

**Blaby District Council
Planning Committee**

Date of Meeting **8 February 2024**
Title of Report **Applications for Determination**
Report Author Group Manager – Planning & Strategic Growth

1. What is this report about?

1.1 To determine planning applications as listed in paragraph 3.2 below and detailed in the attached report.

2. Recommendation

2.1 That the recommendations listed within paragraph 3.2 below and detailed in the attached report be approved.

3. Matters to consider

3.1 To avoid unnecessary delay in the processing of planning applications, the recommendations included in this list must often be prepared in advance of the closing date for the receipt of representations. This list was prepared on **29 January 2024** and information of representations received will be updated at your meeting. This updating will also cover any other information which may come to hand in the intervening period. Closing dates are given where they fall on or after the day of preparation of the list.

3.2	Application No.	Page No.	Address	Recommendation
	23/1040/FUL	15	Next, Desford Road, Enderby	APPROVE

3.3 Appropriate Consultations

Details of organisations / persons consulted in relation to the applications are included in the reports for each individual application. Members will be aware that full copies of correspondence received are available to view on the respective planning file and through the planning portal <https://w3.blaby.gov.uk/online-applications/>

3.4 Resource Implications

There are no specific financial implications arising from the contents of this report.

4. Other options considered

These are included where appropriate as part of the reports relating to each individual application.

5. Background paper(s)

Background papers are contained in files held in the Planning Division for each application being considered and are available for public inspection.

6. Report author's contact details

Stephen Dukes
planning@blaby.gov.uk

Development Services Team Leader
0116 272 7705

23/1040/FUL

Registered Date
5 December 2023

Next Plc

Removal of temporary structures and erection of new storage building with service yard, reconfiguration of car parking spaces, pedestrian ramp and creation of staff amenity area.

Next Plc, Desford Road, Enderby

Report Author: Stephen Dukes, Development Services Team Leader

Contact Details: Council Offices. Tel: 0116 2727520

RECOMMENDATION:

THAT APPLICATION 23/1040/FUL BE APPROVED SUBJECT TO THE CONDITIONS SET OUT BELOW.:

1. 3 year time limit.
2. Approved plans.
3. Materials as per approved plans.
4. Landscaping scheme to be agreed (in line with BNG calculations)
5. Agreed landscaping scheme to be carried out.
6. Parking and turning areas to be implemented.
7. Development to be implemented in accordance with recommendations of Ecological Appraisal.
8. No external distribution from the storage building (storage ancillary to existing of site and distribution to staff only).
9. Details of fixed plant or machinery to be submitted and agreed.
10. Drainage details to be submitted and agreed.
11. Construction Environmental Management Plan (CEMP) to be submitted and agreed and adhered to.
12. Landscape and Ecology Management Plan (LEMP) to be submitted and agreed and adhered to (to ensure future management of BNG)
13. Details of any lighting to be submitted and agreed.

NOTES TO COMMITTEE

Policy and Relevant Guidance and Legislation

National Planning Policy Framework (NPPF)

National Planning Practice Guidance

Blaby District Local Plan (Core Strategy) Development Plan Document (2013)

Policy CS1 – Strategy for locating new development

Policy CS2 – Design of new development

Policy CS6 - Employment

Policy CS10 – Transport infrastructure
Policy CS21 – Climate change
Policy CS22 – Flood risk management
Policy CS24 – Presumption in favour of sustainable development

Blaby District Local Plan (Delivery) Development Plan Document (Adopted Feb 2019)

Policy SA5 – Key Employment Sites and Other Existing Employment Sites
Policy DM1 – Development within Settlement Boundaries
Policy DM8 – Local Parking and Highway Design Standards

Consultation Summary

Blaby District Council, Environmental Services – No objection. With regards to drainage, comments that the proposed drainage methods appear to be satisfactory. With regards to noise and disturbance, comments are made in relation to the proposed building having a service yard on the elevation facing Cottage Farm. However, given the current operations for this area of the site are currently on a 24/7 basis, the proposed use would be consistent with this. As the building is for on-site storage rather than distribution, the potential to cause off-site impacts is reduced. Comments are made that fixed plant, such as the condenser indicated, has the potential to generate noise that is audible at remote locations and therefore it is appropriate to require details of such plant to be submitted and agree. Conditions are recommended restricting direct distribution and requiring details of the fixed plant to be agreed.

Enderby Parish Council – No comments received

Leicestershire County Council, Archaeology – No objection. Comments that the application warrants no further archaeological action.

Leicestershire County Council, Ecology – No objection. Comments that the habitats present are of relatively low ecological value. A condition is recommended requiring the development to be implemented in strict accordance with the measures stated in Section 4 (Potential Impacts and Recommendations) of the Ecological Appraisal.

Leicestershire County Council, Forestry – No comments received.

Leicestershire County Council, Highways – No objection. The LHA reiterates that the proposed building would accommodate materials that are already stored on site as part of the existing activity and the Transport Assessment concludes that there would be no additional trip demands generated. The LHA is satisfied with the findings of the parking accumulation survey which found a minimum spare capacity of 265 spaces at the busiest time and notes that this was taken during school term time which is representative of normal conditions. The LHA cannot demonstrate that the proposed reduction in car parking spaces would result in any parking problems in the vicinity of the site. The LHA comments that whilst no tracking drawings have been submitted to demonstrate that Heavy Goods Vehicles could satisfactorily turn within the proposed service yard, given the distance from the public highway and the nature

of the proposed access, the LHA is satisfied that HGVs would not access the adopted highway network by reversing. A condition is recommended requiring the revised parking and turning to be implemented.

Leicestershire County Council, Lead Local Flood Authority – No comments received.

Narborough Parish Council – No objection.

Representations

None received.

Relevant History

96/0697/1/PX – Alterations and use of warehouse as offices and dining room extension and additional parking areas – Approved 17 October 1996.

97/0136/1/PX – Alterations and extensions and use of warehouse as offices, storage and staff house and car park extensions – Approved 4 April 1997.

02/0087/1/PY - Alterations to existing car park and Internal road layout to create an additional 22 parking spaces – Approved 5 June 2002.

02/0293/1/PX - Construction of a multi storey car park incorporating chauffeurs lodge & cycle parking – Approved 5 June 2002.

02/0885/1/PX - Demolition of existing warehouse building and erection of two storey office/call centre building with associated car parking – Approved 10 February 2003.

06/0363/1/PY - Change of use of land to provide additional car parking spaces – Approved 25 August 2006

10/0097/1/PY - Relocation of company bus stop with associated hand rails, creation of 20 new parking spaces and pedestrian crossing improvements – Approved 28 June 2010.

11/0313/1/PY - Re-configuration of existing car park to provide an additional 208 spaces – Approved 1 July 2011

11/0416/1/PY - Temporary use of land for 6 months for staff car parking – Approved 21 July 2011

11/0652/1/PY - Temporary use of land for 6 months for staff car parking (Revised Scheme) – Approved 25 October 2011

12/0821/1/PX - Erection of detached staff children's day nursery building (Use Class D1) including car parking, visitor dropping off points, outdoor play areas and associated landscaping – Approved 5 December 2012

13/0747/1/PY - Provision of pick-up/drop off parking area and associated landscaping to serve nursery facility – Approved 21 November 2013.

14/0102/1/PY - Creation of new access to Next Headquarters – Approved 28 March 2014

14/0115/1/PY - Temporary use of land for 18 months for staff car parking – Approved 17 April 2014

15/0729/FUL - Permanent retention of carparks and associated lighting, change of use of part of site to container storage area and the creation of an emergency exit on to Forest Road - Approved 07 March 2016

18/1456/FUL - Proposed alterations to exit to provide enhanced left turn lane, associated car parking alterations and landscaping – Approved 5 December 2018.

19/0719/FUL - Car park extension including additional landscaping and external lighting – Approved 11 September 2019

20/0320/FUL - Proposed extension to car park replacement farm access to Forest Road, associated lighting and landscaping works – Approved 1 October 2021.

23/0820/FUL - Reconfiguration of existing spaces, resurfacing, changes to landscaping, and installation of car park cameras and barriers to provide segregated parking area for nursery users – Approved 1 December 2023.

23/0861/FUL - Alterations to provide covered pedestrian access to existing car park – Approved 14 December 2023.

EXPLANATORY NOTE

The Site

The Next Head Office site is located on the northwest edge of Enderby to the southwest of the B582 Desford Road and opposite Beggars Lane. The site is within the Settlement Boundaries of Enderby (as shown on the Local Plan Policies Map) but is separated from the main settlement of Enderby by the M69 motorway. It is bordered by countryside to the northwest.

Next's headquarters has been based at the current Enderby site since 1986. The site has been progressively expanded since then, with successive additions or phases being constructed. The most recent addition was the purpose built Photo Studio completed in 2016. An on-site nursery was also built on site in 2012 and works to improve car parking for the nursery was part of a recent planning application, along with proposals to create a covered walkway across the expansive car park to the rear of the site.

The Proposal

The application is for the erection of a new storage building to be accommodated through the relocation of the current recycling facilities. The supporting information submitted indicates that in addition to the permanent buildings on site, the site also caters for various temporary requirements. Marquees are sometimes erected in the car park during sales periods, and containers are often required for particular internal projects. There is a container 'yard' currently located to the southwest of the nursery, currently filled with shipping containers housing various archive product samples, departmental assets and other materials.

The new building will provide for the following:

- A new location for staff 'Direct to Desk' collections (whereby staff can collect items ordered online whilst at the workplace);
- A permanent storage facility for samples currently stored in shipping containers across the site;
- Additional storage for homeware samples;
- General storage for IT equipment.

The associated external works to accompany the new storage building will provide:

- Recycling facilities relocated to the existing container yard.
- A new access ramp to the side of the multistorey car park to allow movement of goods to the Phase 6 building;
- New staff amenity space to the side of the multistorey car park.

The proposed storage building will be in Use Class B8 and will have a gross internal area of 1077 square metres at ground floor plus 1036.5 square metres at first floor, totalling 2113.5 square metres. The height of the proposed building is 9.05 metres whilst the nearby multistorey car park is 8.5 metres in height (although the multistorey is at a lower land level). Windows will be located on the north elevation facing the multistorey where the Direct to Desk collections area will be located. The elevation to the service yard will include roller shutter doors. Other elevations will be plain aside from emergency exits. The materials will comprise of composite panels with bronze to the lower part of the walls and cream to the upper section.

Alongside the proposed storage building, a service yard is proposed to the rear to provide a servicing area to the proposed building, and space for two HGVs to unload and turn. A staff amenity area is also proposed to the rear of the existing multistorey car park, close to the boundary with the adjacent field. This will include a new ramp to provide access as the rear of the proposed amenity area is at a higher level than the adjacent car park.

The existing recycling centre is proposed to be moved to the existing container yard on the other side of the site (to the south of the nursery) as the existing storage containers will be removed. As the recycling centre comprises of skips and other moveable containers, the relocation to this area of the site would not be considered development.

Planning Policy

National Planning Policy Framework

The National Planning Policy Framework establishes the key principles for proactively delivering sustainable development through the development plan system and the determination of planning applications. It sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives). These objectives are:

- An economic objective
- A social objective
- An environmental objective

For decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Blaby District Local Plan (Core Strategy) Development Plan Document (2013)

Policy CS1 – Strategy for locating new development

Policy CS1 sets out the overall strategy for locating new development in the district. It states that most new development will take place within and adjoining the Principal Urban Area (PUA) of Leicester, comprising the 'built-up' areas of Glenfield, Kirby Muxloe, Leicester Forest East, Braunstone Town and Glen Parva. Outside of the PUA, development will be focused within and adjoining Blaby and the settlements of Enderby, Narborough, Whetstone and Countesthorpe (the 'Larger Central Villages').

Policy CS2 – Design of new development

Policy CS2 seeks to ensure that a high quality, safe and socially inclusive environment is achieved in all new development proposals, respecting distinctive local character and contributing towards creating places of high architectural and urban design quality. New development should also provide opportunities to enhance the natural and historic environment.

Policy CS6 – Employment

Policy CS6 states that the Council will work with partners to ensure that the District has a range of employment opportunities to meet the needs of its residents and wider communities, allowing for growth of existing businesses and for inward investment. Among other measures, the policy seeks to protect key employment sites.

Policy CS10 – Transport infrastructure

Policy CS10 seeks to reduce the impact of new development on the highways network by locating new development so people can access services and facilities without reliance on private motor vehicles. Opportunities for safe sustainable and accessible transport modes (including walking, cycling and public transport) will be maximised.

Policy CS21 – Climate Change

Policy CS21 supports development which mitigates and adapts to climate change. It refers to focussing new development in the most sustainable locations, seeking site layout and sustainable design principles which reduce energy demand and increase efficiency, encouraging the use of renewable, low carbon and decentralised energy, and minimising vulnerability and providing resilience to climate change.

Policy CS22 – Flood risk management

Policy CS22 states that the Council will ensure all development minimises vulnerability and provides resilience to flooding, taking into account climate change. Among other measures the policy refers to managing surface water run-off to minimise the net increase in the amount of surface water discharged into the public sewer system.

Policy CS24 – Presumption in Favour of Sustainable Development

Policy CS24 indicates that when considering development proposals Blaby District Council will take a positive approach that reflects the presumption in favour of sustainable development.

Blaby Local Plan Delivery Development Plan Document (Delivery DPD) (2019)

Policy SA5 – Key Employment Sites and Other Existing Employment Sites

Policy SA5 seeks to protect Key Employment Sites for employment uses within (the former) use class B1 and use classes B2 and B8 unless certain criteria are

demonstrated. It lists the Key Employment Sites in the District which includes the Next Head Office site.

Policy DM1 - Development within the settlement boundaries

Policy DM1 seeks to support suitable development located within the boundaries of existing settlements where the proposal:

- would not unduly impact on neighbouring uses,
- is in-keeping with the character and appearance of the area,
- is not overdevelopment,
- is acceptable in layout design and external and appearance; and
- would not prejudice the development of a wider area.

Policy DM8 – Local Parking and Highway Design Standards

Policy DM8 seeks to provide an appropriate level of parking provision which complies with Leicestershire Local Highway Guidance and is justified by an assessment of the site's accessibility, type and mix of housing and the availability of and opportunities for public transport.

Leicestershire Highways Design Guide

The Design Guide sets out the County Council's principles and policies for highways Development Management. The guidance is intended to be used in the design development layouts to ensure they provide safe and free movement for all road users.

Planning Considerations:

- The principle of the development
- The design and appearance and impact on the character of the area and countryside setting
- The impact on nearby uses
- Highway matters and loss of parking
- Drainage and flood risk
- Ecology and biodiversity net gain
- Sustainability and climate change

Principle of development

The proposed development is located on a Key Employment Site where existing employment uses are to be protected from non-employment development. Enderby is categorised in Policy CS1 as a 'Larger Central Villages' which is one of the locations where development is to be focused (outside of the Principal Urban Area). Enderby is one of the settlements in the District which has a good range of services and facilities, access to a range of transport modes and has a good functional relationship with Leicester.

The application proposes a new building within B8 (storage and distribution) which will be ancillary to other uses on site and creates a permanent building to store various items currently stored in temporary locations on the site.

Policy CS6 supports the growth of existing businesses. The application would allow for Next to provide additional on-site storage space to support its head office functions. The proposed building will not act as a distribution centre. Next's distribution centres are located in other parts of the country, such as Doncaster, Bristol, Hemel Hempstead, Romford and Warrington and this is not a function of the head office site.

The proposal will enhance the role and function of an existing Key Employment Site and is intended to meet the needs of a key employer in the District and to support the future safe, efficient and productive operation of the site. Next is a key contributor to the local economy and draws a significant proportion of its workforce from within the District. The proposed scheme provides development required to meet the needs of a major employer. Although on part of the car park, this is classed as 'previously developed land'.

The development is therefore considered to be acceptable in principle and would accord with Policies CS1 and CS6 of the Core Strategy and Policy SA5 of the Delivery DPD.

The design and appearance and impact on the character of the area and countryside setting

The application proposes a two-storey storage building of modern appearance. Currently, approximately half of the head office site is covered with buildings (the northeast of the site closest to the Desford Road frontage). The southwest rear of the site is mainly occupied by surface level car parking aside from the single storey nursery building in the centre of the car park.

The proposed storage building will be positioned to the rear of the multistorey building and will sit beyond the existing reasonably well-defined edge of the bulk of the built development on site (aside from the nursery). However, being sited close to existing buildings on site, it will be viewed in the context of those buildings. It is of a similar height and scale to existing buildings (although will appear slightly higher than the multistorey car park due to the differing land levels). The design is simple and functional with few window and door openings reflecting its purpose in providing storage space rather than being occupied by large numbers of staff. The materials, however, have been chosen from a palette which complements those used on other buildings, without copying them. The use of two colours is designed to break up the massing of the building.

The building will not be readily visible from the site frontage from Desford Road. When seen from other public viewpoints outside the site (such as Forest Road to the rear), the building will appear as part of the group of existing employment buildings and will have no detrimental impact on open views. The proposals also provide for an open amenity area for staff on a site which currently contains very little in the way of amenity open space.

Although adjacent to land which is classed as Countryside (based on the Policies Map), the site is within Settlement Boundaries, and it is not considered that the proposed new building would have a detrimental impact on the character and appearance of the adjacent countryside as it will be viewed in the context of the adjacent built development and be of a similar size and scale.

The impact on nearby uses

The proposed building will be located close to the northwestern edge of the site. The land to the northwest is in agricultural use, with a farmhouse, Cottage Farm, located approximately 60-70 metres away. The proposed development includes a service yard to the rear of the proposed storage building which could generate noise impacts to the neighbouring farm from vehicle movements and unloading. However, it is noted that this area is currently occupied by the recycling centre for the head office site and therefore there are already likely to be some noise impacts resulting from the existing use. Furthermore, it is noted that there is an agricultural building located between the farmhouse at Cottage Farm and the Next site which will act as a buffer, tempering some of the noise impacts which may occur.

The proposed building could cause some overshadowing of land to the north outside the site. However, with the service yard being located to the rear, the building will be over 30 metres from the site boundary and over 100 metres from the farmhouse at Cottage Farm and so any overshadowing will be extremely limited.

The Council's Environmental Services team has been consulted and made comments in relation to possible noise and disturbance. Officers have noted the existing use of this area of the site, and that this could be in use 24 hours a day. As such, it is recognised that the requirement for a Noise Impact Assessment would be unreasonable given that the likely noise emanating from the building or proposed service yard would be unlikely to be significantly greater than the existing site uses. However, it is recommended that details of any fixed plant or machinery should be submitted to the District Planning Authority for approval in advance of installation.

Highway matters and loss of parking

As the proposed development will be located in an area which forms part of the overall site car park it will result in a modest loss of spaces. The total capacity of the car park will reduce by 78 spaces from the existing 2,190 spaces, bringing the total to 2,112.

A Transport Assessment has been submitted, compiled by SLR. This considers the anticipated effects of the proposed development upon the surrounding highway network. It indicates that since the beginning of the Covid-19 pandemic in 2020, there has been a change in working practices and travel patterns amongst staff based at the headquarters site, with more 'hybrid' and remote working, meaning there are fewer staff travelling to site and reduced demand for car parking. It indicates that this trend is set to continue with hybrid and home working having become standard practices. As a result there is more space capacity within the car parks on a daily basis as staff do not necessarily travel in every weekday. Furthermore, the Transport Assessment refers to Next's Travel Plan which helps to manage the demand for car parking by actively promoting alternative modes of transport and car sharing amongst employees.

Such measures include a free shuttle bus for staff between Leicester and the site, and a cycle to work scheme.

To quantify the existing level of car parking demand on site, a parking accumulation survey was carried out across two days in October 2023. This demonstrated that there is currently spare capacity within the car parks on site and that, even at the period of greatest demand, there are currently over 250 parking spaces available at any time. The report therefore states that the proposed loss of 78 parking spaces to facilitate the proposed development can be accommodated without demand for car parking exceeding capacity.

Planning permission was granted in October 2021 for an expansion of the Next car park onto agricultural land to the north (ref. 20/0312/FUL). This permission has not yet been implemented and it is noted that the application was submitted prior to the Covid-19 pandemic and so the pressures on site car parking which existed before the pandemic no longer appear to exist, based on the recent parking accumulation survey. The site plan submitted shows the proposed link to the additional car park approved in 20/0312/FUL. The permission granted in 2021 will lapse in October 2024 and it is not yet known whether Next intend to implement this permission.

Other recent planning applications have been approved in 23/0820/FUL and 23/0861/FUL for changes to the existing car park (including a reconfiguration near the on-site nursery and a proposed covered walkway). The walkway application resulted in a loss of 28 spaces, although this would be offset by an increase in 20 spaces if the changes to the car park near the nursery were also implemented. In combination with the current application, this additional loss would not be significant to alter the conclusions about loss of car parking in the current application.

The Transport Assessment also indicates that the development will accommodate activity that already occurs on site so will not lead to additional trip demands or itself generate additional car parking demand. The proposal is to store items which are already stored on site in a single location, and also to accommodate the 'Direct to Desk' facility whereby Head Office based staff can collect Next products on site whilst at work (which already exists in a temporary location). A condition can be used to ensure that the storage is in association with existing site use only and the use is not for external distribution.

The Local Highway Authority has been consulted and has no objection to the application based on the proposal not resulting in additional trip demands or requirements for car parking. The LHA is satisfied with the loss of parking, based on the evidence presented in the parking accumulation study.

Drainage and flood risk

A Flood Risk Assessment and Drainage Strategy has been submitted with the application. The site is located within Flood Zone 1 and is at low risk of flooding from rivers and is also at very low risk of flooding from surface water. The drainage strategy is based on reusing the existing drainage which ultimately discharges to a sewer. The application indicates that the hierarchy for the disposal of surface water has been followed but in this case infiltration is not a suitable means of drainage and there are

no watercourses in the vicinity of the site where surface water can drain to. The total drainage impermeable area of the proposed development has been measured to be 0.367 hectares. This is largely similar to the existing situation where the site is occupied by car parking and the recycling centre, both consisting of impermeable surfaces. In order to restrict the rate of surface water runoff from the site, attenuation storage will be used to temporarily store the residual volume of surface water for heavier rainfall events. The tank will be beneath the service yard and the details subject to approval with the Lead Local Flood Authority.

Ecology and biodiversity net gain

An Ecological Appraisal has been submitted with the application which considers the impact of the development on habitats and protected species. The existing site is predominantly covered by hardstanding and buildings. The proposed development has sought to retain existing hedgerows and trees where possible. Overall, the development will result in the permanent loss of 25 metres of hedgerow, 0.005 ha of bramble scrub, 0.0343 ha of modified grassland, and 19 small trees. These habitats are considered to be of importance at the site level only due to their poor-moderate condition or isolation.

Habitat creation and enhancement measures have been incorporated into the scheme design for biodiversity gain purposes. The landscaping scheme includes at least 26 new native broadleaved trees, 90 metres of native species rich hedgerow, 0.054 ha of new scrub planting incorporated into planting beds in the car park, and new areas of grassland as part of the amenity area for staff.

Biodiversity net gain (BNG) is set to become a mandatory requirement for major planning applications submitted from 12th February 2024. For applications submitted in advance of that date, a 10% net gain is now a mandatory requirement, however the National Planning Policy Framework does refer to providing net gains for biodiversity.

The application has used the Defra Biodiversity Metric 4.0 to quantify the biodiversity value. With the incorporation of the proposed habitat creation and enhancement measures, the proposal will result in a 16.14% gain in habitat units and a 13.92% gain in hedgerow units. A Landscape and Ecology Management Plan (LEMP) will be prepared and implemented to secure the future management of the habitats which can be secured by condition.

The Ecological Appraisal has also considered the impact of the development on protected species, with no impacts identified. The Leicestershire County Council Ecologist has no objections and considers that the existing habitats are of relatively low ecological value but recommends a condition requiring the development to be implemented in accordance with the recommendations given in the Ecological Appraisal.

Sustainability and climate change

The Design and Access Statement demonstrates that the building envelope has been designed to exceed current Building Regulations standards for both thermal insulation and air tightness. As a storage building, there are few windows proposed. Rooflights

are not proposed to allow light into the building but instead the Design and Access Statement indicates that an intelligent LED lighting system will be used internally. This will help to reduce the energy needed to compensate for heat loss (and solar gain) had rooflights been incorporated. The roof has instead been designed to allow for the installation of PV panels across the whole roof surface.

Overall Planning Balance and Conclusion

In summary, the application proposes a new storage building on an existing Key Employment Site (a brownfield site) within the Settlement Boundary of Enderby. The proposal will assist Next in managing storage requirements at their Head Office site and reduce the need for temporary buildings and structures. It is considered that the building, although relatively plain and functional, is in keeping with the design and scale of other buildings on site and whilst likely to be visible from outside the site (in particular from Forest Road to the rear), would be viewed in the context of the existing buildings and would not be detrimental to the character and appearance of the countryside. The proposal is not considered to cause additional detrimental impact to neighbouring uses (such as the farm to the north).

The proposed building would result in a reduction in the overall quantum of car parking on site, but the applicant has demonstrated that a surplus of parking now exists due to changes in working practices in the last four years and so the loss would be acceptable. Furthermore, as the building will accommodate existing uses on site, it will not result in additional trip generation or parking requirements. Drainage and flood risk, and impacts on ecology have been assessed through the consideration of the application and are considered acceptable subject to conditions. The proposals will achieve a net gain for biodiversity, to be secured through conditions.

Overall, the application is considered to accord with the relevant policies of the Development Plan referred to in this report and it is recommended that planning permission is granted.
