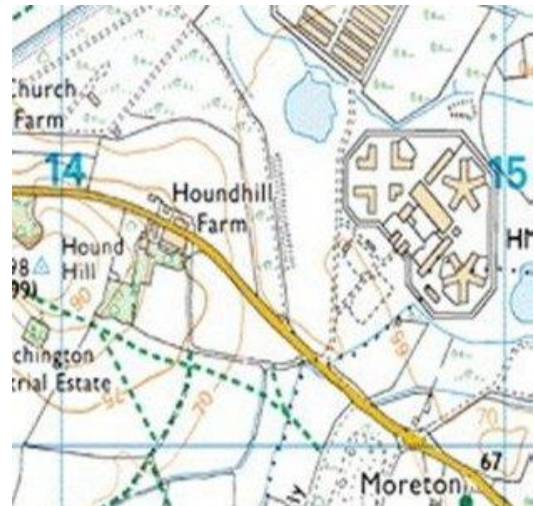


Houndhill Courtyard
Houndhill, Marchington
Staffordshire ST14 8LN
Telephone: 01283 820040 Fax: 01283 821226
email office@jvhplanning.co.uk



Houndhill Courtyard
Houndhill, Marchington
Staffordshire ST14 8LN
Telephone: 01283 820040 Fax: 01283 821226
email office@jvhplanning.co.uk

Town and Country Planning Act 1990 (as amended)

Proposed change of use of underused land resulting from the development of the Kiln Way Link Road for the creation 47 Car parking spaces, including 24 electric vehicle charging points, erection of cycles store, staff seating area and landscaping for First Fence Ltd. (3 parking spaces to be allocated for Sharpe's Brothers and Co Ltd)

Land Adjacent to First Fence Ltd Kiln Way Woodhouse St Woodville DE11 8EA

For: First Developments Holding Ltd

1 Introduction.

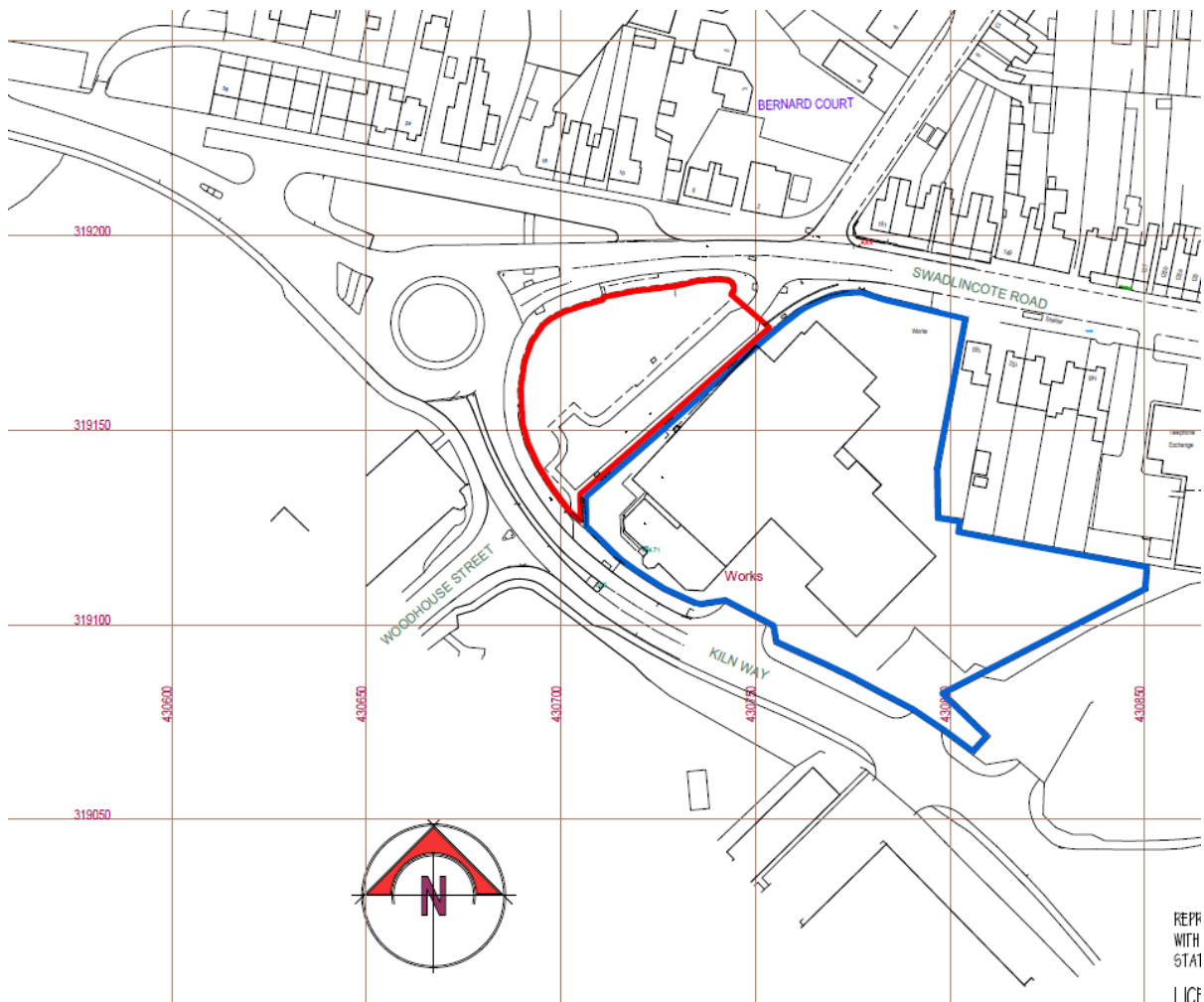
This statement supports the application seeking consent for a change of use of underused land identified for parking resulting from the development of the Kiln Way Link Road. The scheme seeks for the creation 47 Car parking spaces, including 24 electric vehicle charging points, the erection of a staff cycle store and seating area for use by First Fence Ltd.

In addition, new landscaping will be provided to the edge of the proposed site area. 3 of the 47 parking spaces near to the entrance are to be allocated for the use of Sharpe's Brothers and Co Ltd.

First Fence are a well-established nationwide fencing and barrier specialist manufacturer and hire company, operating from 6 locations across the country. The headquarters being adjacent to the subject application site. This site includes both offices and manufacturing as well as storage. First Fence are looking to purchase the application site and use it for parking provision.

2 Site and Location.

The Site is located immediately adjacent to First Fence Ltd to the north west of their operations in Woodville and east of the connecting roundabout from Kiln Way. This roundabout and the link road have recently been constructed and the road opened this year. The site comprises 2225m² of land including the now disused section of Woodhouse Street.



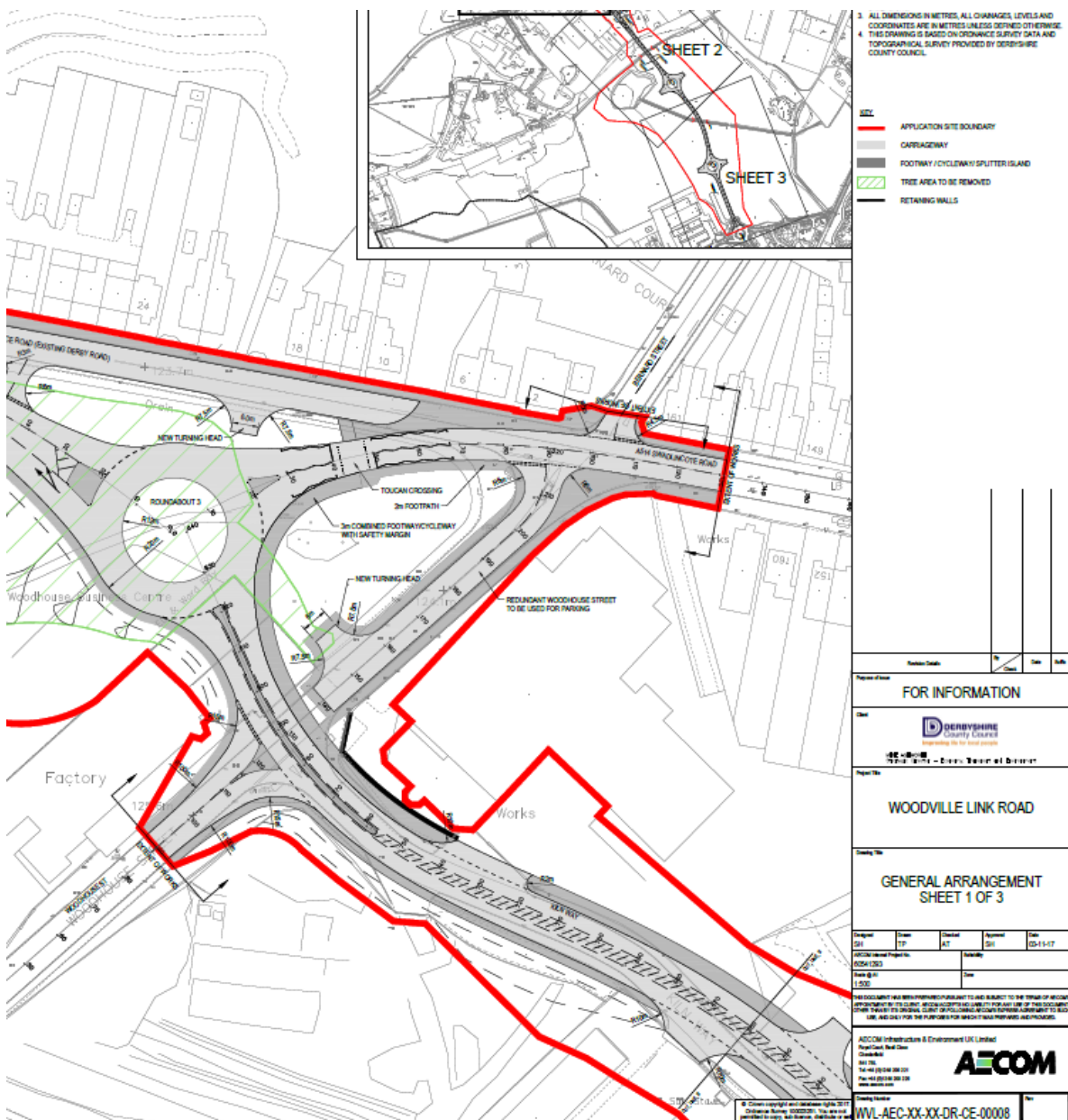
3 The Site History.

The identifiable site history comprises only the recent creation of the link road.

This development was granted consent under ref 9/2017/1222 on the 11 April 2018 with completion 2022. The subject area is within phase 2, the full description was as follows:

Construction of a single carriageway road with verges, cycleways and footways along with three new roundabouts and associated infrastructure and the partial demolition of woodhouse business centre (Woodville regeneration route phase 2) affecting derby road, Swadlincote road, woodhouse street and kiln way and across land at the former Dyson site occupation lane Woodville Swadlincote Derbyshire

The extract below shows the subject site as proposed with the road noted as “Redundant Woodhouse Street to be used for parking”.



4 The Proposal

The Proposal is for First Fence to use the subject application land for the creation of 44 parking spaces, a further 3 spaces are to be provided for Sharpe's Brothers and Co Ltd at the site entrance off the Swadlincote Road (A514) A cycle store and staff seating area are also proposed, together with 24 electric vehicle charging points. The perimeter adjacent to the roundabout will be landscaped hedge lined and new landscaping and trees will be planted.

The provision of more dedicated parking is much needed by First Fence with employees' cars currently parked wherever they can find space on the First Fence site. A small section of the site was lost to make way for the new link road, but even before this construction staff have been double parking on site and also park on nearby roads as the site currently has insufficient parking.

This is a less than ideal situation for the site and a potential safety hazard to operations within the yard areas, while offsite parking creates issues with neighbours. The companies success and continued growth has also increased their parking requirements.

The ad hoc nature of current parking across the site is not conducive to a move toward encouraging electric cars, as charging points locations are impractical. The proposed introduction of 24 electric charging points and a dedicated cycle store is a move to encourage more environmentally sustainable forms of travel and less dependency on petrol and diesel vehicles.

The proposal is a formalisation and efficient use of land as was identified for parking in the approved link road drawing as shown previously in this statement.

Drainage

The proposal will reduce the current impermeable area of the site with the existing road and tarmac measuring 740.9m² the proposed impermeable area is 677.6m² with the introduction of porous paving. This betterment in the level of impermeable area helps with resilience to climate change.

Ecology

The proposed site has only recently ceased to be an active construction site and is laid with Turf. Given this situation there is no ecology that will be harmed from the proposal.

The proposal seeks to make ecological enhancements and increase the level of biodiversity with the provision as noted on the proposed plan for the introduction of bird boxes along with tree and hedge planting. This will enrich the current open situation on the site.

As proposed.

5 Planning Policy

The NPPF July 2021

The proposal is also in accordance with the revised National Planning Policy Framework (NPPF) 2021 which sets out the following relevant policies, which encourage sustainable development and economic growth, these set out how Planning Authorities should approach decision making in section 4

4. Decision-making

38. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Pre-application engagement and front-loading

39. Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

Determining applications

47. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

Chapter 6 covers:

Building a strong, competitive economy.

Its sets out how at:

81. 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.

83. 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.

The NPPF supports sustainable development and the effective use of previously developed land.

The Development Plan.

The South Derbyshire Local Plan Part 1 sets out in Policy E2 support for the expansion of existing business.

Other Industrial and Business Development

Policy E2	Other Industrial and Business Development
A	The development of land for uses defined by classes B1(b), B1(c), B2 and B8 of the Use Classes Order will be permitted where: i) the site lies within or on the edge of the Swadlincole urban area, Derby or Burton upon Trent, or a Key or Local Service Village; or ii) the proposal is for the expansion of an existing business; or iii) the proposal is for the redevelopment of established industrial or business land or premises.
B	All proposals under part A should be in scale with existing built development and should not give rise to undue impacts on the local landscape, natural environment or cultural heritage assets.

Explanation

- 6.15 Much new industrial land is provided on industrial estates. However, some small firms prefer alternative locations, utilising existing buildings and premises or new development on small sites. Such businesses can often be carried out quite acceptably without disturbance to adjoining land uses. Where necessary to protect local amenity, conditions will be attached to planning permissions preventing intensification of use.
- 6.16 The policy takes a positive approach to extensions or expansion of existing businesses, as this can help to ensure the retention and growth of local employers.

The identified Policy in the Plan is positive towards supporting business growth in line with the advice in the NPPF.

Clearly the test for any application is set out in para 11 C) of the NPPF that applications that accord with the Development Plan should be approved without delay.

6 The Planning Considerations.

It is considered that this application fully accords with the development Plan via policy E 2 and the NPPF. The proposal reflects the intention for the use of the site as defined in the application for the link road, which noted the area to be used for parking.

The proposed scheme makes this far more efficient and introduces sustainable electric vehicle charging points and a cycle store as well as increased landscape planting and bio diversity.

The proposal results in a reduction in the amount of impermeable surfacing and will improve drainage and resilience to flash flooding from climate change.

The provision of dedicated parking will help the company operate safely and efficiently reducing on street parking by staff and help the flow of traffic on the surrounding highway network, while maintain good relations with neighbouring uses.

The proposal will not cause any undue effect on the local landscape, natural environment or any cultural asset or impact on neighbouring amenity.

7. Conclusions

It is clear from the above that the scheme is acceptable in principle as the proposal is in line with the policies in the Development Plan, seeing the expansion of the operations of an existing business. The proposal also reflects the intentions of the link road application, which noted the area to be used for parking.

The scheme demonstrates that it will not cause any harm to the surrounding area, but will enhance an existing operation by offering increased parking capacity and sustainability and bio diversity enhancements, helping an existing company continue to grow and retain jobs for local people.

On this basis the proposal is compliant with both Local Plan employment policies. And paragraph 11c of the NPPF 2021 applies, that proposals that accord with the development plan should be approved without delay.

In summary the scheme is compliant with the policies in the Development Plan and should be approved accordingly.

March 2022

Janet V. Hodson, BA (Hons), Dip. TP. MRTPI. Thomas W. Beavin, MTCP (Hons). MRTPI.
VAT Registered No. 670 0957 32
Registered in England No. 4817729