

Report of the Chief Executive

APPLICATION NUMBER:	20/00423/FUL
LOCATION:	Watnall Disposal Point, Main Road, Watnall, Nottinghamshire, NG16 1HA
PROPOSAL:	Proposed alterations to site access roadway, improvements to main road junction, alterations to existing coal stock yard site entrance and new commercial development comprising B1C, B2 and B8 units with associated roadways, hard-standings and landscaping.

This application has been requested to go to Planning Committee by Councillor J M Owen and Councillor R D Willimott.

1 Executive Summary

1.1 This major application seeks consent to redevelop part of the site for a new commercial development comprising a mixture 22, B1c (light industry, B2 (general industry) and B8 (storage and distribution). The application also proposes alterations to site access roadway, improvements to main road junction, alterations to existing coal stock yard site entrance, hard-standings and landscaping.

1.2 The new commercial units will consist of the following gross internal floor area:

- 4no x 232.25 = 929.0 m²
- 12no x 325.08 = 3901.0 m²
- 4no x 464.5 = 1858.0 m²
- 2no x 1393.5 = 2787.0 m²
- Total new gross internal floor area (GIA) 9475.0 m²

In addition, the Existing weighbridge reception building (60.0 m) will remain and a new proposed 'cash & carry' open sided canopy (90.0 m²) is proposed in the existing coal yard area.

1.3 The redevelopment of the site will incorporate a new access arrangement with a single carriageway with controlled signals near the Main Road site entrance (with incoming traffic priority). Within the main site a two way 'loop road' provides efficient access to the existing coal yard and to all the new units designed to mitigate risk of traffic build up.

1.4 The main considerations in the determination of this application are the principle of this type of development, highway safety, quality of design, landscaping, and amenity, having regard to the local environment and the amenity of nearby and adjoining neighbouring properties. These will be discussed in the attached appendix.

- 1.5 The principle of the development has been considered acceptable through the allocation of the site as existing employment site within the Part 2 Local Plan. Policy 9 states that permission will be granted for the redevelopment of land and premises for employment purposes on allocated sites provided it is in the B class employment uses. A mixture of unit sizes focussing on medium and small units as previously mentioned in paragraph 1.2 is considered to be acceptable and there is no objection to the proposed B class uses.
- 1.6 There are no objections from The Highway Authority to the works proposed to improve the current junction arrangements with Main Road, which are considered to improve the current situation.
- 1.7 The Committee is asked to resolve that the full planning permission be approved subject to the conditions outlined in the appendix.

APPENDIX**1 Details of the Application**

- 1.1 This major application seeks consent to redevelop part of the site for a new commercial development comprising a mixture 22, B1c (light industry, B2 (general industry) and B8 (storage and distribution). The application also proposes alterations to site access roadway, improvements to main road junction, alterations to existing coal stock yard site entrance, hard-standings and landscaping.
- 1.2 In support of the application, the following documents have been submitted:
- Application form
 - Plans (existing and proposed; floor plans; elevation plans; block plan; site location plan; roof plans).
 - Topographic survey
 - Design and Access Statement –
 - Planning Statement – Include Sustainability/ Energy Statement
 - Phase 1 Site Investigation Report
 - Flood Risk and Drainage Assessment
 - Ecology/ Biodiversity Report
 - Arboricultural survey
 - Noise Assessment
 - Transport Assessment
 - Additional Transport Reports

2 Site and Surroundings

- 2.1 The site is located off Main Road in Watnall (B600), which is a 'B' classification road linking Nuthall and Moorgreen, approximately mid-way between Junctions 26 and 27 of the M1 Motorway, and is located within a commercially diverse area with a variety of local mixed use businesses as well as established residential and community areas.
- 2.2 Directly to the front of the site there are existing residential properties and an Industrial building currently occupied by Hovis bakery. To the North runs a bank of mature trees with the Kimberley Railway Cutting also running down the side of the site, which is also designated as a Local Wildlife Site (reference 2/71). Beyond this there is Common Lane which consists of a variety of industrial buildings, further beyond to the side (north) and rear (east) there are open fields which are located within the Green Belt but do not form part of the application site. The site is surrounded by a bank and mature trees to the east and south, with the Buckingham open space are sited further beyond to the south. Directly opposite on Main Road there are existing residential dwellings.
- 2.3 The land is currently owned and occupied by the applicant who operates a coal stocking & distribution business within the site. The current buildings and bay structures which are to be retained on the site are used for incoming goods, sorting, stockpiling, repackaging and goods dispatch. There are existing

weighbridge offices used to accommodate staff for operational management & welfare facilities.

3 Relevant Planning History

- 3.1 17/00452/FUL - Installation of a reserve electricity compound with natural gas powered generators and associated plant known as a short term operating reserve (stor) facility, installation of substation and metering compound, erection of gates and 4.5m high acoustic timber fences around stor perimeter and erection of 2.4m high palisade fences around substation perimeter.
- 3.2 08/00979/FUL - 3 No. antennae on new pole (17.3 m high), 2 no. dishes, 3 no. equipment cabinets and associated cabling.
- 3.3 07/00953/FUL - Construct extension to existing industrial building.
- 3.4 04/00282/TEL - Erect telecommunications equipment comprising 15m monopole with associated equipment cabin.
- 3.5 02/00222/FUL - Raise height of existing telecommunications tower to 20m with additional antennae and equipment cabin.
- 3.6 00/00818/TEL - Erect telecommunications equipment comprising 15m high tower with associated equipment housing.
- 3.7 00/00041/FUL - Erect portakabin for temporary period.
- 3.8 93/00069/FUL - Construct new weighbridge and associated building.
- 3.9 92/00343/FUL - Erect lighting tower to provide security lighting and lighting for site operations during hours of darkness.
- 3.10 86/09040/ADV - Display 2 directional signs & 1 company advertisement sign.
- 3.11 86/00112/FUL - Construct two storey office accommodation with vehicle plant & maintenance depot.
- 3.12 85/00294 - Reposition weighbridge and office.
- 3.13 79/01131/FUL - Pump house & concrete slab for water storage tank.
- 3.14 75/00628/FUL - Extension to weigh office to form toilet accommodation.

4 Relevant Policies and Guidance

4.1 Greater Nottingham Aligned Core Strategies Part 1 Local Plan 2014:

4.1.1 The Council adopted the Core Strategy (CS) on 17 September 2014.

- Policy A: Presumption in Favour of Sustainable Development
- Policy 1: Climate Change

- Policy 2: The Spatial Strategy
- Policy 4: Employment Provision and Economic Development
- Policy 7: Regeneration
- Policy 10: Design and Enhancing Local Identity
- Policy 14: Managing Travel Demand
- Policy 16: Green Infrastructure, Parks and Open Spaces
- Policy 17: Biodiversity
- Policy 18: Infrastructure

4.2 **Part 2 Local Plan 2019:**

4.2.1 The Council adopted the Part 2 Local Plan on 16 October 2019.

- Policy 1: Flood Risk
- Policy 9: Retention of Good Quality Existing Employment Sites
- Policy 17: Place-making, Design and Amenity
- Policy 19: Pollution, Hazardous Substances and Ground Conditions
- Policy 20: Air Quality
- Policy 26: Travel Plans
- Policy 30: Landscape
- Policy 31: Biodiversity Assets

4.3 **National Planning Policy Framework (NPPF) 2019:**

- Section 2 – Achieving Sustainable Development.
- Section 4 – Decision-making.
- Section 6: Building a Strong, Competitive Economy
- Section 11 – Making effective use of land.
- Section 12 – Achieving well-designed places.
- Section 14 - Meeting the challenge of climate change, flooding and coastal change.
- Section 15 – Conserving and enhancing the natural environment.

5 Consultations

- 5.1 **Nottinghamshire County Council Lead Local Flood Authority (LLFA)** – No objections.
- 5.2 **Nottinghamshire County Council Highways** – No objections subject to conditions.
- 5.3 **Nottinghamshire County Council Rights of Way Officer** – No objections.
- 5.4 **Environment Agency** – No objections subject to conditions.
- 5.5 **Ministry of Defence (MOD)** – No objections.
- 5.6 **Natural England** – No objections subject to conditions relating to the submission of a Construction Environmental Management Plan, a SuDs scheme and a Landscaping scheme to deliver Biodiversity Net Gains.

5.7 **Environmental Health** – No objections subject to conditions.

5.8 **The Coal Authority** – Refers to standing advice.

5.9 9 neighbouring properties were consulted during the processing of the planning application along with the posting of 5 site notices, with 5 letters having been received objecting on the grounds of:

- Highway Safety,
- Potential for trade/retail counter uses generating more traffic,
- Dust and noise.

6 **Assessment**

6.1 The issues for consideration are the principle of development, highway safety, visual amenity/design, amenity and local environment/biodiversity.

6.2 **Principle**

6.2.1 The site is allocated in the adopted Part 2 Local Plan (2019) as an employment site. Policy 9 states that permission will be granted for the redevelopment of land and premises for employment purposes on allocated sites provided it is in the B class employment uses and the redevelopment provides the necessary quality of design, landscaping, parking and amenity, having regard to the local environment and the amenity of nearby and adjoining occupiers.

6.2.2 From the supporting information submitted it is evident that there has been a significant fall in demand for coal storage and therefore a large part of the site is no longer required for this use. It is important to encourage the efficient use of land and the principle of diversifying the site through offering other employment uses, which will both retain existing jobs and also provide new jobs. A mixture of unit sizes focussing on medium and small units is also considered to be acceptable and there is no objection to the proposed B class uses. The principle of development is therefore considered acceptable.

6.3 **Highway Safety**

6.3.1 The National Planning Policy Framework states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. It also advises that opportunities to promote walking, cycling and public transport use are identified and pursued.

6.3.2 Policy 14 of the Aligned Core Strategy (ACS) states that new development should be secured in accessible locations for walking, cycling and public transport to reduce use of the private car. 'The effective operation of the local highway network and its ability to provide sustainable transport solutions or support economic growth should not be compromised.'

- 6.3.3 The submitted transport Assessment concludes that there will be no detrimental impact on the local highway network. This assumes that the development is restricted to Use Classes B1c (light industry), B2 (general industry) and B8 (storage & distribution), which will be secured by a suitably worded condition.

- 6.3.4 ACS Policy 14.1 aims to reduce the reliance on private cars through the delivery of sustainable transport networks. ACS Policy 14.3 aims to ensure the delivery of sustainable Beck Haynes Associates Planning Statement - Page 14 of 18 transport networks to serve new development. This includes site specific and area wide travel demand management, improvements to public transport services. Policy 26 of the Part 2 Local Plan requires all developments with a floorspace of 1000 square metres or more to submit a travel plan. A suitably worded planning condition would be sufficient to allow the details of travel plans to be submitted.
- 6.3.5 The Highways Authority advise the application site is served from a priority controlled T-junction on the east side of the B600 Main Road, approximately 17m south of its junction with Newdigate Street. The access measures c.10 metres wide for the first 17m behind the public highway, narrowing to a single lane width thereafter. Drawing 1846 PO2 shows the access will be reconfigured to measure 39m wide where it meets the public highway. Its geometry will be sufficient to accommodate two-way flows for a distance of up to 44.5m from Main Road. Beyond this point, signals will control traffic by prioritising those entering the site.
- 6.3.6 It is further advised that Table 13 of the Transport Assessment shows the proposed development will generate up to 32 two-way trips routing through the Watnall Road /Kimberley Road junction which has recently been upgraded with signals. This equates to 1 vehicle every 2 minutes, which is not envisaged will severely change the existing situation. Similarly, the number of trips heading to/from the mini island at the B600/B6009 junction does not trigger the requirement for further assessment.
- 6.3.7 In addition, local concerns have been expressed regarding the propensity for development traffic to cut through residential areas to reach their destination. Section 5 of the Transport Assessment considers likely traffic distribution based on 2011 Journey to Work Census Data. Whilst the results do show a nominal amount of traffic taking place on nearby streets, it is likely these journeys will already be on the network and so there is no material change in this respect. Furthermore, an environmental weight limit operates within the Kimberley/Nuthall area to deter vehicles over 7.5 tonnes from utilising roads within the controlled zone. Drivers contravening the restrictions will be subject to enforcement action.
- 6.3.8 In respect of the provision of a crossing within the carriageway when travelling to/from the site, third party land would be required to construct a suitable crossing, and the Highway Authority advise on this occasion it would not be appropriate to relax current highway design standards to provide this type of feature.
- 6.3.9 Drawing 1846 P01 Revision A shows an overflow parking area for 23 additional vehicles which is sufficient to address regarding the required number of spaces for the development.
- 6.3.10 In view of the above, the Highway Authority raise no objections to the proposal subject to various conditions. It is considered there are no highway safety issues relating to this application.

6.4 Visual Amenity/Design

- 6.4.1 Policy 17 of the Part 2 Local Plan requires new development to integrate into its surroundings and to take advantage of existing topography and landscape features. The proposed units will be steel framed with a light grey external metal cladding finish and profiled roof cladding coloured mild grey. Due to the location of the units, positioned a significant distance from Main Road, it is considered that this design is acceptable. The existing bund and vegetation provides along the boundaries of the site provide a screen ensuring the development would not have an unacceptable visual impact upon the area or the character/openness of the Green Belt.
- 6.4.2 In addition to the above, a proposed replacement customer collection canopy for the remainder of the coal yard is proposed. This building will consist of an open frontage with an overall height of 4.5m and will consist of cladding to the roof and external elevations. Whilst this building will be located closer to the site entrance, views will be limited from within the street scene of Main Road due to the location of the existing buildings from Main Road and trees, limiting the impact upon the visual amenity of the area.
- 6.4.3 In terms of landscaping, the existing bund landscaping screen/tress along the perimeter of the site to the north, east and south are to remain, with the provision of a balancing pond with the site and a variety of landscaped areas surrounding the proposed commercial units, which will be secured through a landscaping condition.

6.5 Residential Amenity

- 6.5.1 Whilst there are residential properties in the wider vicinity and the Watnall bunker, directly to the north west of the site, which has also been partially converted into residential use but not occupied, due to the vegetation cover and the buffer surrounding the site, and taking into consideration the existing use of the site and the adjacent Hovis bakery, it is not considered that the development would result in an unacceptable loss of amenity to existing residential properties.
- 6.5.2 The Council's Environmental Health Officer raises no objections to the proposal subject to conditions restricting the total rating level resulting from the use of any plant, machinery or equipment being installed exceeding the existing background sound levels and no development commencing prior to details of any necessary piling or penetrative foundation design being submitted and approved.

6.6 Local Environment/Biodiversity

- 6.6.1 Directly to the north of the site there is a Local Wildlife Site and a SSSI "Kimberley Railway Cutting". The area is identified as "A disused railway with valuable wood and grassland vegetation". There are also trees surrounding the boundaries of the site. A Biodiversity/ Ecology Survey has been undertaken to assess the impact of the development on protected species and on the designated sites in close

proximity to the site which demonstrates that the development will not result in any harm.

- 6.6.2 Natural England have been consulted on the application and advise that there are no objections to the proposal subject to conditions requiring a Construction Environmental Management Plan, a SuDs scheme and a Landscaping scheme to deliver Biodiversity Net Gains.

7 Planning Balance

- 7.1 The principle of the development has been considered acceptable through the allocation of the site as an employment within the Part 2 Local Plan. A mixture of unit sizes focussing on medium and small units as previously mentioned in paragraph 1.2 is considered to be acceptable and there is no objection to the proposed B class uses. There are no objections from The Highway Authority to the works proposed to improve the current junction arrangements with Main Road, which are considered to improve the current situation. In addition, there are no impact upon residential amenity and any impact upon ecology can be mitigated against through the required Constructions Environmental Management Plan, Suds features and Landscaping scheme.

8 Conclusion

- 8.1 Recommend that planning permission be granted, subject to conditions.

<u>Recommendation</u>	
The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.	
1.	<p>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</p> <p><i>Reason: To comply with S91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.</i></p>
2.	<p>The development hereby permitted shall be carried out in accordance with Site Location Plan 1: 1250 1846 (P03), Roof Plan 1846 (P08), Coal Yard Customer Collection Canopy Elevation, 1846 (P09), Elevations Units 7 – 10 1846 (P06), Elevations Units 1 -6 & 15 – 20 1846 (P05), Elevations Units 11 – 14 1846 (P04) Elevations Units 21 & 22 1846 (P07) received by the Local Planning Authority 02 July 2020, Proposed Site Plan 1846 (P01A) and Proposed Site Access 1846 (P02A) received by the Local Planning Authority 11 December 2020.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
3.	<p>a) No part of the development hereby approved shall be commenced until an investigative survey of the site has been carried out and a report submitted to and approved in writing by the Local Planning Authority. The survey must have regard for any potential ground and water contamination, the potential for gas emissions and any associated risk to the public, buildings and/or the environment. The report shall include details of any necessary remedial measures to be taken to address any contamination or other identified problems.</p> <p>b) No building to be erected pursuant to this permission shall be occupied or brought into use until:-</p> <p>(i) All necessary remedial measures have been completed in accordance with details approved in writing by the local planning authority; and</p> <p>(ii) It has been certified to the satisfaction of the local planning authority that necessary remedial measures have been implemented in full and that they have rendered the site free from risk to human health from the contaminants identified.</p> <p><i>Reason: In the interest of public health and safety</i></p>
4.	<p>The total rating level resulting from the use of any plant, machinery or equipment hereby installed pursuant this permission, shall not exceed the existing background sound level when measured according to British Standard BS4142:2014, at a point one metre</p>

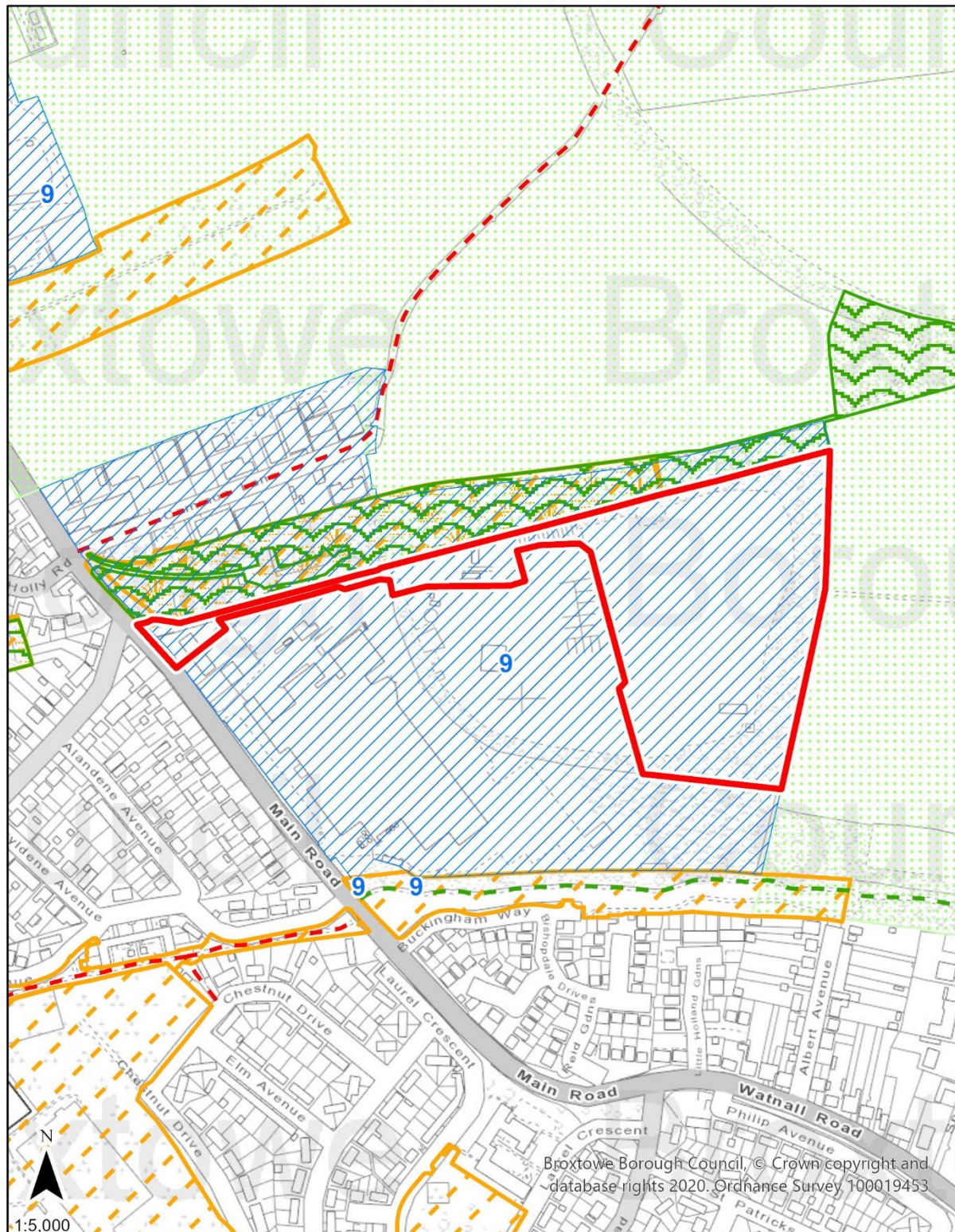
	<p>external to the nearest noise sensitive premises. <i>Reason: To protect existing residents from excessive plant noise.</i></p>
5.	<p>No development shall commence until details of any necessary piling or other penetrative foundation design have been submitted to and approved in writing by the Local Planning Authority including details of any mitigation measures to minimise the effects of noise and vibration on surrounding occupiers. The development shall be implemented on accordance with the approved details.</p> <p><i>Reason: To protect nearby occupants from excessive construction noise and vibration.</i></p>
6.	<p>No part of the development hereby permitted shall be brought into use until the site access arrangement as shown for indicative purposes only on drawing number MRW-BWB-GEN-XX-DR-TR-110 Revision P5 has been provided.</p> <p><i>Reason: In the interest of highway safety.</i></p>
7.	<p>No part of the development hereby permitted shall take place until the measures to control two-way vehicular flows along the site access road as shown for indicative purposes on drawing numbers 1846 P01A and 1846 P02A have been provided. The method of controlling two-way vehicular flows along the site access road shall then be maintained in accordance with the approved details for the lifetime of the development.</p> <p><i>Reason: In the interest of highway safety.</i></p>
8.	<p>The new driveway to the retained dwelling shall be surfaced in a bound material (not loose gravel) for a minimum distance of 5.0 metres behind the highway boundary, and which shall be constructed with provision to prevent the discharge of surface water from the driveway to the public highway. The bound material and the provision to prevent the discharge of surface water to the public highway shall be retained for the lifetime of the development.</p> <p><i>Reason: In the interest of highway safety.</i></p>
9.	<p>No part of the development hereby permitted shall be brought into use until the parking and turning areas shown on drawing number 1846 P01 Revision A have been provided. The parking and turning areas shall be maintained in accordance with the approved details and shall not be used for any purpose other than the parking and turning of vehicles.</p> <p><i>Reason: In the interest of highway safety.</i></p>
10	<p>No part of the development hereby permitted shall be occupied until a Travel Plan has been submitted to and approved in writing</p>

	<p>by the local planning authority. The Travel Plan shall set out proposals (including targets, a timetable and enforcement mechanism) to promote travel by sustainable modes which are acceptable to the local planning authority and shall include arrangements for monitoring of progress of the proposals. The Travel Plan shall be implemented in accordance with the timetable set out in that plan unless otherwise agreed in writing by the Local Planning Authority.</p> <p><i>Reason: To promote sustainable travel.</i></p>
11.	<p>No development, including site clearance, shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The plan should include the following:</p> <ul style="list-style-type: none"> a) Risk assessment of potentially damaging construction activities b) Identification of 'biodiversity protection zones'. c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as part of a set of method statements). d) The location and timing of sensitive works to avoid harm to biodiversity features. e) The times during construction when specialist ecologists need to be present on site to oversee works. f) Responsible persons and lines of communication. g) The role and responsibilities on site of an ecologist clerk of works (ECoW) or similarly competent person. h) Use of protective fences, exclusion barriers and warning signs. <p>The approved CEMP shall be adhered to and implemented throughout the construction period in accordance with the approved details.</p> <p><i>Reason: To ensure the impact on ecology is minimised during construction and in accordance with the aims of Policy 31 of the Broxtowe Part 2 Local Plan (2019) and the NPPF.</i></p>
12.	<p>No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:</p> <ul style="list-style-type: none"> 1. A preliminary risk assessment which has identified: <ul style="list-style-type: none"> . all previous uses . potential contaminants associated with those uses

	<ul style="list-style-type: none"> . a conceptual model of the site indicating sources, pathways and receptors . potentially unacceptable risks arising from contamination at the site <p>2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.</p> <p>3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.</p> <p>4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.</p> <p>Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.</p> <p><i>Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.</i></p>
13.	<p>No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.</p> <p><i>Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework.</i></p>
14.	<p>The development hereby permitted shall not be commenced until such time as a scheme to install oil and petrol separators has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.</p> <p><i>Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170</i></p>

	<i>of the National Planning Policy Framework.</i>
15.	<p>No development or site clearance shall commence until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include:</p> <ul style="list-style-type: none"> (a) Numbers, types, size and positions of trees and shrubs and existing trees to be retained; (b) Measures for the protection of retained trees; (c) A detailed plan which demonstrates biodiversity net gains across the site (based on the recommended Biodiversity Metric provided in the submitted Preliminary Ecological Appraisal) (ECUS March 2020); (d) Planting, seeding/turfing of other soft landscape areas; (e) Details of site boundary treatments; (f) A timetable for implementation of the scheme. <p>The landscaping scheme shall be carried out in accordance with the approved timetable and the tree protection measures shall be in place before any site clearance/development commences. If any trees or plants which, within a period of 5 years, die, are removed or have become seriously damaged or diseased they shall be replaced in the next planting season with ones of similar size and species to the satisfaction of the Local Planning Authority.</p> <p><i>Reason: In the interests of visual amenity and of enhancing biodiversity, in accordance with Policy 10 of the Broxtowe Aligned Core Strategy (2014) and Policies 17 and 31 of the Part 2 Local Plan (2019).</i></p>
16	<p>The premises shall be used for Class E Business, B2 and B8 and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).</p> <p><i>Reason: For the avoidance of doubt.</i></p>
	NOTES TO APPLICANT
1.	The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.
2.	Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission will

	<p>result in trespass, with the potential for court action. It is recommended that you check with us prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website at:</p> <p>https://www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property</p>
3.	<p>In order to carry out the off-site works required you will be undertaking work in the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which you have no control. In order to undertake the works you will need to enter into an agreement under Section 278 of the Act. Please contact hdc.south@nottsc.gov.uk for details.</p>
4.	<p>The deposit of mud or other items on the public highway, and/or the discharge of water onto the public highway are offences under Sections 149 and 151, Highways Act 1980. The applicant, any contractors, and the owner / occupier of the land must therefore ensure that nothing is deposited on the highway, nor that any soil or refuse etc is washed onto the highway, from the site. Failure to prevent this may force the Highway Authority to take both practical and legal action (which may include prosecution) against the applicant / contractors / the owner or occupier of the land. [Where the development site may be accessed by a significant number of vehicles or may be particularly susceptible to material 'tracking' off site onto the highway, details of wheel-washing facilities must be provided to and approved by the Highway Authority.]</p>
5.	<p>As this permission relates to the creation of a new unit(s), please contact the Council's Street Naming and Numbering team: 3015snn@broxtowe.gov.uk to ensure an address(es) is(are) created. This can take several weeks and it is advised to make contact as soon as possible after the development commences. A copy of the decision notice, elevations, internal plans and a block plan are required. For larger sites, a detailed site plan of the whole development will also be required.</p>



Legend

- | | |
|--|---|
| Site Outline | Open Spaces |
| Bridleway | SSSI |
| Footpath | Green Belt |
| Local Wildlife Site | Existing Employment Sites |

Photographs



Existing access to be improved at Main Road junction.



View from within site looking back forwards Main Road.

Views of structures within the site to be removed.





Northern Boundary of Site



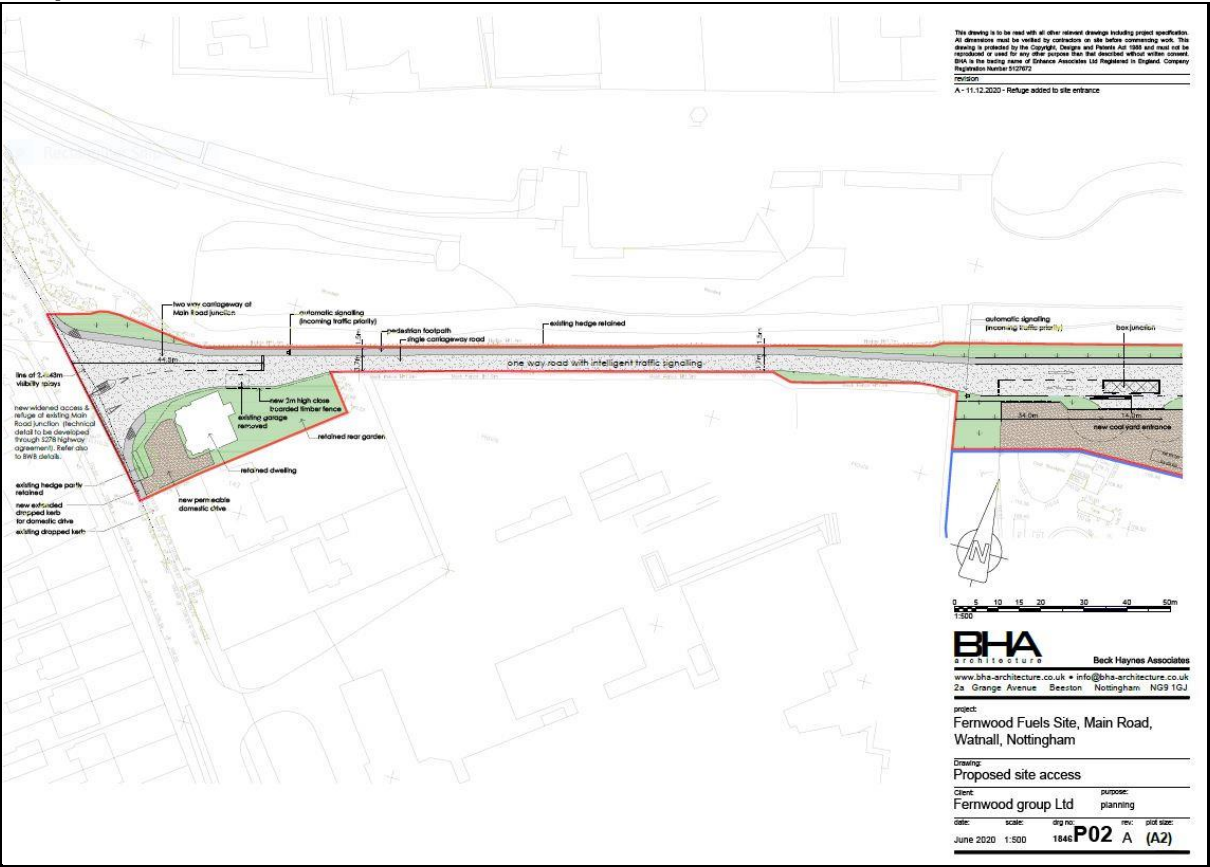
East and Southern Boundary of Site



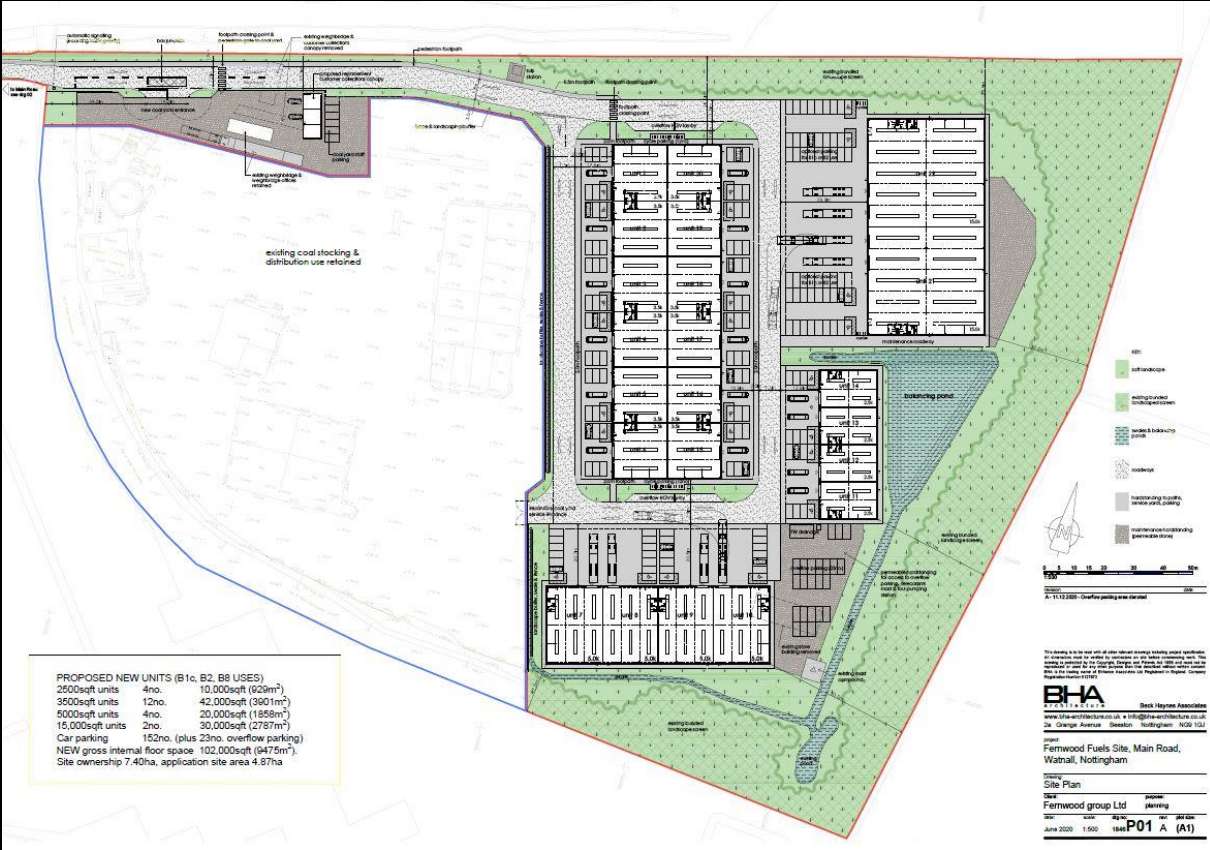
West boundary of site

Plans (not to scale)

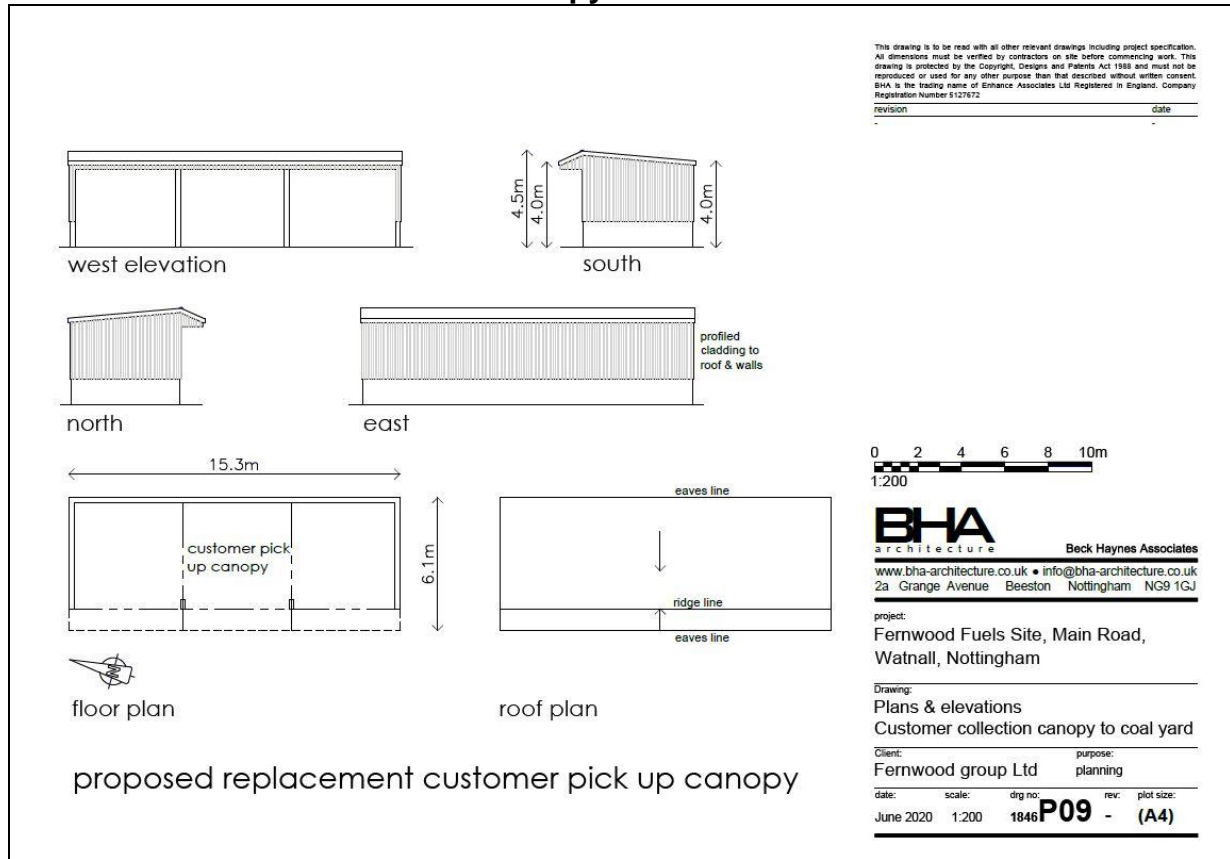
Proposed Site Access



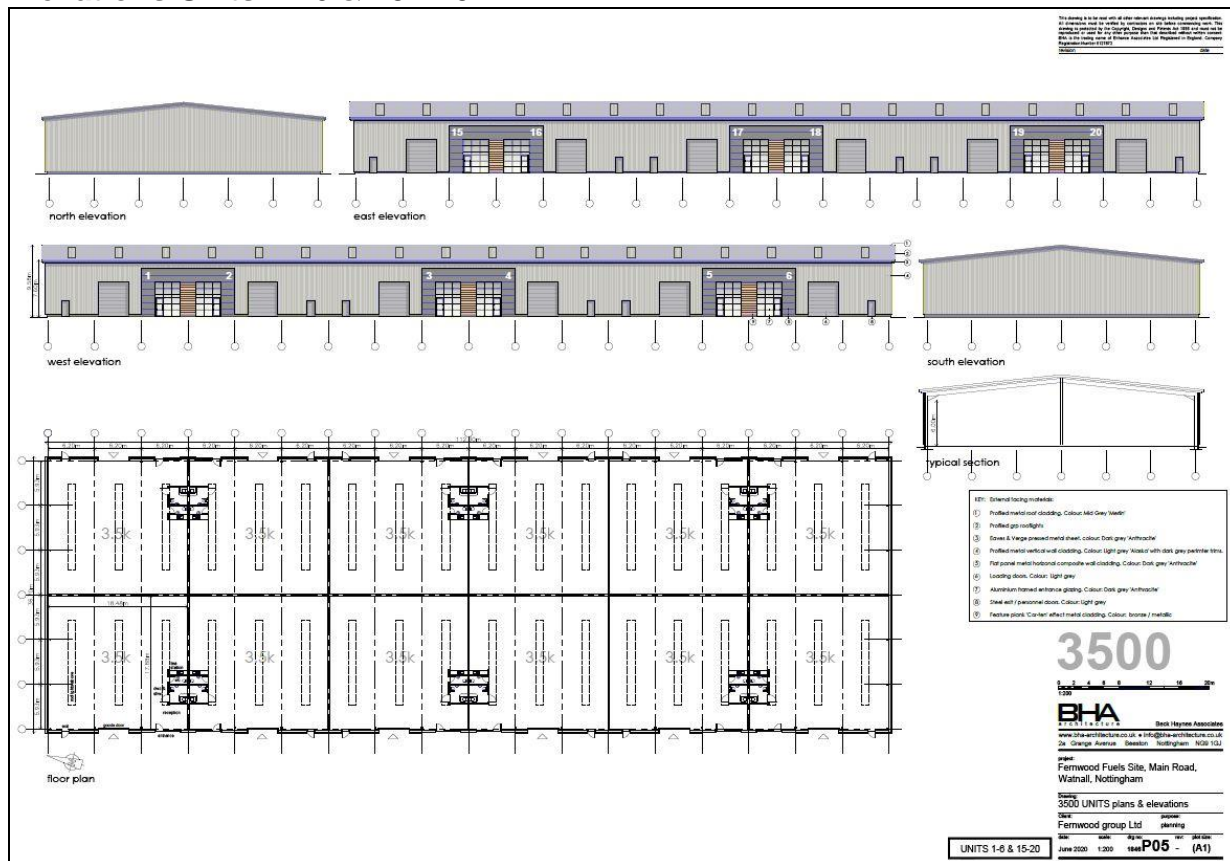
Proposed Site Plan



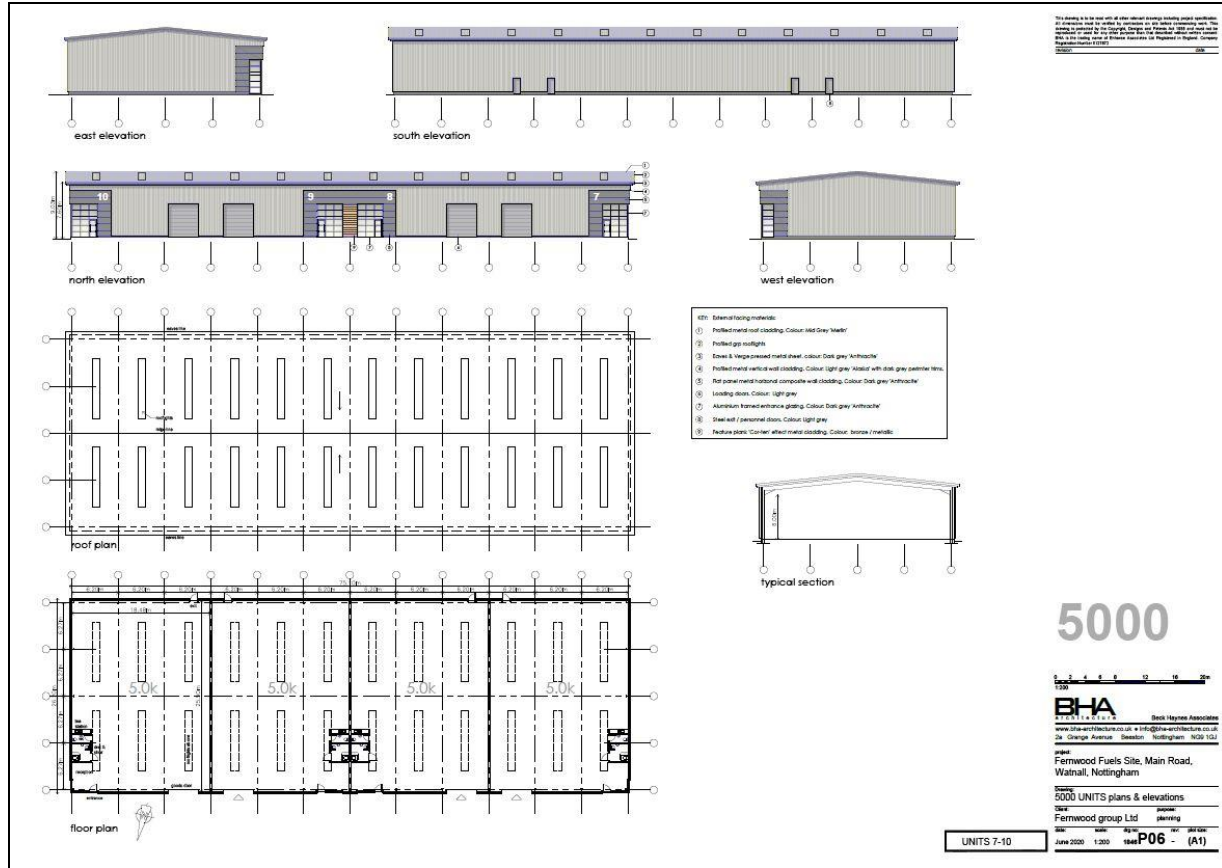
Coal Yard Customer Collection Canopy Elevation



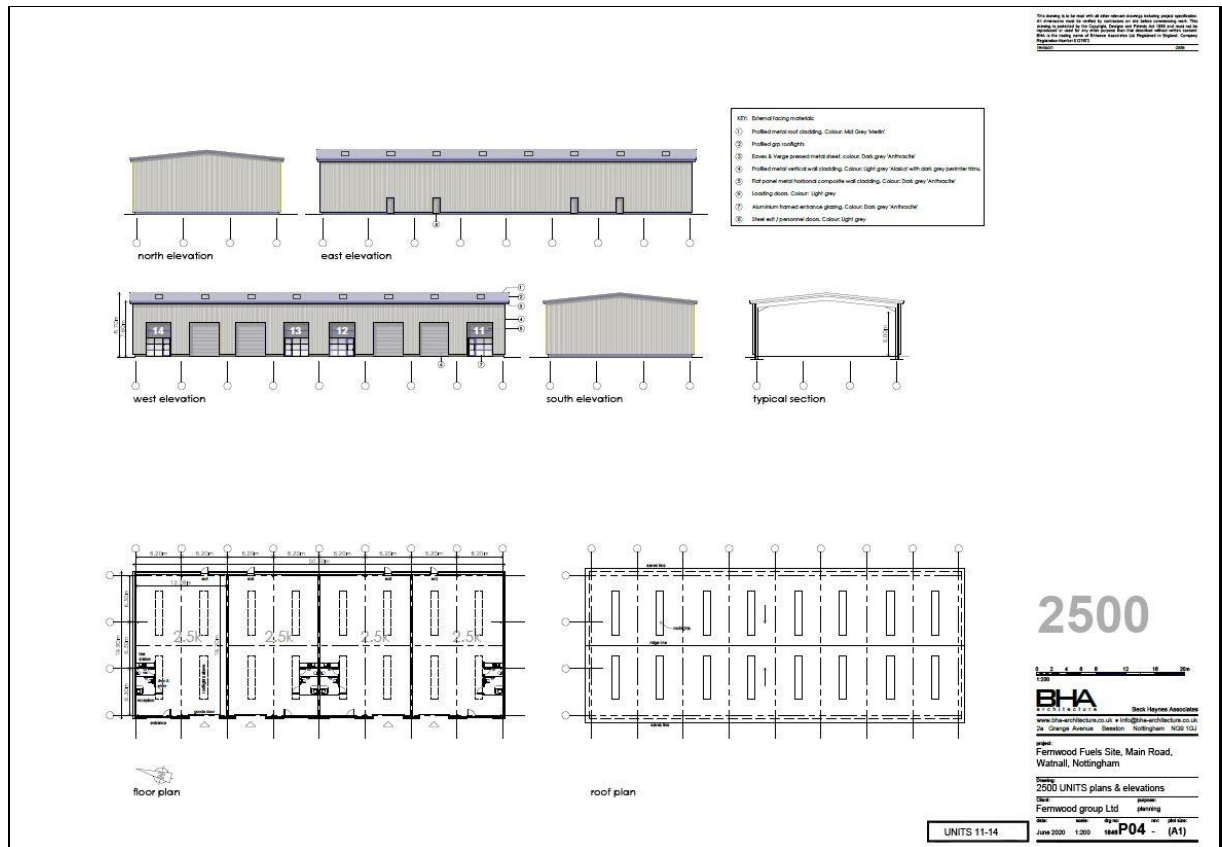
Elevations Units 1 - 6 & 15 - 20



Elevations Units 7 - 10



Elevations Units 11 - 14



15,000

The figure contains several architectural drawings for a building project labeled '15,000'. At the top, there is a small disclaimer: 'In preparation made in order to be submitted in accordance with the Building Regulations 2010, the drawings are not to be used for any other purpose without the written consent of the architect.' Below this, the drawings include:

- North elevation:** A side view of the building showing a gabled roof and a series of vertical supports.
- East elevation:** A long side view of the building with a flat roof and multiple windows.
- West elevation:** A side view showing two main sections labeled '22' and '21' with gabled roofs.
- South elevation:** A side view of the building showing a gabled roof and vertical supports.
- Floor plan:** A detailed top-down view of the building layout, showing a grid of units, corridors, and service areas. Dimensions like '15.0k' are indicated.
- Typical section:** A cross-section of the building showing the internal structure, including the roof, walls, and floor.
- Legend:** A list of materials and finishes used in the drawings, such as 'Rustic metal roof cladding', 'Rustic grey rooflights', 'Dark & light pressed metal sheet', 'Rustic metal vertical wall cladding', 'Flat panel metal horizontal composite wall cladding', 'Loading door', 'Aluminium framed entrance glazing', 'Steel wall / personnel door', and 'Textured paint / Corian effect metal cladding'.

At the bottom right, there is a logo for 'BHA' (Buckinghamshire Housing Association) and contact information for 'Fennwood Fuels Site, Main Road, Watnall, Nottingham'. Below this, the text '15,000 UNITS plans & elevations' is followed by '15000' and 'Fennwood group Ltd'. At the very bottom, there is a box containing 'UNITS 21 & 22' and a date '15/05/2020'.