and limited maintenance and servicing purposes. This allows periodic filling of the gas tanks used for carbonating the water and to collect recycled products.

The benefits of this layout, creating a significant landscape buffer to the north and north western boundaries, have been instrumental in determining the building orientation and alignment. The landscape margin to the north, in the vicinity of the few houses, is c.25m, allowing a 3m-4m high landscaped bund to effectively screen the building. This consideration has also been applied to creating a landscaped edge to the public right of way and preserving the ambience of the natural pond lying to the north west of the site.

It is also recognised that site levels and existing topography play an important role. The existing site levels show approximately a 4m fall across the site from North to South. In addition to the landscape perimeter bund (as previously approved) and the width of the screening to this area, the intent is to cut the building in by c.2m below existing ground levels to the north, to further mitigate against any visual impact from Heath Top Lane and the fishing pond. The proposed finished floor level of the main production hall and adjacent service zones, welfare facilities etc to the northern elevation is 73.350m AOD.

Fortuitously this natural fall across the site can be used to allow the offset of 1.2m between the despatch yard and building floor level. The warehousing facility is also sited to the most southern part of the site. It is at this position the greatest height can be accommodated and the intent is to generate operational efficiencies by using this to its maximum.



4.3 BUILDING CONFIGURATION & HEIGHT

The building is broadly set to a rectangular floor plan, in a north:south orientation, comprising three distinct sections fulfilling different functions:

- i) Processing
- ii) Bottling
- iii) Distribution

The core facility building will take up a central position within the plot with a northerly and easterly perspective. The core facility comprises all those functions that are necessary to support production, such as Staff facilities, Water Treatment, Mixing, Incoming Goods, Sugar, Electrical Intake services, Compressor Room etc and have been sized to suit the full production needs.

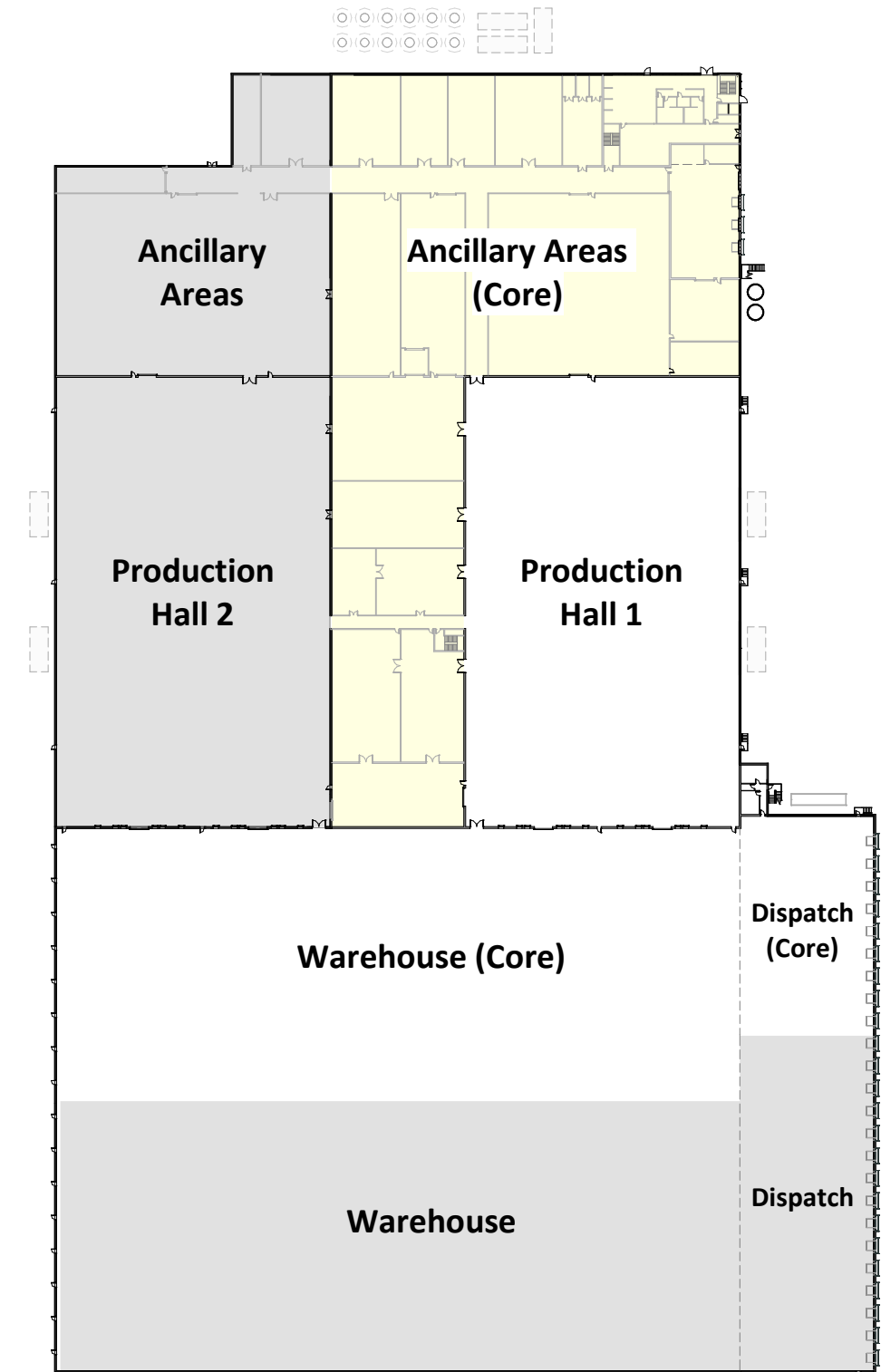
The main entrance to the building is located on the eastern elevation at the northern end of the building. To ensure hygiene standards are an integral part of the design, the staff enter at ground floor level and rise to first floor where the changing and welfare facilities are provided. Having changed, a second stair leads down into the main facility, thus ensuring there is no cross contamination from outside sources. Support offices are also provided at first floor level.

A further two storey element is provided within the southern core. This comprises QA, laboratories and further staff welfare facilities to reduce travel distances when working on the shop floor. The Core facility includes the construction of the Main Technology Hall to the east. This area is effectively a double height space, requiring a minimum clear internal height of 8.5m. By including zones for the high degree of engineering services, roof construction etc, a height above finished floor level of 12.8m is proposed. This hall incorporates natural light to the east elevation at high level and is mainly lit by roof lights. A further hall will be replicated to the west of this core to allow full production.

As noted previously, the Distribution warehouse is positioned to the south, adjacent to the industrial buildings of Muller and Futaba. This has been designed to allow it to be brought into operation in 2021 and subsequently extended as the production

reaches maturity. The height is being informed by the Landscape Visual Impact Assessment (LVIA), with a height to eaves of 20.5m above FFL considered acceptable.

This is only marginally higher than a standard warehouse with 15 m clear internal height (generating a height to eaves parapet of 17.6 m). Once the building has been cut into the natural ground levels by c. 2 m along the northern boundary, the difference between the effective height of 19.6 m and our proposal at 20.5 m is considered minimal.



4.4 APPEARANCE & MATERIALS

The building is contemporary in its design, reflecting the orthogonal nature of its primarily rectangular plan form.

The lower sections formed by the main production hall and core facilities to the north are anchored by a high bay element comprising the main distribution warehouse within the established part of Dove Valley Park to the south.

A monotone pallet of materials has been selected utilising metallic silver to the distribution warehouse and feeding into the upper panels of the production hall. The intent of this light colour is that it reflects the colour of the sky, thus reducing its visual impact. It also creates a high quality finish that is consistent with JCB, Kheune and Nagel and Truma who already occupy other buildings within Dove Valley Park. In reference to those facilities these elements will comprise a horizontally laid profiled cladding system.

The staff and visitors entrance and support offices and welfare areas to the north eastern corner of the development introduce a horizontally laid microrib cladding system in dark grey which extends up to roof parapet level to emphasise this element. The quality of the entrance is reinforced by aluminium framed curtain walling system and full storey height windows. The frames of these are again in dark grey to create a sharp sight line with graphite grey spandrel panels where applicable.

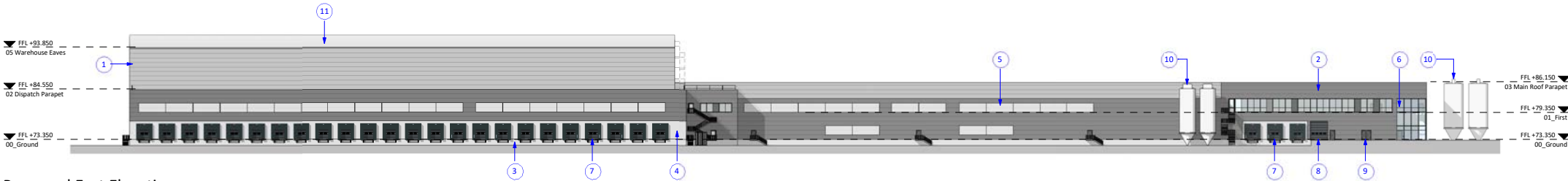
The microrib panels extend along the elevations to the main production hall and dispatch area at lower level. These are set to a horizontal line above a concrete plinth which adjusts to suit finished ground levels. The use of concrete brought into the two loading dock areas with precast concrete tail gate slots and smooth finish concrete loading dock walls. The loading dock door system is again in dark grey with collapsible dock shelters.

Natural day light is brought in via roof lights and to the external walls of the dispatch area and production hall with the introduction of vertically laid polycarbonate panel systems integrated into the external cladding. All roof profiles are in light grey metal roof sheeting.

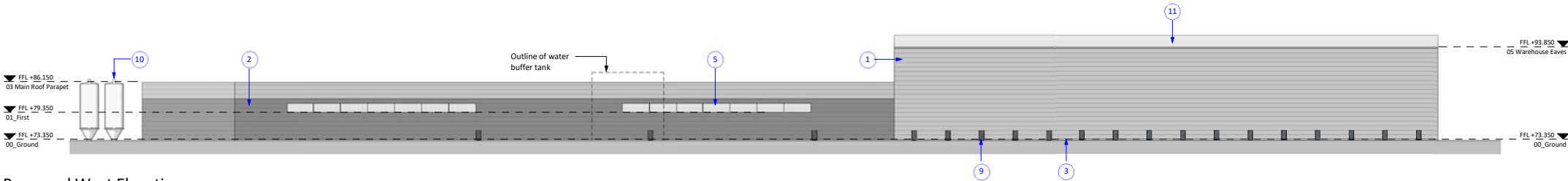
External stairs are in galvanised steel and all storage tanks / silos are in stainless steel. There are a number of secondary building enclosures, which draw on a similar palate, although to provide a high degree of robustness to the security gatehouse and to the recycling centre these will also incorporate dark blue engineering brickwork at low level.



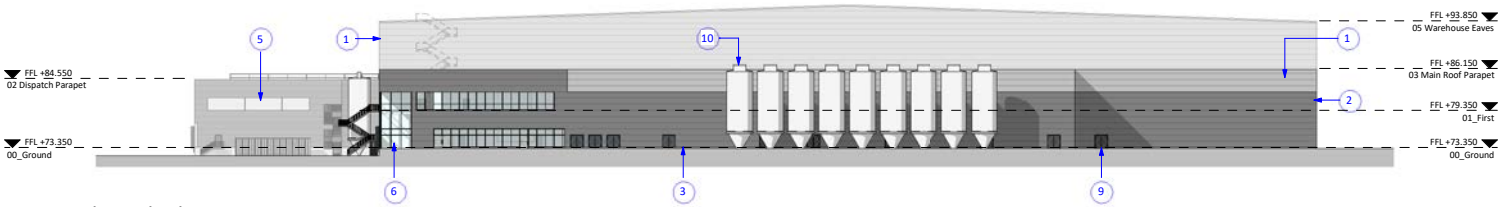
Building Entrance Visualisation



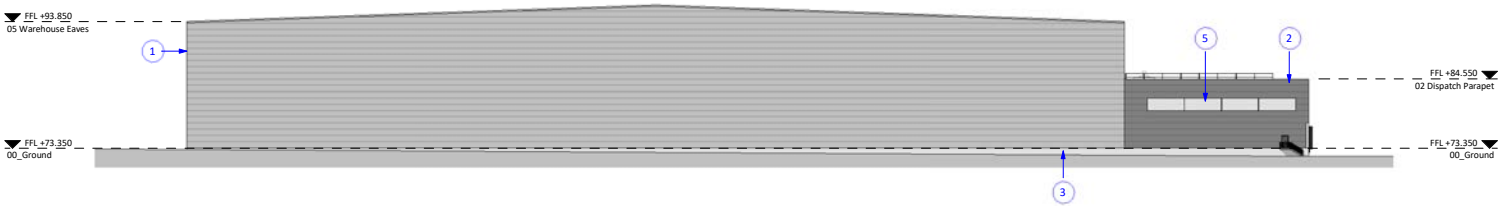
Proposed East Elevation
1 : 500



Proposed West Elevation
1 : 500



Proposed North Elevation
1 : 500



Proposed South Elevation
1 : 500

EXTERNAL FINISH MATERIALS LEGEND

1	Horizontally laid 'profiled' cladding system Colour - 'Metallic Silver'
2	Horizontally laid 'microrib' cladding system Colour - 'Dark Grey'
3	Smooth finish concrete plinth Colour - 'Light Grey'
4	Smooth finish concrete loading dock wall Colour - 'Light Grey'
5	Vertically laid polycarbonate wall light system integrated into external cladding
6	Aluminium frame curtain walling system Frame colour - 'Dark Grey' Spandrel colour - 'Graphite Grey'
7	Loading dock door system Door colour - 'Dark Grey'
8	'At Grade' Loading door system Colour - 'Dark Grey'
9	Flush security / escape door Colour - 'Dark Grey'
10	Stainless steel silo tanks
11	Profile metal roofing panel Colour 'Light Grey'

Proposed External Elevations

4.5 ACCESS STRATEGY

Disabled access is available to the building entrance and throughout the office and welfare facilities. Externally three disabled car parking spaces have been provided adjacent to the main entrance and a level pathway leads into the facility. A lift provides access to the upper floor offices and welfare within the northern element. WC facilities in accordance with Part M of the Building Regulations have been incorporated into the design.

Due to the nature of the production process, it is unsafe to have disabled persons accessing the processing, bottling or warehousing areas. To ensure compliance with the food safety regulations, security is robust.

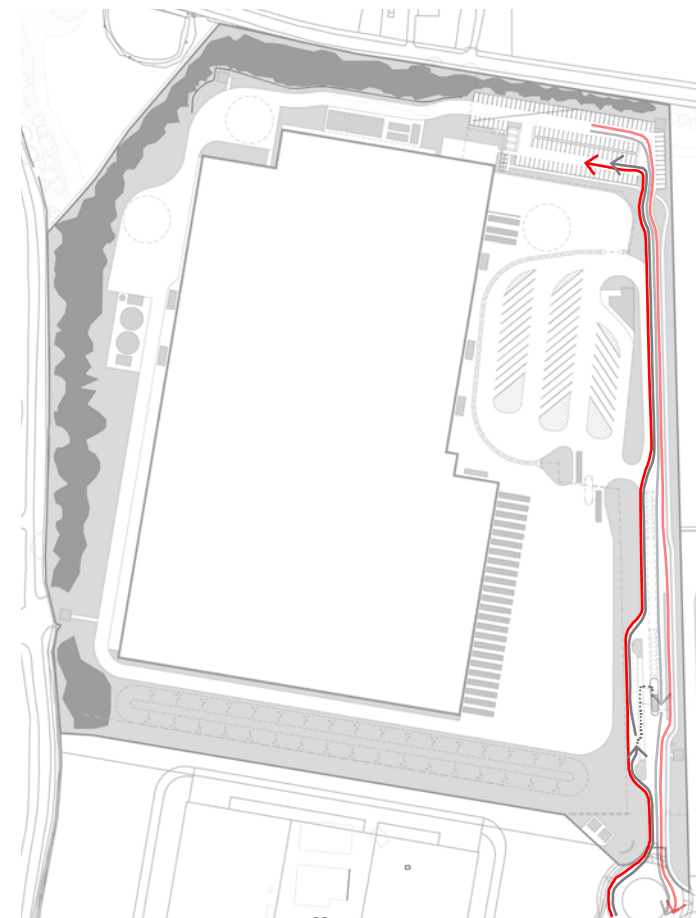
A three metre high security fence encloses the operational part of the site, reducing to two metres to those areas considered of low risk. While the site is manned by security staff for 24 hours a day, the site can be fully secured by closing the gate across the roadway at the site entrance.

During normal operations, all site traffic passes the manned security kiosk and both HGV and car vehicle lanes are controlled by barriers. Access to all other areas is by electronic fobs.

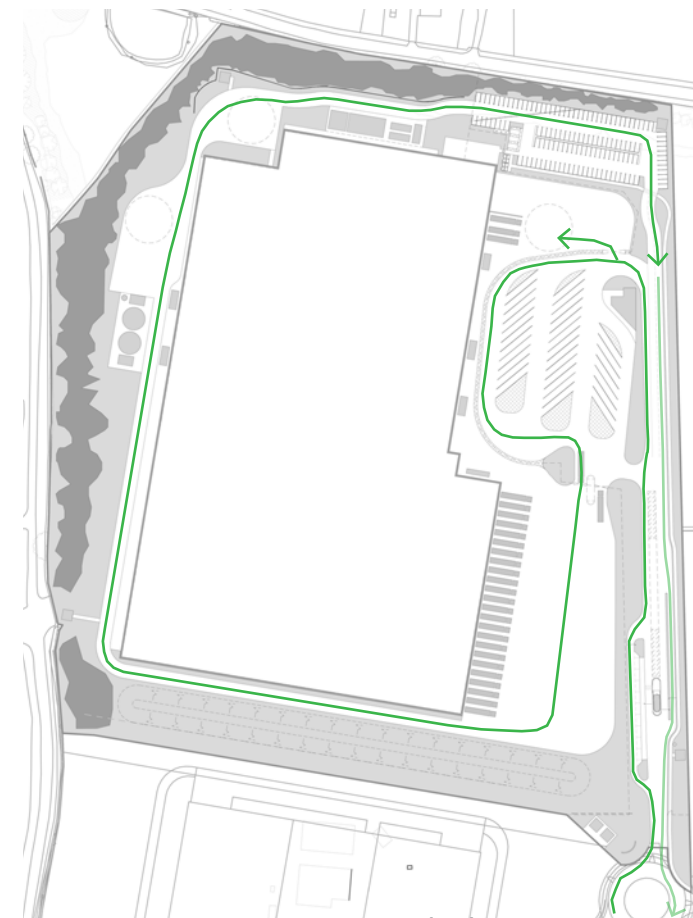
Pedestrian access is taken from the roundabout to the south along the eastern boundary.

KEY

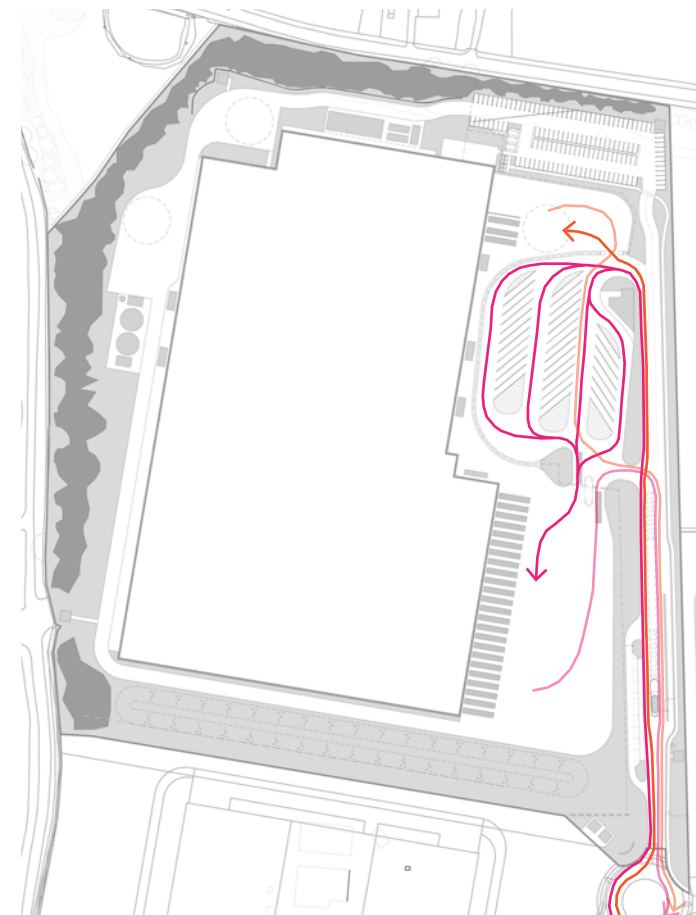
(Inbound)		(Outbound)
	Vehicle	
	Staff	
	Visitors	
	Emergency	
	Goods In	
	Goods Out	
	Recycling Collection	
	Gas Deliveries	



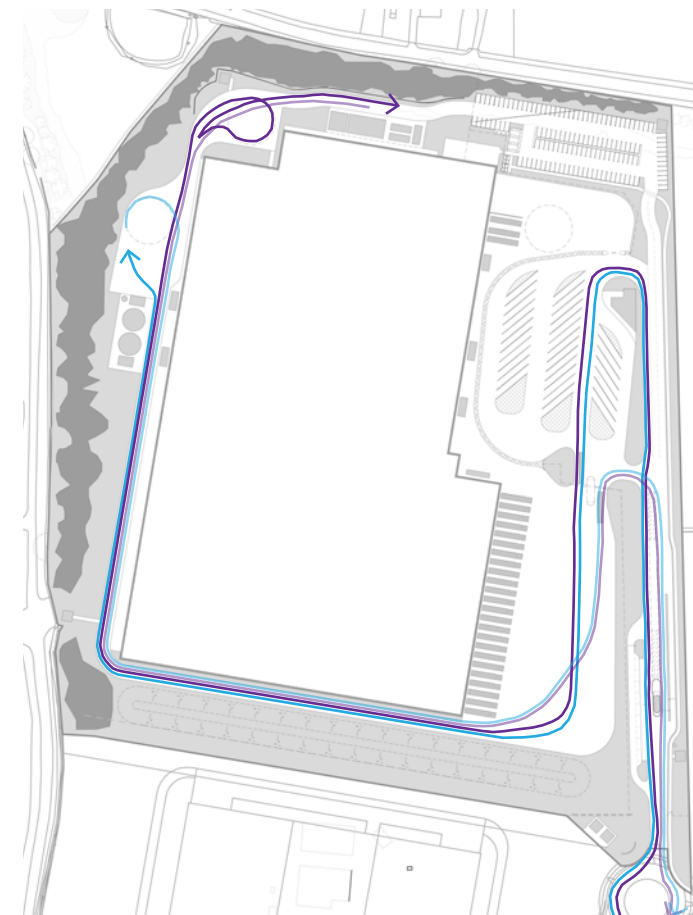
Staff & Visitors



Emergency Vehicles



Goods In/Out



Recycling & Gas

4.6 REFUSE STRATEGY

There is limited waste materials generated from this process. Pallets are generally collected and returned for reuse. The material waste generated during the production process generally only occurs when there are faults within the extrusion of the preforms into bottles, incorrect filling or when caps are incorrectly sealed. In these circumstances automatic detectors identify the defective product and withdraws it from the production line, discarding it into a container.

These containers are collected and taken to the on-site recycling facility where any liquid is emptied into a storage tank for recycling by specialist companies. The plastic is shredded and compacted and collected under a separate management contract.

4.7 EMERGENCY STRATEGY

MSA Fire Consultancy have been appointed to advise on the fire engineering design and risk profiles. As part of this service they shall be in liaison with the local fire authority. The current proposal is being designed in accordance with BS9999.

Access to all elevations are required for firefighting vehicles and equipment. A circulation route has been provided for this purpose, together with fire hydrants where necessary. To mitigate against the risk of the entrance road itself becoming blocked, a secondary emergency secure access, with a locked gate, is available to the south west corner of the site from Woodyard Lane.

As the core facility will come into operation, the interim construction phase plan will allow for a temporary road to run along the western façade closer to this phase.

4.8 CONSTRUCTION SEQUENCE

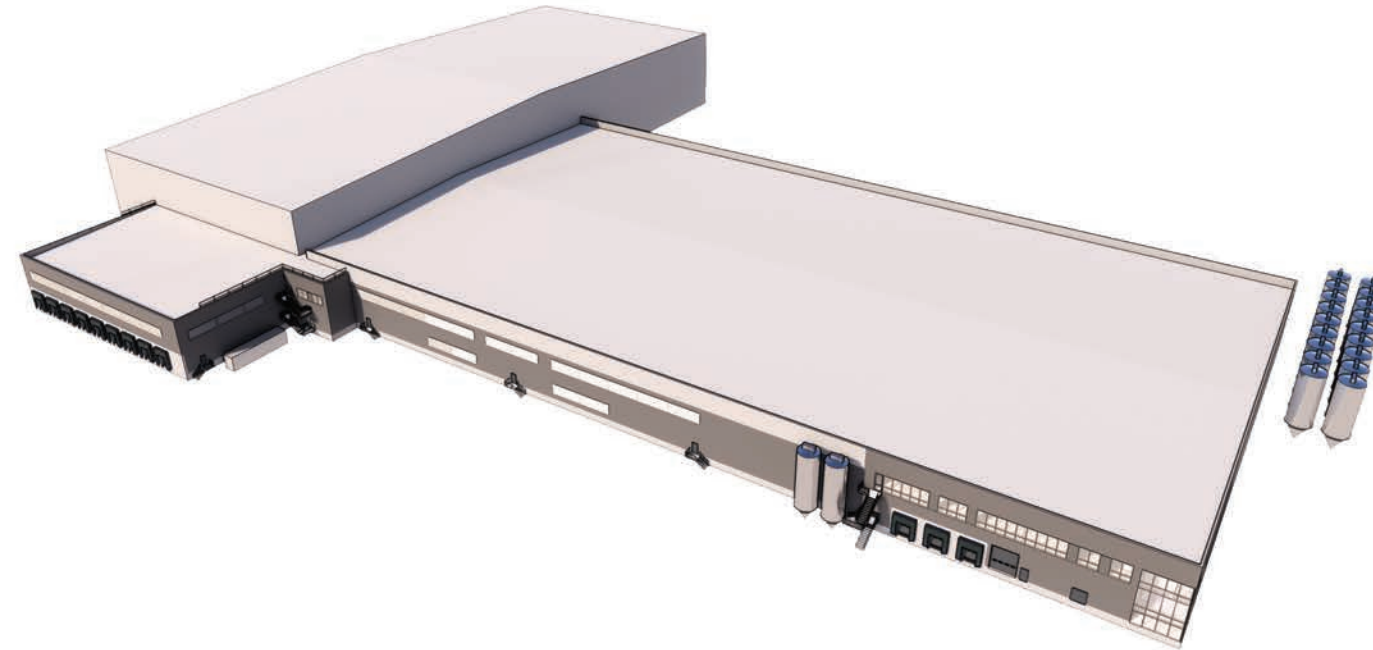
There is a need to commence production to meet initial customer demands by Q1 2022. To achieve this, a strategy has been agreed with PGFI III to enable the construction to be phased.

It is therefore proposed to construct the 'core' elements, together with the first production hall and related zones of warehouse during 2020 with the installation of the process technology following in 2021.

As the business matures, the intent is that the remainder of the consented scheme will follow.

This construction sequence is represented by the following images.

In discussion with the Planning Case Officer, an assurance was requested to confirm the building would still look 'finished' during the interim period, as the duration for the Phase 2 works will be unknown at this stage. To meet this objective, a further set of drawings form part of this application, from which it will be clear the high standard of finish is maintained throughout, with no difference in external materials.



5.0

DESIGN & PLANNING CONSIDERATIONS

5.1 PROJECT ASPIRATIONS

The Mitteldeutsche Erfrischungsgetränke (MEG) group of companies, a subsidiary of the Schwarz Group is planning to build a beverage production plant in Great Britain. Schwarz Group is a private family-owned German retail group that owns and operates the Lidl and Kaufland brands. It is the fourth-largest retailer in the world by revenue. The group has acquired the rights to a plot of land in the Midlands (Dove Valley Park, Derby). This land will be used to build a state-of-the-art beverage production facility, where mineral water and soft drinks will be manufactured for the British and Irish market.

MEG has supplied beverages to British and Irish branches of Lidl for many years. The newly planned facilities will significantly shorten transport routes, helping to further improve the company's carbon footprint and reduce costs.

The investment decision was the result of our long-term plans and strategies. It has nothing to do with Brexit, so this won't have any impact on further actions / investment.

The production process is characterised by high ecological standards and the careful use of water resources. Compliance with strict legal requirements and official inspections is standard for MEG. Environmentally friendly development and production are therefore key components of the company's commitment to quality. MEG has identified the sustainable use of the environment and natural resources as a top priority, which is why it consistently makes the most of modern and sustainable packaging, as well as efficient, forward-thinking logistics.



5.2 CONSTRAINTS AND OPPORTUNITIES



5.3
SITE VIEWS



5.4

TRANSPORTATION, ACCESS & MOVEMENT

Access

Entry into Dove Valley Park, as a whole, is currently provided via Packenham Boulevard and Park Avenue, from the A50. This will remain unchanged. Access to the proposed development is taken directly from the existing roundabout to the north east of Futaba and south west of the Muller factory.

The primary on site road runs north to south parallel to the western boundary of the Muller building. Security is set back within the site to provide safe queuing zones for cars and commercial traffic away from the roundabout with dedicated lanes for staff vehicles and visitors.

Pedestrian access is also taken from the existing southern roundabout. This will mirror those already provided within Dove Valley Park Phase I. This will allow safe access to the site, including the provision of street lighting which will closely match that of the exisiting street lighting provided in Phase I, for consistency. The footway will continuewithin the site alongjg the eastern boundary.

An accompanying Transport Assessment has assessed the impact upon the exisiting highways. Additionally a Travel Plan has been submitted to illustrate the measures available to encourage a more sustainable method of travel to the site.

The wider development of Dove Valley Park was supported by an earlier transport assessment. This concluded that the proposed Phase 2 development is in a sustainable location, with access to public transport links as well as exisiting infrastructure providing a link from the site to surrounding residential areas.

A specific Transport Statement has been drafted for PGFI III by Jubb (report ref: 18298-TS-01), which accompanies this planning application. That report summarised:

“6.1.1 This Transport Statement has considered the transport and highways matters related to a single unit measuring circa 50,000 sq m comprising of B2 Industrial and B8 Warehousing

land uses in Dove Valley Business Park, which would be occupied by a Water Bottling facility.

6.1.2 It is evident that safe and appropriate access to the site is achievable via the existing road network of Dove Valley Park which links with the A511 and A50. Furthermore, it is also evident that the site has been designed to accommodate appropriate swept path movements of large vehicles and also includes appropriate car parking provision for staff.

6.1.3 An assessment has also been carried out of likely vehicle generation of the Water Bottling Facility which is forecast to generate half the level of vehicles that would be previously assumed for the consented use. In addition, this assessment does not account for potential movements by sustainable modes such as those that may occur via the 401 bus that links with the site. Thus, the proposals are not forecast to result in a significant impact on the local highway network.

6.1.4 Thus, it is evident that there are no highway or transportation reasons why this proposal should not be granted.”

Public Transport

The current 401 bus service, which provides a service from Burton Upon Trent to Uttoxeter Town Centre, has recently been diverted via Dove Valley Park. This diversion ensures the service reaches a new bus stop located along the western edge of Packenham Road. The provision of a new bus stop along Packenham Road helps in providing a reduced distance from the proposed development and the current bus service locations. The bus stop includes:

- Shelter provision;
- Raised Kerbs; and
- Timetable Information.

This was provided through a commuted sum under the previously approved Section 106 agreement.

Car Parking

Car parking spaces to serve the operational needs of PGFI III shall be provided close to the office entrance. The propposed car park incorporates 125 vehicle spaces with parking for disabled users. Electric car charging facilities are also to be provided for staff and visitors on site.

It is also proposed to provide truck parking in the middle and central part of the site, ensuring all traffic movements are kept away from the northern boundary, to negate any impact to the limited number of residential properties beyond Heath Top Lane.

Sustainable Travel

In order to reduce the reliance upon car usage within the site, in accordance with policy, a travel plan has been produced to mitigate such reliance. The travel plan will provide the following measures:

Information Packs

Promotion of cycling to and from work

Promotion of car sharing

Promotion of public transport use (both bus and rail).

5.5 ECOLOGY

Middlemarch Environmental Ltd was commissioned by Stride Treglown to carry out a Preliminary Ecological Appraisal at the site of a proposed industrial development at Dove Valley Park, Foston in Derbyshire. To fulfil this brief an ecological desk study and a walkover survey (in accordance with Phase 1 Habitat Survey methodology) were undertaken.

The ecological desk study revealed no European statutory conservation sites within 5 km of the site, no UK statutory sites within 2 km and six non-statutory wildlife sites within 1 km. No impacts are predicted on any of these sites as a result of the proposed development.

The desk study also identified records of protected birds, common lizard, brown long-eared bat, badger, brown hare and hedgehog within 1 km of the site.

The walkover survey was undertaken on 23rd September 2019 by Ellie Rickman MCIEEM (Principal Ecological Consultant) and Sarah Brattel (Ecological Project Officer), following which Middlemarch Environmental submitted their report and recommendations under report ref: RT-MME-150467, dated October 2019.

This report accompanies this application, and the applicants will comply with the recommendations set out.

5.6 ARBORICULTURE

FPCR Environment and Design Limited were commissioned to present the findings of an Arboricultural Assessment and survey of trees located on the site at Dove Valley Park.

The original survey was carried out on 15th March 2017 and covered a larger red line assessment area. A subsequent re-survey was carried out on the 26th September 2019 to extend the survey to cover reassess the condition of trees to determine if there had been any changes to their structural or physiological condition in the two years that has since passed.

An Arboricultural Impact Assessment has been provided as part of this application. The purpose of which is to assess the trees currently inhabiting the site. The report notes that whilst a number of trees, and groups of trees may require removal, a large majority of the trees currently present along the boundary will be retained and incorporated into a final scheme.

The report concludes:

“The site consisted of several field compartments, used historically for agricultural purposes..

In order to facilitate the development a small loss of tree cover shall be required, namely T1 and groups G6, part of G7 G15, G16 and G17 each considered as offering moderate to low arboricultural quality (categories B and C).

None of the high-quality trees assessed shall be removed with each of these trees being retained by the proposals.

The sites former land use and historic management has led to the sporadic distribution of tree cover which does not lend itself to the integration of a development of the type being proposed.

Therefore, it would be considered that no matter how sympathetically the layout is designed, the loss of tree cover is unavoidable. As such these losses should not be seen as a constraint to the development.

The proposed development provides an ideal opportunity to mitigate the loss of these specimens through new tree planting which should be supplied as part of a robust supporting landscape scheme. The investment of the development therefore provides a realistic opportunity to plant new trees thus ensuring successive tree cover which may not have been secured should the land continue to serve limited use.”

5.7 HERITAGE & ARCHAEOLOGY

A desk based Archaeological study was undertaken by RPS Heritage, in September 2019. The findings of the report were as follows:

That the northern part of the site has been subject to a programme of archaeological mitigation including geophysical survey and trial trenching, which determined no evidence of significant archaeological activity, and no further mitigation measures are required. Development on the southern part of the site has the potential to impact on remains of no more than limited archaeological interest.

The outline planning application, 9/2017/0816, concerned the northern part of the site, and was mitigated by a programme of archaeological works as required by planning conditions 3 and 11. This area has been signed off by Derbyshire County Council Development Control Archaeologist. For the remainder of the site, to the south, examination of the Derbyshire historic Environment Record and historic maps were completed.

No designated World Heritage Sites, Scheduled Ancient Monuments, Historical Battlefield sites, or Historic Wreck sites lie within the vicinity of the proposed development. The study found that there is some evidence for Medieval agricultural, Post-Medieval rural activity and a modern (World War II) military airfield. The airfield has since become disused and returned to open land. Thorough consideration has been undertaken of the history of the site from Prehistoric times up to modern day. Archaeological potential of the study site was considered to be “low”, and “generally low” up until the period of the modern airfield, which was constructed in 1942.

The site is considered to have good potential for remains associated with the former Church Broughton Airfield, however these are likely to be of low (local) significance. The archaeology report accords with the requirements of Policy BNE10 of the SDDC Local Plan regarding Heritage.

5.8 FLOOD RISK ASSESSMENT & DRAINAGE

Jubb have prepared a comprehensive report on the drainage strategy and flood risk assessment within the report ref. 19270-FRA&DS-02 dated October 2019, which accompanies this application. The report sets out the following:

Tidal and Fluvial Flood Risk

The subject site is located within Flood Zone 1 (low probability) according to the EA published flood maps. Therefore, the full extent of the proposed development will be located within Flood Zone 1.

Flood Risk from Other Sources

The proposed site is identified at very low risk of surface water flooding. It is anticipated that the risk of surface water flooding within the site will be alleviated by the development proposals and associated drainage strategy.

Development Suitability

The development use is considered suitable for the site, which lies within Flood Zone 1 – low probability under Table 3 of the NPPF Planning Practice Guidance.

Existing Drainage

The existing local public foul and surface water networks are owned and operated by Severn Trent Water. There are no existing public sewers infrastructure located within the site. The proposed drainage strategy is included in Appendix F of the Jubb report.

5.9 NOISE

PGFI III Ltd appointed Acoustic Consultants Limited to carry out a noise impact assessment from the proposed development, in support of the planning application.

The brief was to monitor existing background sound levels and provide a British Standard 4142:2014 noise impact assessment of activities associated with the proposed industrial operations and associated vehicle delivery movements on the nearby sensitive receivers around the site.

Baseline plant noise data from similar facilities in Germany have also been provided to us by PGFI III's European acoustic consultant.

With the industrial site operating as outlined above, with noise mitigation measures installed as per the specialist report, the rating sound level will result in a British Standard difference of -1 dB during the daytime period and 0 dB during the night time period at the nearest noise-sensitive receivers.

Where the assessment difference is 0 dB or less during the daytime period, the impact is likely to be low and therefore acceptable.

Acoustic Consultants consider the noise impact of the proposed site to fall below the Lowest Observed Adverse Effect Level (LOAEL) of the NPPG and NPSE.

5.10 GROUND CONDITIONS

Jubb have prepared a Ground Conditions Assessment (GCA) for the proposed development to provide advice for the geotechnical and geo-environmental design of the development and associated ground contamination or geotechnical hazards.

The c.13Ha Site (SK 20148 32609) comprises two flat agricultural fields over the northern two thirds and farmhouse and field over the southern third situated between Heath Top and Woodyard Lane.

Site is currently agricultural fields, which has been formerly used as an airfield as part of RAF Church Broughton. The eastern area of the site is indicated to have been a historic landfill which extended under the whole Dove Valley Park.

Ground Conditions

The geology of the site is shown to be directly underlain by Glaciofluvial Terrace Deposits consisting of clay, sand and gravel, which are underlain by the Mercia Mudstone Group.

Hydrogeology:

- Bedrock is identified as a Secondary B Aquifer
- Superficial deposits are identified as a Secondary A aquifer

Hydrology:

- Nearest surface water feature is a small pond to the immediate north-west of the site
- Site is indicated to be in an area at risk of groundwater flooding at the surface

The following Ground Conditions have been encountered;

- Made ground comprising reworked natural encountered to a maximum depth of 1.3m;

- Glaciofluvial deposits variable across site comprising clay, sand and gravel encountered to max. depth of 5.45m BGL;
- Residual soils of Mercia Mudstone Group comprising gravelly clay encountered at 1.6m to 5.45m BGL, becoming competent rock at 7.5m to 10.7m BGL.

Geo-environmental Assessment

Contamination testing recorded minor exceedances of lead, arsenic, and two PAH Species. No asbestos was detected in the samples tested. Ground gas monitoring indicates CS-2. The site is in an area where 1% to 3% of homes are above the Action Level, therefore no radon protection measures are required for the site.

Soils from the site have been assessed in accordance with WM3 and are generally classified as 'Non-hazardous' for disposal purposes.

Contamination risk posed by the site is considered to be low.

Geotechnical Assessment

Foundations and Floor Slabs

- Shallow foundations potentially viable on site, dependent on final structural loads;
- Piles or ground improvement, will be required if structural loads deemed too high for shallow pad foundations;
- Ground bearing floor slab may be viable with ground improvement as made ground comprises reworked natural material.

Excavations

- Excavations should be suitable with standard mechanical plant;
- Significant excavations are not anticipated on site;

- Temporary excavations should be battered back at an angle of 1:2 within clay deposits and 1:3 where gravel encountered. If insufficient space to carry out this then cutting should be supported by relevant shoring systems;
- Perched groundwater present within glaciofluvial deposits which will likely flood excavations without controls in place;
- Provision should be made for encountering boulders in glaciofluvial deposits.

Earthworks

- Significant earthworks are not anticipated to be required as site is relatively flat, although earth moulding is envisaged for amenity and aesthetic reasons to the north, north-west and western boundaries;
- To reduce the visual impact, the northern elevation is to be cut in to the natural topography by c. 2 m
- Site soils likely classified as 1A-1C where granular, or 2C where cohesive.

Buried Concrete Classification

- BRE-SD1 testing indicates DS-1 AC-1 in all strata;
- Mercia Mudstone known high sulphate stratum, however results suggest no pyrite present.

Groundwater

- Variable groundwater levels recorded with multiple strikes within glaciofluvial deposits and Mercia Mudstone Group, particularly in siltstone bands;
- Perched groundwater in glaciofluvial deposits could rapidly flood excavations if encountered. Specialist advice should be sought regarding this.

Geotechnical Risk Category

- Geotechnical Category 2.

The full Ground Conditions Assessment Report by Jubb is included with this planning application.

5.11 EIA SCOPING

An EIA Screening Opinion Request was submitted on 8th October 2019 by Stride Treglown on behalf of PGFI III Ltd due to the nature of the proposed use and activities, (bottling factory for the extraction, processing, bottling and distribution of water based projects (combined B2 & B8 use)) falling under 'Schedule 2' development, namely 2 iii. 'drilling for water supplies' and 7 e 'confectionery and syrup manufacturing exceeding 1,000 sq m.'

It sets out the context for proposed development at land north of Dove Valley Park, promoted in the context of the Adopted Local Plan Policy E5.

The EIA Screening Opinion Request sets out specific matters where impacts may be thought to arise and established that these are unlikely to be of a scale that necessitates assessment via EIA. All matters likely to arise can be assessed by individual technical reports.

In addition to our own consideration, the site, and its allocation for development, has been considered as part of the Sustainability Appraisal of the Local Plan, together with the view of the Local Plan Inspector, both of which identified the site and environment as having appropriate capacity to sustain development.

On the basis of the above, it is considered that there is a sound basis for adopting an EIA Screening Opinion that concludes that development, proposed in accordance with Policy E5, would not constitute EIA development.

The full EIA Screening Opinion Request is included with this planning application.

5.12

ENERGY, SUSTAINABILITY & SERVICES INFRASTRUCTURE

PGFI III and MEG take their responsibilities for energy, sustainability and services infrastructure very seriously. In doing so, they have commissioned Hoare Lea to provide specialist advice on the options available.

Regardless of the use of renewable energy, the company's motto is 'fabric first fit and forget'. In spending time to consider these aspects, the reliance on energy (even renewable energy) is diminished. The company believes that an integrated approach to environmental design embracing site, built form, materials services and landscape offers the greatest potential benefit. Further, PGFI III understand that it is early in the design process that the benefit of environmental design can be maximized and best matched to clients requirements.

Our approach to all projects is to use intelligent integrated design to produce a solution that reduces the energy required to operate a building. This has been achieved by a series of strategies including:

Optimum orientation - Natural cross flow ventilation
- Tight fit construction - High thermal mass - Thermal chimneys - Passive solar buffers/collectors - Optimum glazing to achieve correct daylight factors and avoid heat gains and glare - Good storey heights to aid temperature stratification

The 'Performance Gap' is one of the big issues facing designers where the building on completion does not achieve the energy savings anticipated at design stage. Within the detailing we look for ways by which the components can fit tightly together and where joints are protected; specifications for materials and workmanship shall state air tightness requirements and methods for testing upon completion.

The ability to incorporate renewable energy into the scheme at this time is thwarted by Western Power Distribution's inability to accommodate any new feed-in connections onto their network, preventing any on-site generation synchronisation with their grid. We understand this is not unique to Dove Valley Park, but affects all developments in this region of South Derbyshire as well as central Derby, due to the current status of the Primary Hub

at Willington, from which all supplies ultimately depend. With limited infrastructure capacity, it is anticipated this Primary Distribution Centre will be upgraded by WDP at some point in the future.

To take account of that change, and to be ready to incorporate any renewable energy sources in the future, the roof structure is being designed to accept an array of PV panels to the lower roof. Although these may be subject to a separate planning application in the future (if required) when the upgrade has come on line, any visual impact will be negligible as the roof slopes are all set at a shallow pitch and are all masked behind the parapet at eaves level.

Heat energy is captured from the manufacturing process and the compressors to heat the offices, and water for the showers and taps etc. Air is recycled and taken through heat exchangers to limit additional energy usage.

Electrical charging points are to be provided for staff and visitor vehicles.

To serve this site, and all other plots forming part of the DVP Phase 2 land, Western Power Distribution will require to bring a new supply from Marchington. An order has been placed for this supply with the design of the off-site infrastructure being progressed with the energy company.

A suitable gas supply is already available locally on Dove Valley Park and the existing network shall be extended within the highway verge from Park Avenue to the entrance of the plot.

6.0

LANDSCAPE

6.1 LANDSCAPE PROPOSALS

Design Principles

The Landscape strategy aims to provide a robust and attractive site setting that achieves protection and enhancement of biodiversity while responding to the ecological assets of the site. This is balanced with landform and native buffer planting to protect the surrounding areas from noise and to create attractive visual screening to the site boundaries.

The initial proposed layout is based on the Ecologist’s recommendation to provide a buffer zone as a mitigation area with possibility for enhancement of biodiversity with wildflower grassland, a hibernacula for reptiles, and native shrub planting to provide a green corridor around the site.

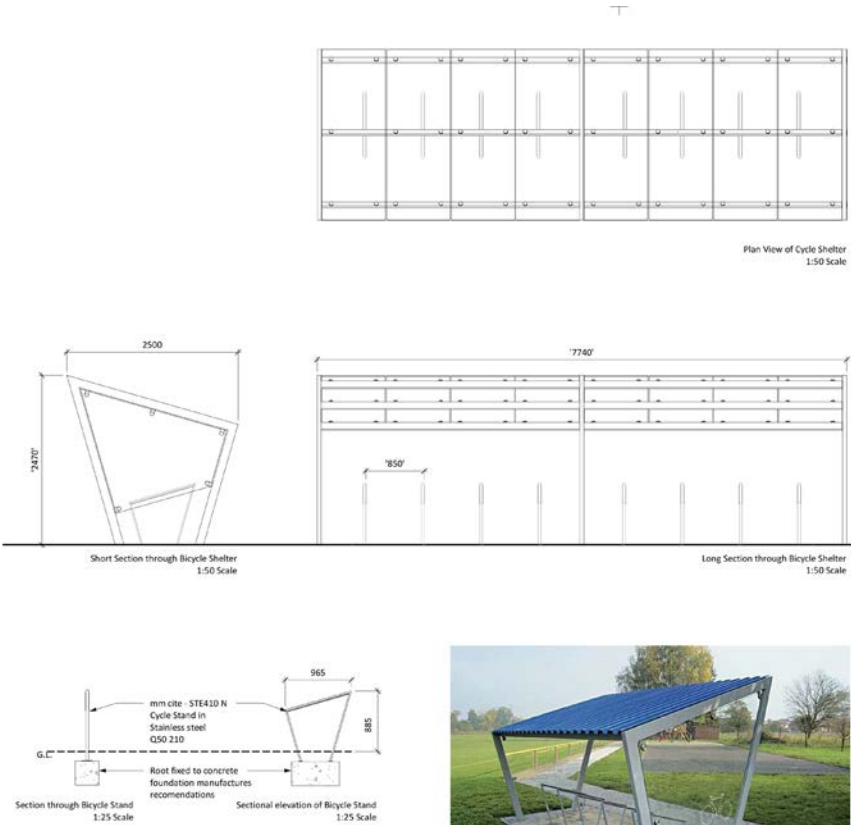
The landscape also provides positive water sensitive design features including an attenuation swale in order to achieve sustainable surface water management.

In order to achieve this the following elements have been introduced to the proposed layout:

- 1) A boundary zone for a landscape bund to mitigate noise from plant and equipment to the northern the part of the building. This is an extension of the bund shown on the approved planning proposals from 2004.
- 2) A landscape margin to the North West to provide an area for ecological mitigation.
- 3) The possible need for ground retaining structures (eg Banks, retaining walls, or Gabions) to accommodate change in external levels adjacent to the roadway, both to the north and to sections of the eastern boundary where there will be a need to cut into the existing site levels.
- 4) Areas for surface water attenuation with dedicated Meadow Mixture for Wetlands.
- 5) Native trees on 10m centres with the native mix understory.



6.2
PROPOSED MATERIALS AND FURNITURE



Cycle shelter with stands

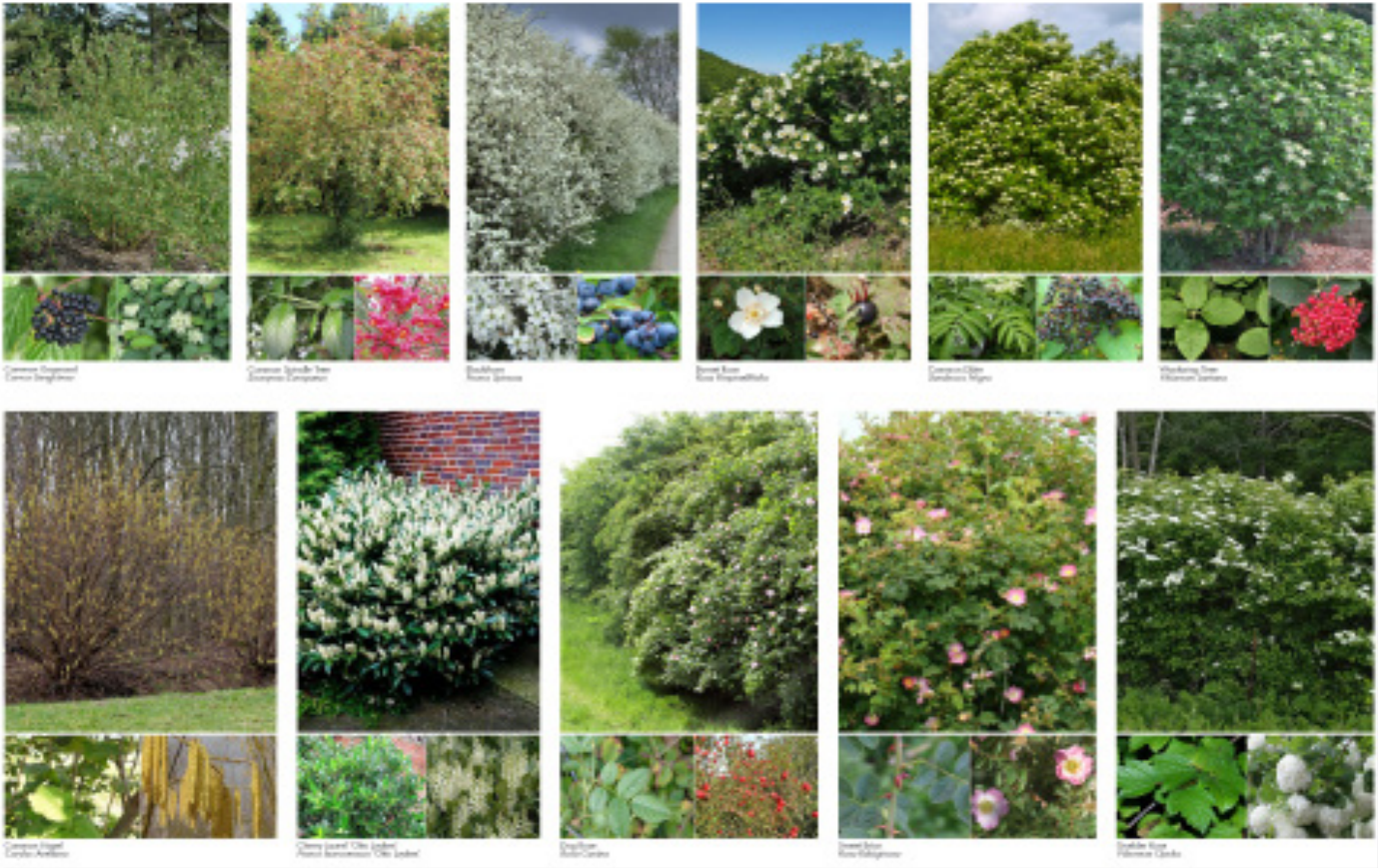


Paving slabs for external seating area



Wildflower mixes for margins and wetland

SHRUBS



TREES



Native trees and shrubs to form buffer planting



7.0

PLANNING JUSTIFICATION

7.1 PRINCIPLE OF DEVELOPMENT

Dove Valley Park was established as a site for large scale employment development in 1990 by planning application ref. 9/590/155/O. This established consent for ‘the erection of business and industrial units on approximately 83 hectares of land forming part of the former Church Broughton Airfield, Foston.’ Since that time, planning history shows that Dove Valley Park has undergone many amendments over many years, resulting in establishing a number of large scale manufacturing facilities at the site including for Muller, JCB Power Systems, Futaba International and ATL.

The site has been safeguarded for large scale employment uses in several iterations of the South Derbyshire District Development Plan. Most recently the site falls to be considered under policy E5 (Safeguarded Employment Sites – Dove Valley Park). This policy identifies 28.3 hectares of land within Dove Valley Park. It recognises the need for exceptionally large scale units for business in the manufacturing and logistic sector. A minimum gross floor space of 15,000 m2 has been stated. Proposals should adequately mitigate impacts through: careful siting of buildings, control of building heights and appropriate landscaping.

The planning officer’s report which supported the outline planning application ref. 9/2017/0816/MSO stated:

*“the principle of this development is supported by LP1 policies S5, E1 and E5. Policy S5 sets out that across the Plan period, provision will be made across a range of sites, including allocations, for a minimum of 53 hectares (net) for industrial and business development in support of the Economic Strategies of the Council and the D2N2 Local Enterprise Partnership...The proposed development would inevitably attract key inward investors and key employers to the area, assisting in driving further economic development elsewhere in the District. **Significant weight is afforded to the delivery of this proposal as a result.”***

The principle of large scale development of this form, at this location is accepted.

A number of specialist consultants have been commissioned to undertake surveys and reports

to address specific environmental considerations relevant to the site context.

These include:

- Aboricultural Impact Assessment
- Archaeological Desk Based Assessment
- Floor Risk Assessment
- Drainage Strategy
- Transport Statement
- Travel Plan
- Preliminary Ecological Appraisal
- Noise Impact Assessment
- Landscape and Visual Impact Assessment

The proposals have considered this specialist input, and taken on board the advice and input from this various expertise.

The proposed development will result in a large scale building, the scale of which is appropriate to the sites allocation. It will be of a comparable height to other large scale manufacturing facilities in the immediate and wider area. The proposed landscape plans show how a substantial landscape scheme has been conceived to provide significant screening and biodiversity benefits.

7.2 ECONOMIC CONSIDERATIONS

The proposal will result in a large scale manufacturing facility being established by PGFI III at Dove Valley Park. Schwarz Group is a private, family-owned German retail group that owns and operates Lidl and Kaufland brands. **It is the fourth-largest retailer in the world by revenue.**

The proposal will significantly shorten transport routes, helping to further improve the company’s carbon footprint and reduce costs.

In order to successfully pursue sustainable development, Section 6 of the NPPF sets out the aim of ‘building a strong and competitive economy.’ Par. 80 is directly relevant to the proposals by PGFI III:

“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development... This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”

The proposal for a bottling facility at the Dove Valley Park is of strategic economic importance and represents a significant investment by PGFI III. It will bring over 150 jobs to the area and significant spin off benefit to the supply chain, creating additional jobs and investment.

The Derbyshire Economic Strategy Statement (undated) ‘brings together the ambitions and growth objectives of all the local authorities, private and third sector partners across Derbyshire..’

The strategy statement sets out some key observations relevant to the considerations of the proposals for Dove Valley Park by PGFI III as follows,;

- Derbyshire County contributes £10 billion in economic output, has higher than average employment levels and good business survival

- rates
- It is home to major brands including Toyota, Thorntons, Sports Direct, Buxton Water, and has attracted significant investment in flagship developments which include Dove Valley Park.
- The County has an educated workforce; can offer good quality of life; and has quality of sites and premises for growing businesses.
- Derbyshire has the solid foundations for strong economic growth
- South Derbyshire in particular has benefited from the expansion of Derby and arrival of The National Forest and is one of only two districts experiencing growth in private sector employment since 2009.

Dove Valley Park falls within the southern area of ‘functional economic zones’. Para. 2.13 of the Strategy Statement indicates:

“The Zone has a relatively buoyant economy with considerable growth potential, particularly within high value added activities and supply chain development..The location of Derby City is an important asset and the area has a mutually beneficial relationship with the City in terms of flows of labour, goods and services. It is an attractive place to live and has a relatively affluent and highly skilled workforce..The Zone will be an important location for housing and employment growth.”

In respect of the location of Dove Valley Park the Strategy states:

“A manufacturing growth corridor runs along the A38/A50/M1 and A52 in the north of the Zone, the development of which has been supported by the availability of major brownfield sites and a highly skilled workforce. A key priority is facilitating high quality growth along these key corridors at major employment sites with potential. This Zone’s proximity to East Midlands Airport and the Nottingham Enterprise Zone, and strong road and rail connections, provide an attractive proposition for businesses..”

South Derbyshire District Council recognise the importance of retaining and supporting the strategic

allocation of Dove Valley Park and the contribution this makes to the local economy. The Council have therefore supported para. 8 of the NPPF by ensuring that ‘sufficient land of the right types is available in the right places and at the right time to support growth.’

In regards to decision making, the NPPF advises that LPA’s should focus on “approving development proposals that accord with the development plan without delay”. The proposals by PGFI III are directly compatible with the aims of Policy E5 and represent a significant development expansion of Dove Valley Park, an area allocated for exceptionally large scale industrial businesses and logistics, such as that proposed.

7.3 ACCESSIBILITY

The site has excellent transport links being located just north of the A50 Foston-Hatton-Hilton bypass, which links Derby to Stoke-on-Trent. the site is centrally located within the UK with good access to main motorways M1 and M6. This accessibility also provides access to and for a skilled workforce. Although it is accepted that the site is not in a ‘sustainable’ location, i.e. not within close proximity to a nearby service centre, the local road and rail network provide sufficient access opportunities. Then main access road to the site extends from the roundabout within Dove Valley Park which will link the site to the A50 to the south.

- The site is:
- 3 miles from the nearest settlements, Church Broughton to the north and Hatton to the south
 - 10 minute cycle from the nearest settlements
 - 40 minute walk from the nearest settlements
 - 5 minute drive from nearest settlements
 - 10 minute drive from nearest larger settlements Tutbury to the south, Hilton to the east,
 - Approx 20 minute car journey from Derby city centre to the east and Buxton upon Trent to the south east
 - 30 minute drive from East Midlands airport to the east
 - 30 minute drive from the M1 motorway to the east
 - 30 minute drive from M6 motorway to the west
 - 3 miles from nearest mainline train station – Tutbury & Hatton
 - 15 minute bus journey from nearest rail station (via 401)
 - On a cycle route

The site, and proposals represent exceptional development, which could not be accommodated within any other part of the Derby Housing Market Area. This was set out in the Councils’ ‘Core Strategy: Employment Site Assessment Summaries’ (forming part of the Local Plan evidence base, 2013). This states in relation to the Dove Valley Park land forming the 2017 Outline Planning application:

“In terms of accessibility, the site performs less well than most other potential strategic employment sites. Because of this, the site could only be

developed to accommodate individual businesses requiring exceptionally large-scale premises where no suitable alternative sites could be found within the Derby Housing Market Area, thus limiting flexibility. In order to be acceptable in accessibility terms, planning consent for development would need to be accompanied by a comprehensive Travel Plan for Dove Valley Business Park, which would be likely to include public transport penetration of the site.”

Given the exceptional nature of the site and proposals, the construction of a manufacturing facility this large in this location fulfills the aim of making most efficient use of land in the most appropriate locations. By locating the facility at this site, with an established use and allocation for large scale employment development, better and more appropriate use of land can be made in other locations within the housing market area.

The Derbyshire Economic Strategy Statement identifies three themes with a number of strategic objectives.

Of these the following are relevant for the consideration of access to Dove Valley Park: Strategic Objective 1: Invest in our infrastructure to improve connectivity, increase accessibility and create the conditions for economic growth. This is to be supported by a spatial focus, which states:

“Investment in green and blue infrastructure will be an important mechanism to support growth in the visitor economy, particularly in extending the offer in South and North East Economic Zones, building on the strengths of the North West Zone. This will also help connect Derbyshire’s network of market towns and predominantly rural areas with residential areas; investment will be focused on supporting the County’s move towards a low carbon economy by supporting sustainable development and transport interventions.”

The proposals by PGFI III are supported by a Transport Statement and Travel Plan. These documents aim to quantify the highway impact of the proposal and show how the highway

network will support the development proposed.

7.4 AMENITY

The proposals by PGFI III at the site are directly compatible with the policy allocation for exceptionally large industrial businesses and logistics. In this regard the proposal represents a development of similar scale and character to other large scale manufacturing facilities at Dove Valley Park.

The site is contained within the larger allocation for B2 and B8 uses, where the uses and activities are all of a similar scale and operation.

The site and larger area of allocated land is surrounded by open fields and farmland to the north and east, and area of woodland to the west and the A50 to the south, therefore in terms of residential amenities the site and wider area is sufficiently separated from residential areas to not cause an adverse impact upon residential amenities.

The nearest dwellings to the site are located along Heath Top Lane, which marks the northern boundary of the site, and ‘Boggy Lane’ which extends north of Heath Top Lane. The nearest settlement to the site is Church Broughton, a small village lying 3 miles north of the site.

The site already benefits from a previously approved landscaping scheme. This involves establishing a 4 m high bund and landscaping belt around the northern and western boundaries. This will establish a screen to partially shield residential dwellings from the building and protect amenities.

- The proposal is supported by the following detailed reports that address the consideration of residential and visual amenities at the site, including landscape impact and noise:
- Landscape and Visual Impact assessment
 - Acoustic report

These reports advise that any impact arising from the proposals on residential amenity have been considered, can be controlled and mitigated.

Given the vehicle movements associated with the development in terms of staff car journeys and lorry movements, any impacts in terms of amenities is kept within an area of similar development; the

main access to the site is not within close proximity to any residential dwellings, and therefore any impacts arising in terms of vehicle movements will have no impact upon residential amenities.

8.0

CONCLUSION

8.1 CONCLUSION

The proposal for a large scale manufacturing facility for the site at Dove Valley Park is of strategic importance. It will bring over 150 jobs to the area and will lead to further benefits within the supply chain.

Dove Valley Park has been allocated for large scale manufacturing since 1990 and has been retained and protected as such in further iterations of the South Derbyshire District Local Plan.

This was set out in the most recent report to the planning committee in respect of the outline planning application ref. 9/2017/0816, which stated that the principle of development at the site is supported by LP1 policies S5, E1 and E5.

Policy E5 identifies 28.3 hectares of land within Dove Valley Park and recognises the need for exceptionally large scale units for business in the manufacturing and logistic sector. This is based on a minimum gross floor space of 15,000 sq m and requires proposals to adequately mitigate impacts through careful siting of buildings, control of building heights and appropriate landscaping.

The proposal for a bottling factory at the site is supported by an extensive landscaping proposal and landscape and visual impact appraisal, which has influenced the consideration of building height. This has been judged based on existing scale and mass of buildings within Dove Valley Park and the wider context including established field boundaries and planting.

The application is also supported by a number of technical reports previously set out. All of which have judged that the policy compliant development can proceed without giving rise to harm to the immediate and local environment or to residential amenities.

STRIDE TREGLOWN