

**TOWN AND COUNTRY PLANNING ACT****HIGHWAY REPORT ON PROPOSALS FOR DEVELOPMENT**

<b>DISTRICT:</b>	Ashfield	Date received	14/02/2025
<b>OFFICER:</b>	Alex Bonser		
<b>PROPOSAL:</b>	Construction of 1no. B2 industrial unit	D.C. No.	V/2025/0073
<b>LOCATION:</b>	Ground Floor, Unit 1 Store First, Observatory Way, Kirkby In Ashfield, Nottinghamshire		
<b>APPLICANT:</b>	Store First Self Storage Ltd		

This planning application proposes the development of a 308 sq m B2 industrial unit on land currently forming parking bays adjacent to the existing Store First unit at Observatory Way, Kirkby-in-Ashfield. The scheme will remove 14 no. car parking spaces, whilst adding 1 no. motorcycle parking space, 2 no. covered cycle parking spaces, and 1 no. disabled parking space. 1 of the new car parking spaces is shown as an electric vehicle (EV) charging space.

The site is in a “rest of urban town” location as defined in Part 4.2 of the Nottinghamshire Highway Design Guide (HDG). B2 uses in such locations should have a minimum of 1 car parking space per 80 sq m of gross floor area. The proposed 308 sq m unit should therefore have at least 4 car parking spaces. The scheme will more than satisfy this minimum requirement as a stand-alone B2 unit.

Parking space geometries for the proposed unit do not comply with the requirements set out in Part 4.2 of the HDG. In particular, the proposed EV space should be accessible and accord with the layout shown at para 4.2.12 of the HDG. The disabled parking space should accord with the layout shown at para 4.2.5 of the HDG. Secure cycle equipment storage facilities (i.e. lockers) should be provided. Such changes can be accommodated within the site. Amended layout details are required.

The existing unit is shown as having 20 no. car parking spaces in an area with access from Observatory Way to the west of the application site. The parking spaces for the existing unit measure 4.8m x 2.4m, which is below the desirable minimum dimensions of 5m x 2.5m for commercial parking spaces. The parking spaces sit alongside an aisle which has a variable width which falls below the normal 6m width required adjacent to 90-degree parking spaces. These are existing shortcomings and are unlikely to significantly affect the way in which the existing 20-space car park operates with the proposed development in place, given that the existing unit has a floor area of circa 1380 sq m and would require only 17 car parking spaces to comply with the HDG.

Service access for the existing and proposed units is shared, with access via the easternmost site access onto Observatory Way.

The application is supported by a Transport Note (TN). The TN assesses service vehicle access for both the existing and proposed units using a 7.5 tonne box van on

the basis that it is assumed that that would be the largest vehicle likely to visit the site. This assumes that the existing and proposed units both operate as self-storage units. However, the planning application seeks an open B2 use, and it is understood that the existing unit has a B2 use. B2 units could attract larger vehicles than the 7.5 tonne vehicle for which swept path plots are shown in the TN. The TN does not therefore demonstrate acceptable provision for the delivery/servicing requirements of the existing and proposed B2 uses.

Options available to the applicant to address this include:

1. Undertake swept path analyses for larger HGVs. It is unlikely that this would show sufficient space within the shared service yard.
2. Condition the planning permission to require the applicant to provide a delivery and servicing management plan, which would include provision to ensure that large HGVs would be prevented from using the site. This would not cover the existing unit.
3. Bring the existing unit into the planning application site “red line” boundary and apply a planning condition to restrict the use of both the existing and proposed buildings to self-storage facilities. This is the highway authority’s preferred option.

The applicant should address the above issues by making an appropriate submission.

Having regard to the above, the highway authority recommends that this planning application should not be determined until the applicant has submitted further details to satisfactorily address the above issues. The highway authority will comment again following receipt of further information.

SD; NCC HDC; 3/3/25.