

Update Report 1



Planning Committee

Wed 17 Jun
2020
7.00 pm

Virtual Meeting

REDDITCH BOROUGH COUNCIL

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If you have any queries on this agenda please contact
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Town Hall Walter Stranz Square Redditch B98 8AH
Tel : 01527 64252 (Ext 2884)



Planning

Wednesday, 17th June, 2020

7.00 pm

Virtual Meeting - Skype - Virtual

Agenda

Membership:

Cllrs:	Salman Akbar (Chair)	Anthony Lovell
	Gemma Monaco (Vice-Chair)	Nyear Nazir
	Brandon Clayton	Gareth Prosser
	Andrew Fry	Jennifer Wheeler
	Bill Hartnett	

- 6.** Application 19/01312/HYB - Land North Of Greenlands Business Centre, Studley Road, Redditch - Mr S Spence (Pages 1 - 2)

Update on this report attached

- 7.** Application 19/01600/REM - Victoria Works, Edward Street, Redditch, B97 6HA - Mr George Stoyan Accord Housing Group (Pages 3 - 38)

There is no update for this report

- 8.** Application 19/01622/FUL - Car Park Land Adjacent Clive Works, Edward Street, Redditch - Mr George Stoyan Accord Housing Group (Pages 39 - 74)

There is no update for this report

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**Redditch Borough Council
Planning Committee**

**Committee Updates
17th June 2020**

19/01312/HYB Land North Of Greenlands Business Centre, Studley Road

Further to the Highways consideration on page 12 of the Agenda Item, the Highway Authority has confirmed that the S106 contribution only applies to the employment element of the proposal and not to the housing element (because the number of proposed homes falls below the trigger of 10 for requesting such contributions) The contribution has therefore been suitably amended.

The Highway Authority has provided its contribution justification as follows:

The Infrastructure Delivery Plan which accompanies the adopted Redditch Local Plan No. 4 has a total Transport cost of £7,360,000. WCC has calculated the likely new trips associated with development in the plan to be 43,730. The infrastructure costs of £7,360,000 have been divided by the 43,730 trips to determine a cost per 100m2 which equates to £1,122.59. This has then been applied to the development (11.33 x 1,122.59) giving a contribution of £12,718.95. The County Council have been using this approach to seek contributions since 2013 and this has been accepted by the Borough and Planning Inspectors. The methodology was developed to ensure all development paid towards the infrastructure required to support the growth within the adopted plan.

The applicant has agreed to pay the contribution by way of a S106 Planning Obligation.

Amended Recommendation on Page 13

Given that the required clarification from the Highway Authority has now been provided, subsection (a) of the Recommendation has been amended to read:

(a) That in connection with the Full planning permission (commercial element only), that the satisfactory completion of a S106 planning obligation, ensuring that;

- Contributions arising from the employment element of the proposed development are paid to Worcestershire County Council to support Active Travel Infrastructure and to improve existing bus stops closest to the application site,
and
- S106 monitoring fees are paid to the Borough Council

Remainder of recommendation remains unchanged.

19/01600/REM Victoria Works, Edward Street

No Updates

19/01622/FUL Car Park Land Adjacent Clive Works, Edward Street

No Updates

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**PLANNING
COMMITTEE**17th June 2020

Planning Application 19/01600/REM

Reserved Matters Application seeking consent for access, appearance, landscaping and layout, following outline planning approval ref 18/01515/OUT: Outline approval for the demolition of redundant factory and erection of up to 75 residential units (matter of scale approved)

Victoria Works, Edward Street, Enfield, Redditch, B97 6HA

Applicant: Mr G Stoyan: Accord Housing Group
Ward: Central Ward

(see additional papers for site plan)

Case Officer: Steven Edden, Principal Planning Officer (DM), who can be contacted on Tel: 01527 548474 Email: steve.edden@bromsgroveandredditch.gov.uk for more information.

Site Description

The application site known as 'Victoria Works' is bounded by Britten Street to the west and Edward Street to the east, with a one-way traffic system operating within these roads. Until very recently, the majority of the site contained a large rectangular, flat-roofed grey brick building. This has recently been demolished and the site cleared following the granting of planning permission under application 18/01515/OUT.

To the north of the site lies the Vernier Springs works whilst to the south are the locally listed buildings of Ashleigh Works and Nos. 20 and 22 Bromsgrove Road.

With the exception of 'The Business Centre' immediately to the north-east, the land between Edward Street and the railway line, (referred to as the 'Clive Works' site) has been cleared of its former buildings. The site falls outside the defined Town Centre boundary as defined on the Borough of Redditch Local Plan No.4 Policies map, the railway line marking its western boundary.

Proposal Description

Following the approval of outline application 18/01515/OUT, reserved matters approval is sought for residential development comprising 75 dwellings. The remaining matters which were not determined under application 18/01515/OUT (access, appearance, landscaping and layout) are being sought here.

The development of 75 residential units is proposed to be provided through the following mix of terraced houses and apartments:

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Apartment Block (49 flats and referred to as 'Victoria Works')

- 19 x 1 bed apartments
- 30 x 2 bed apartments

Townhouses (26 in total and referred to as 'Victoria Mews')

- 20 x 2 bed terraced houses
- 6 x 3 bed terraced houses

All units would be provided as affordable rented properties as per the requirements of the (varied) S106 agreement attached to application 18/01515/OUT.

The flats would be provided in a rectangular block over five storeys as per the indicative plans submitted through the outline application.

The townhouses would be provided in two parallel rows of 13 houses fronting Edward Street and Britten Street. The townhouses would be 3 storeys from Edward Street and part three storey / part two storey from Britten Street.

Car parking would be provided to the rear of each row of townhouses. The car parking area for the apartments would be between the rear of the building and Britten Street, with each of the 30, two bed apartments having a single allocated parking space. Due to the differing levels within the site, the parking area adjacent to Britten Street would be largely hidden from view.

The 19, one bed apartments would be car free.

Vehicular and pedestrian access to the site would be via Edward Street.

The overall scheme reflects design elements of the neighbouring mill buildings in respect to height, window details and brick finish. It is proposed to also introduce contemporary elements including the use of Polyester Powder Coated (PPC) aluminium, and terracotta rainscreen cladding panels. Part of the roof serving the 'Victoria Works' apartment block would have a feature 'saw-tooth' design reflecting the industrial heritage of the mill buildings where in the late 19th Century such features were often found.

Relevant Policies:

Borough of Redditch Local Plan No. 4

Policy 1: Presumption in Favour of Sustainable Development

Policy 5: Effective and Efficient use of Land

Policy 6: Affordable Housing

Policy 19: Sustainable travel and Accessibility

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Policy 20: Transport Requirements for New Development
 Policy 24: Development within Primarily Employment Areas
 Policy 31: Regeneration for Town Centre
 Policy 39: Built Environment
 Policy 40: High Quality Design and Safer Communities

Others

NPPF National Planning Policy Framework (2019)
 Redditch High Quality Design SPD

Relevant Planning History

18/01515/OUT	Outline application for the demolition of redundant factory and erection of up to 75 residential units (matter of scale to be considered under application)	Approved	27.06.2019
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Consultations

WCC Highways

Comments with respect to earlier (Outline) application 18/01515/OUT summarised as follows:

'The application has been supported with a Transport Assessment that assesses the trip generation of the current site and compares that to the proposed use. It is clear that there is a reduction in trips as a result of the new development which results in a reduced highway impact. However it is important to recognise that as a result of the proposal that new demands are expected through an increase in walking and cycling activity. The site can access rail, retail and leisure activities on foot within a few minutes walk.'

Parking provision would be lower than the published standards, however, the Highway Authority concurs with the applicant that given the highly sustainable location of the site, a reduced parking level would be acceptable. The Highway Authority concludes that there would be no justifiable grounds on which an objection could be maintained.

Comments regarding current application summarised as follows:

Each townhouse is either a 2 or 3 bedroom property and therefore requires 2 spaces. Two spaces are provided for each townhouse. I have noted that a car port to the rear of each townhouse would accommodate 1 vehicle with a further space being provided immediately to the rear. Discussions at the outline stage also indicated such an arrangement which is considered to be acceptable.

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In terms of cycle access, it is disappointing that access arrangements for cyclists cannot be improved such that access for cyclists cannot be gained from both Britten and Edward Street, although I acknowledge that level differences mean that this cannot be practically addressed.

I have noted that a footway is provided to both sides of the vehicular access which is acceptable.

In terms of the apartment parking, I am agreeable to reducing parking levels so long as particular spaces are associated / allocated with particular units with others to be sold as car free so parking expectations are clear for future residents.

North Worcestershire Water Management

Comments summarised as follows:

No objection to the proposed development subject to compliance with Condition 6 (application 18/01515/OUT) which requires the submission of a site drainage strategy

Node Urban Design

Comments summarised as follows:

The development creates a strong frontage, particularly along Edward Street, drawing from a perimeter block concept. Locating the parking to the rear is sensible and reduces the visual impact of cars on the street, deferring instead to the strong building line.

The parking court is subject to a good level of natural surveillance from the apartments.

Hard landscaping includes tarmac on the car park and access with pavers elsewhere. I recommend material samples in this respect come forward for the prior written approval of the LPA via a condition.

The outline application included an indicative design that was traditional in its aesthetic. This design has evolved and has shifted to a more contemporary solution. The approach has looked to draw on some of the visual and spatial elements of the area's industrial heritage without being overly pastiche.

The townhouses incorporate a pitched roof design which is more appropriate for the domestic typology of the context. They include interesting nods to the area's industrial heritage such as large windows with glazing bars. I have no objection to the design of the townhouses though would recommend conditioning for material samples of all brickwork and roofing materials including the all windows.

The apartment design looks to emulate, in particular, characteristics that underpin the design at the Trades and Labour Club, and this is welcomed. This is particularly evident in the higher volume, strong fenestration rhythm and detailing such as the nature of the windows themselves. The use of cornice detailing to the parapet is also interesting and provides some visual interest to the roof. The contrast in materials, furthermore, between the brick and rainscreen cladding elements as well as the use of recessed brick panels

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is also welcomed as it looks to reduce the overall visual mass and provide some visual depth.

Waste Management

No objection

Worcestershire Regulatory Services

We have reviewed 'Planning Noise Assessment: Edward Street, Redditch' prepared by STROMA Built Environment ref: 08-19-79215-AC-1v2 and are happy to support the conclusions drawn that document.

The construction of the building envelope should achieve a sound insulation performance as per 4.12 of the submitted report.

Glazing and ventilators should be installed within the respective façade as per the specifications within Table 4 to ensure suitable noise attenuation is achieved.

Providing the development is constructed in accordance with the recommendations contained within this document, no objections are raised.

Public Consultation Response

None received

Assessment of Proposal

The principle of residential development on the site has already been established under application 18/01515/OUT. The matters for consideration at this stage are appearance, layout, landscaping and access.

The matter of scale was considered under the earlier application where the principle of a five storey apartment block was agreed in principle.

As indicated under the outline application, the proposed five storey apartment block proposed under this application would not exceed the height of the Ashleigh Works building to the south.

The proposed three storey town houses were also considered to be acceptable given the context of the sites surroundings.

The site measures a little less than ½ hectare in area and the proposed 75 units of accommodation would represent a density significantly higher than 100dph. Policy 5 of the Borough of Redditch Local Plan (Effective and efficient use of land) encourages densities in excess of 70 dwellings per hectare in locations close to public transport interchanges.

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Appearance

The overall appearance of the proposed development is considered to enhance the area and respect the historic context of surrounding 'industrial heritage' buildings, such as Ashleigh Works.

The appearance of the development is characterised by strong street frontages reflecting the historic street pattern, including the incorporation of large warehouse-style windows.

Great attention has been paid to architectural detailing including the use of cornice detailing to parapets and the use of the 'saw-tooth' roof reflecting the industrial heritage of the mill buildings.

Innovative elements such as the use of recessed brick panels in a different brick and mortar colour and been introduced as have PPC aluminium windows to add quality, with dark grey roof tiles with a thin leading edge being used in the construction of the town houses.

Layout

The perimeter block type layout as indicated on illustrative drawings submitted as part of the outline application has been followed.

As stated on the earlier application, your officers consider that it is important for the site to provide an active frontage to both Edward Street and Britten Street despite the relative narrowness of the site. Separation distances between the rear of the two rows of townhouses has been maximised as far as practicable, within the constraints of the width of the site. The separation distances range from between 18.5m and 19.5m which is a little under the 21m width set out in the Councils SPD but is considered acceptable in this case, given the sites urban location.

Car parking spaces would be located exclusively to the rear of the new terraced houses and to the rear of the apartment block building 'Victoria Works' and would therefore be hidden from public view from Edward Street. Due to the level difference between Edward Street and Britten Street (to the west) parked cars within the communal parking area serving the flats would only be partially visible from Britten Street.

Landscaping

Your officers consider that the opportunities for appropriate landscaping have been maximised within the constraints of the site's urban location and limited width.

The scheme proposes landscaping around the car parking area of the apartment block, which would enhance the appearance of the area.

Small set-backs from the back of the pavement to both Edward Street and Britten Street allow for the provision of defensible space for all of the townhouses in the form of low brick walls and railings, behind which, planting would be introduced (as opposed to the

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property's opening out directly onto the footpath). In addition, the layout allows for the provision of small planted areas between to the rear of the townhouses.

Impact of the proposals on highway safety

A single vehicular access point to the development would be created from Edward Street. The proposed access would be 5m wide with 2m and 1.5m footways on either side.

There would be direct pedestrian access to each town house from Edward Street and Britten Street.

In relation to the town house parking, this would not be located directly in front of each new house, but to the rear. Your officers consider that car parking immediately to the front of dwellings would result in visual clutter and would lead to future pressure for front curtilages to be paved over. Therefore, to meet the Highway Authority's standard of two parking spaces per dwelling, the scheme proposes the provision of two tandem spaces per unit, one of which would be within a covered enclosure at ground floor level, with the main living accommodation of the house being within the above two floors.

In relation to the parking for the proposed apartments, each 2-bed apartment would have its own dedicated parking space, with the 1-bed units being 'car free'. A detailed justification for this approach has been set out within the submitted Transport Statement.

Two of the parking spaces serving the 'Victoria Works' apartment block would be equipped with Electric Vehicle Charging points specifically for the charging of electric vehicles. Further, each of the townhouses would be equipped with a 7Kw electric charging point.

Policy 19 of the Local Plan (Sustainable Travel and Accessibility) focuses on the need to reduce private car use and increase the use of public transport.

The proposed parking for the town houses meets the WCC parking standards based upon Worcestershire County Council's Streetscape Design Guide.

Parking for the apartments, at one space allocated to each 2-bed apartment also meets the requirements of the Streetscape Design Guide and the layout provides for adequate servicing.

In relation to parking provision for the 1-bed units, the County's 'Streetscape Design Guide' states:

"For both residential and commercial developments in town and city centres the applicant may choose not to provide car parking spaces at all. Consideration must be given to the opportunity to access the site sustainability, the availability and capacity of public car parks, existing parking restrictions, the number of linked trips and the implementation of an approved Travel Plan or welcome pack."

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The application site lies in a highly sustainable location, adjacent to the Town Centre and within 2 minutes' walk of the rail and bus stations. A residential welcome pack condition is recommended to be imposed in the case of planning permission being granted.

Residents would therefore be fully aware of parking. A Parking Survey has confirmed the availability of over 50 unrestricted parking spaces from 7pm onwards within the vicinity of the site. Car park free development for the 1-bed apartments is therefore considered to comply with the provisions of adopted guidance.

The Council's waste management team have been provided with a detailed swept path analysis drawing (detailed on SK01 Rev G) who have confirmed that the Council's waste vehicles can safely enter and exit the site to collect refuse from the site. Each of the townhouses would use 'standard' sized (240 litre) wheeled bins where both (2) bins serving each property would be stored entirely within the buildings envelope. Dedicated bin stores with capacity to store the communal (1100 litre) receptacles would be provided to the rear of the apartment block. The capacity and location proposed for the communal bins stores has been agreed by the Council's Waste Management Team.

The proposed development therefore does not raise any transport or highway concerns.

Residential amenity considerations

Your officers are satisfied that no loss of residential amenity would result from granting permission and that the scheme would provide future occupiers of the development with a decent standard of amenity.

WRS commented under the outline application that noise would not pose a constraint to the proposed development, and the development should not unduly constrain operations at Vernier Springs. They did however ask that a noise assessment in line with BS8233 be submitted as part of any application for reserved matters. No objections have been received from WRS following their examination of the Noise Assessment Report submitted as part of this reserved matters application.

Affordable housing

The Borough of Redditch Local Plan Policy 6 (Affordable Housing) requires the provision of 30% affordable housing on sites of 11 or more dwellings, incorporating a mix of tenure types. As discussed under the outline application, due to the application of the vacant building credit (as set out within Paragraph 21 of the National Planning Policy Guidance), there is no policy requirement to provide any affordable housing at the site.

Notwithstanding this, in this case, the applicant is the Accord Housing Group who proposes to provide all 79 of the units as affordable rent. The S106 agreement attached to outline planning permission (18/01515/OUT) requires this and is the mechanism for controlling this matter.

Section 106 Planning obligation

A S106 agreement was attached to the grant of outline planning permission (18/01515/OUT) when that consent was granted in June 2019. A subsequent report was presented to members of the Planning Committee at the meeting of 4th December 2019

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following the submission of a viability appraisal which was independently verified on behalf of the Council. Members endorsed the officer's recommendation that contributions to be paid towards open space enhancements; the provision of domestic and recycling bins; county education infrastructure and localised improvements to the cycle network and for personal travel planning should be reduced to zero but that all housing be provided for affordable rent.

Housing Land Supply

As referred to with respect to recent reports presented to the Planning Committee for new residential development, currently, the Council cannot demonstrate a 5 year supply of housing land within the Borough. At 1st April 2019 the 5 year housing land supply was only 3.29 years.

Paragraph 11 of the National Planning Policy Framework (NPPF) says that in such circumstances, policies which are the most important for determining the application are out-of-date supply of housing should not be considered up-to-date.

Significant weight should be afforded to the fact that the scheme would make a meaningful contribution to the Council's housing figures where the Council cannot demonstrate a 5 year supply of housing land as required under the NPPF.

Sustainability

The application site is located within easy walking distance of Redditch Town Centre which provides the expected wide range of commercial, retail and leisure facilities. It is also within two minutes' walk of the Town's rail and bus stations. The proposed residential redevelopment therefore benefits from the Frameworks "presumption in favour of sustainable development" and also complies with the Frameworks objective of significantly boosting the supply of housing.

In addition, the scheme meets the Frameworks requirement to make "effective use" of under-utilised land, with the proposed density of redevelopment reflecting the site's highly sustainable location.

Planning Conditions

Sections 100ZA (4-6) of the Town and Country Planning Act 1990 requires the applicant's written agreement to the terms of a pre-commencement condition. Written agreement to the terms of relevant recommended conditions has been sought and agreed by the applicant.

Conclusion

As referred to earlier in this report, the Council cannot currently demonstrate a five year supply of housing. Significant weight should be afforded to the contribution the scheme would make in this respect.

The proposed residential use would result in fewer vehicle trips compared to the site's former use and would not lead to any highway or parking concerns.

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The proposal is considered to represent a high quality and attractive development which would successfully reflect the Victorian industrial heritage of remaining buildings in the area and would be compatible with the Borough Council's objectives for enhanced vitality and viability of the Town Centre and promotion of sustainable development.

Your officers have therefore concluded that the application would amount to sustainable development, and would not conflict with the Borough of Redditch Local Plan No.4 as a whole. Subject to compliance with conditions as listed below, a favourable recommendation can be made.

RECOMMENDATION:

That having regard to the development plan and to all other material considerations, planning permission be GRANTED subject to the following conditions:

Conditions:

- 1) The development to which this permission relates must be begun before the expiration of two years from the date of approval of this consent.

Reason: In accordance with the requirements of Section 92(2) of the Town and Country Planning Act 1990

- 2) Prior to their first installation, details of the form, colour and finish of the materials to be used externally on the walls (including all windows and doors), roofs and all hardsurfacing shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason: To ensure that the development is satisfactory in appearance, to safeguard the visual amenities of the area

- 3) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed boundary treatment and other means of enclosure, hard surfacing materials, new planting, trees and shrubs to be retained, together with measures to be taken for their protection while building works are in progress.

Reason: In the interests of the visual amenity of the area

- 4) All hard and soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the local planning authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously

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damaged or diseased shall be replaced in the next planting season with others of similar sizes or species unless the local planning authority gives written approval to any variation.

Reason: In the interests of the visual amenity of the area

- 5) The development hereby approved shall be carried out in accordance with the following plans and drawings:

appropriate references to be inserted here

Reason: To provide certainty to the extent of the development hereby approved in the interests of proper planning.

- 6) No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The Plan shall include details of measures to prevent mud or other detritus being carried onto the highway, details of site operative parking areas, material storage areas and the location of site operatives facilities, adherence to construction working hours of 8am-6pm Monday to Friday and 8am-1pm on Saturdays with no construction working on Sundays. The measures set out in the approved Plan shall be carried out and complied with in full during the construction of the development hereby approved.

Reason: To ensure the provision of adequate on-site facilities and in the interests of highway safety.

- 7) Prior to the first occupation of the development hereby approved, a scheme for the provision of bat roost opportunities and bird nest boxes within the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented by suitably qualified personnel to the satisfaction of the Local Planning Authority prior to the first use of the development approved.

Reason: In the interests of biodiversity and in accordance with the provisions of National Planning Policy Framework

- 8) The Development hereby permitted shall not be brought into use until the access, turning area and parking facilities shown on the approved plan have been properly consolidated, surfaced, drained and otherwise constructed in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority and these areas shall thereafter be retained and kept available for those uses at all times.

Reason: In the interests of highway safety, to ensure the free flow of traffic using the adjoining highway and in accordance with the National Planning Policy Framework.

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- 9) The Development hereby permitted shall not be first occupied until details of a scheme of electric vehicle charging points has been submitted and approved in writing by the Local Planning Authority. Thereafter the charging points shall be kept available for the charging of electric vehicles.

Reason: To encourage sustainable travel and healthy communities

- 10) The covered car parking spaces serving the townhouses shall be used purely for the parking of vehicles used by occupiers of this development and shall not be used for private / personal storage purposes or converted into domestic living accommodation.

Reason: To ensure that occupiers have sufficient spaces to park vehicles and to prevent on-street parking in the interests of highway safety.

- 11) The Development hereby approved shall not be occupied until the applicant has submitted to and had approval in writing from the Local Planning Authority a residential welcome pack promoting sustainable forms of access to the development. The pack shall be provided to each resident at the point of occupation.

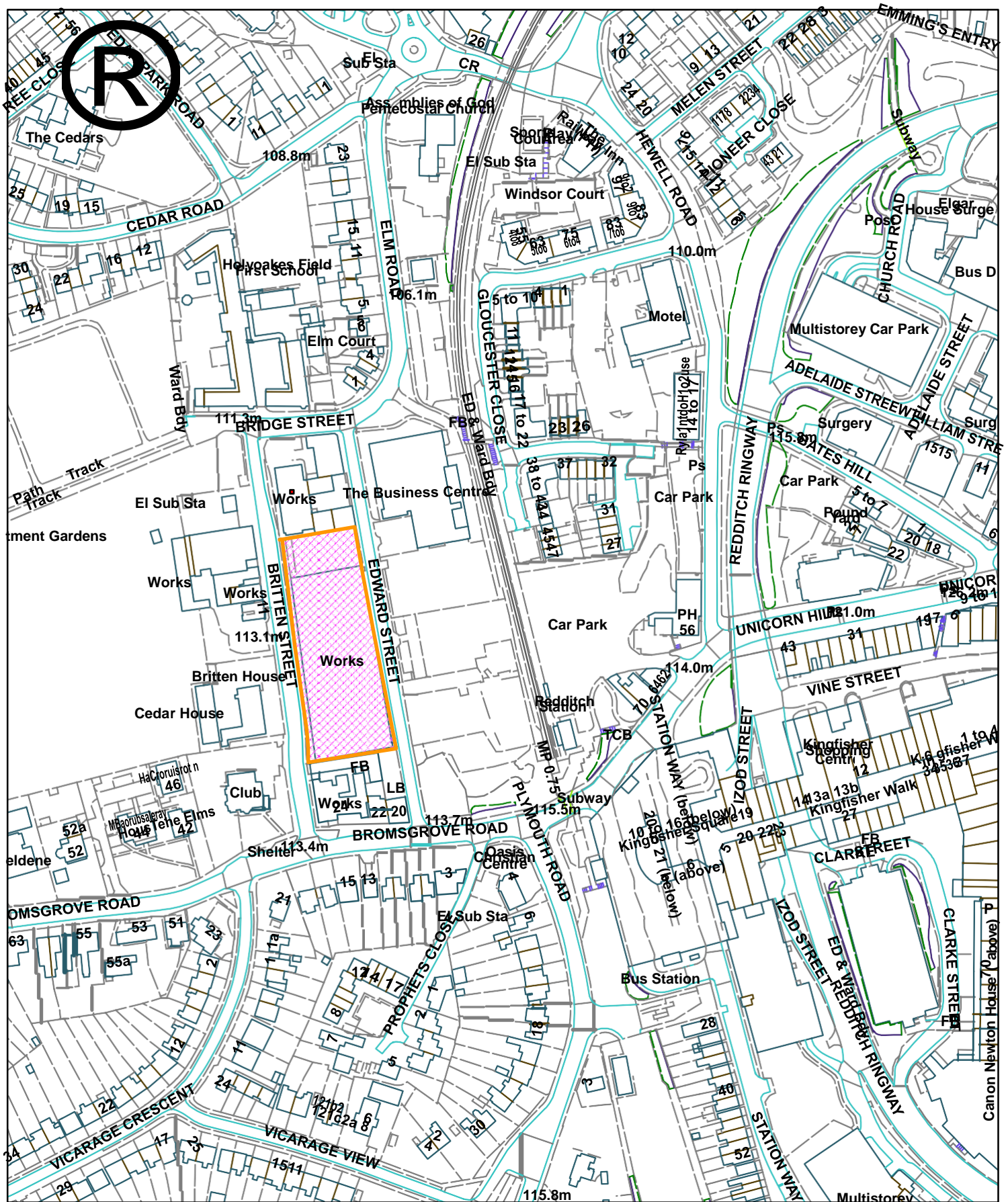
Reason: To reduce vehicle movements and promote sustainable access.

Informatives

- 1) The local planning authority have worked with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with this planning application through negotiation and amendment.

Procedural matters

This application is reported to Planning Committee for determination because the application is for major development. As such the application falls outside the scheme of delegation to Officers.



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Planning & Regeneration
Town Hall
Walter Stranz Hall Square
Redditch
B98 8AH

19/01600/REM

Victoria Works

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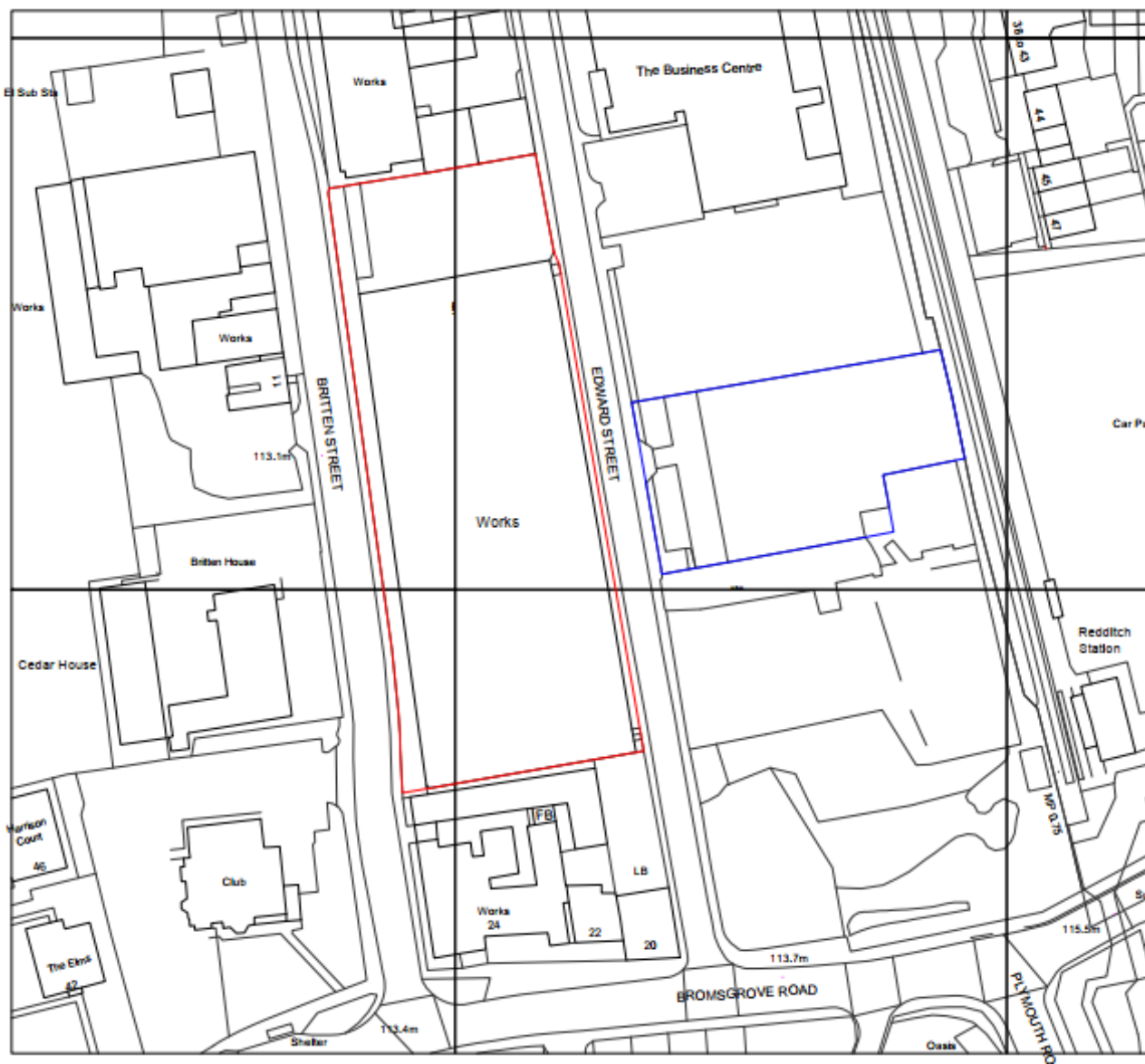
19/01600/REM

Victoria Works, Edward Street, Redditch

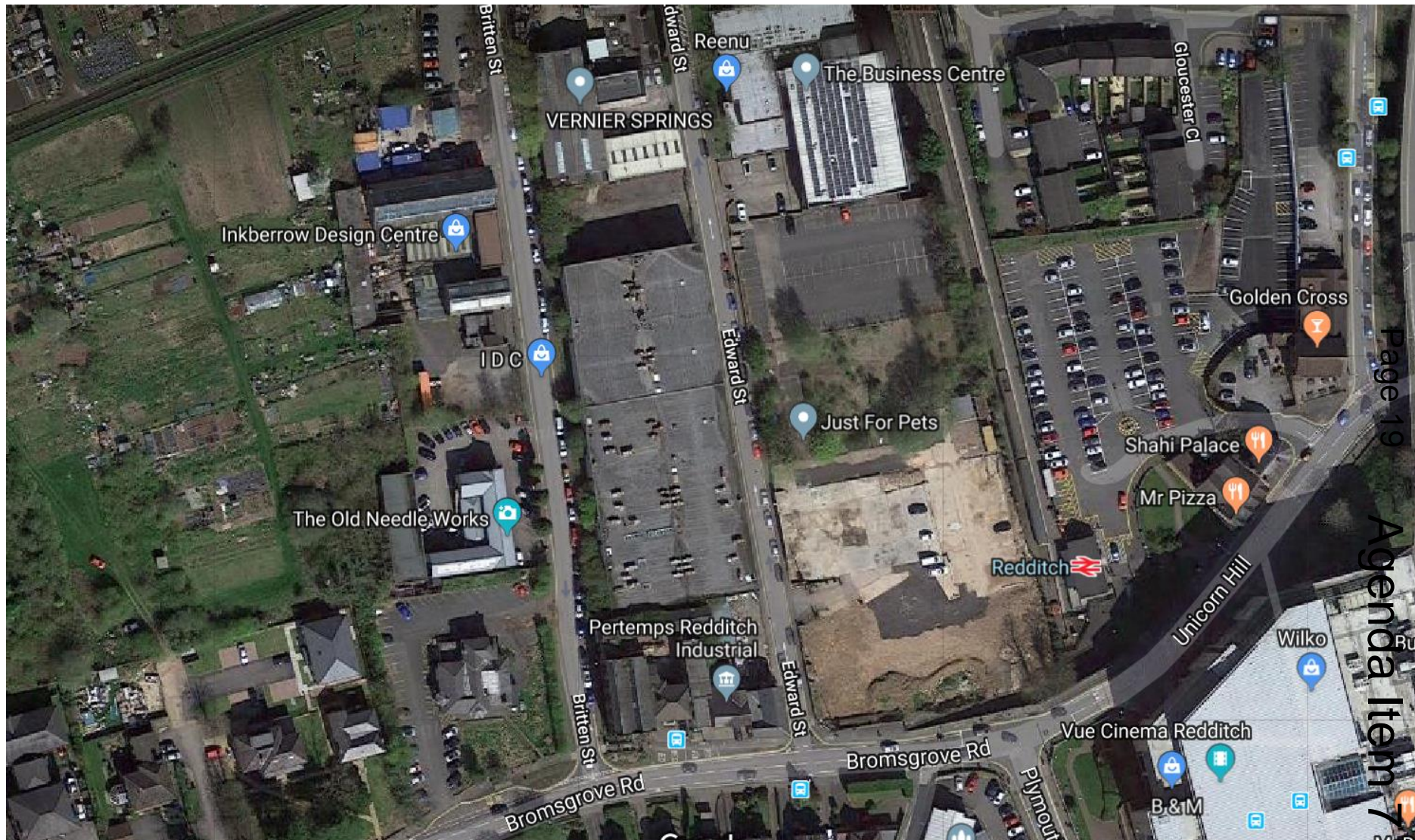
Reserved Matters Application seeking consent for access, appearance, landscaping and layout, following outline planning approval ref 18/01515/OUT: Outline approval for the demolition of redundant factory and erection of up to 75 residential units (matter of scale approved)

Recommendation: Grant subject to conditions

Site Location

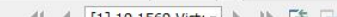


Satellite View



View from Bromsgrove Road



[illegible]

Feature retaining wall along boundary with facing brick and cable trellis for climbing plants. Length subject to existing conditions and relationship with adjacent building.

Cycle store to provide 60 external bike spaces in two tier racks. Bin store within apartment block to provide 20 internal bike spaces in two tier racks plus specialist cycle spaces.

Recycling bin store, 1110s. x 1100s. wheeled bins.

Waste bin store, 1110s. x 1100s. wheeled bins.

Retaining wall for townhouses and ground level.

Length of retaining wall subject to existing conditions and relationship with adjacent building.

Victoria Works

Victoria Mews

Edward Street

Britten Street (2.7m above)

MEP

Cycle Store

Bin Store

Recycling Bin Store

Waste Bin Store

Garden space for ground floor flats facing Edward St.

Garden space for townhouses.

Footprint of existing warehouse building.

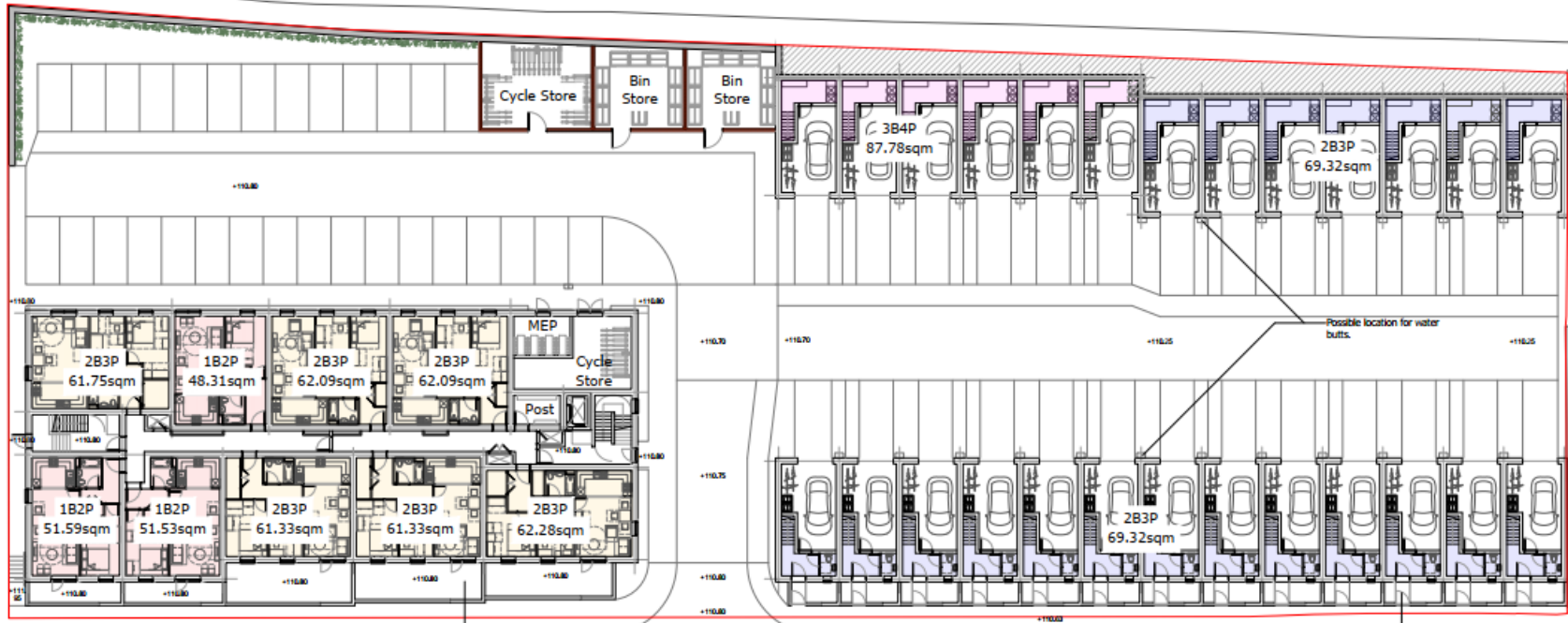
Strip of land within boundary offered for public footway. Minimum 2000mm footway width maintained.

Strip of land within boundary offered for public footway. Minimum 2000mm footway width maintained.

50m x 2.4m visibility splay.

Ground floor

Britten Street (2.7m above)



Apartment block ground floor



Apartment Block Ground Floor Plan Layout

Apartment block from Edward Street



Apartment Block East Elevation - From Edward Street

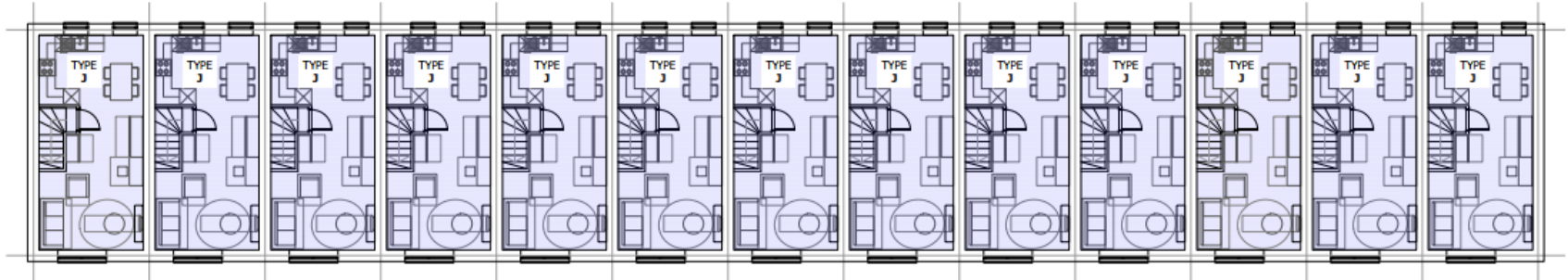
Apartment block from rear car park



Apartment Block West Elevation - From Rear Car Park

Townhouses facing Edward Street

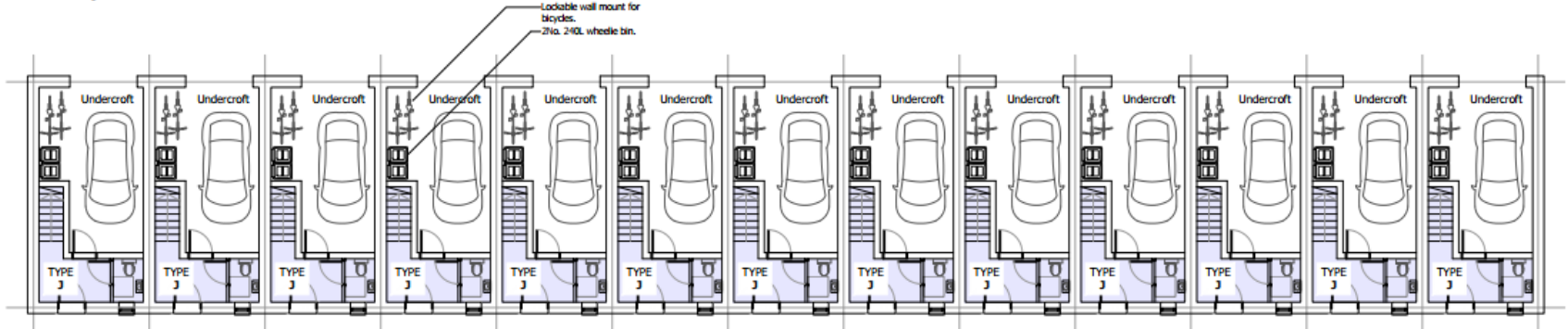
Townhouses Facing Edward Street Roof Plan



Townhouses Facing Edward Street Second Floor Plan



Townhouses Facing Edward Street First Floor Plan



Townhouses Facing Edward Street Ground Floor Plan

Townhouses from Edward Street



Townhouses Facing Edward Street East Elevation - From Edward Street

Townhouses from Britten Street



Townhouses Facing Britten Street West Elevation - From Britten Street

Street scenes



Visual from Edward Street



Visual from Britten Street



Visual from Britten Street



Townhouses from courtyard



Townhouses from courtyard



Aerial 19/01600 and 19/01622



Aerial 19/01600 and 19/01622



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Planning Application 19/01622/FUL

Erection of two three-storey buildings to provide 19no. one bed apartments for affordable rent and 90 sq. m. of office space for use by Accord Group

Car Park Land adjacent Clive Works, Edward Street, Enfield, Redditch

Applicant: Mr G Stoyan: Accord Housing Group
Ward: Central Ward

(see additional papers for site plan)

Case Officer: Steven Edden, Principal Planning Officer (DM), who can be contacted on Tel: 01527 548474 Email: steve.edden@bromsgroveandredditch.gov.uk for more information.

Site Description

The site is roughly rectangular in shape and covers an area of approximately 0.16 hectares (ha). It has historically served as a car park to the (now demolished) Victoria Works Industrial building to the west. Members will be aware that residential development on the Victoria works site was approved in outline form under application 18/01515/OUT. A reserved planning matters application for 75 units (ref 19/01600/REM) is currently pending determination.

The site is currently over grown containing a number of self-set trees and shrubs; with some existing mature trees primarily to the south-east corner.

The site bounds the railway line serving the Train Station to the east and is accessible from Edward Street to the west.

To the north of the site lies a car park serving 'The Business Centre', whilst to the south is the former 'Clive Works' site which has been cleared of its former buildings. Members may recall that application 19/01060/OUT: Outline application for residential development (up to 73 units) was presented before the Planning Committee on 15.01.2020 where the Committee resolved to delegate the granting of planning permission subject to the completion of a S106 agreement to the Head of Planning and Regeneration.

The site falls within a Primarily Employment Area and lies just outside the Town Centre as defined on the Borough of Redditch Local Plan No.4 Policies map, the railway line marking the western boundary to the Town Centre.

Proposal Description

Full planning permission is sought of the erection of 19no. one bed apartments. All would be provided as affordable rented properties. As part of the development, 90 sq.m of office space is proposed to be created. This would be used by the applicant: The Accord Group

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in connection with the day to day running of the residential development and the adjacent development (pending determination) for the erection of 75 units (ref 19/01600/REM).

The development proposes two three storey blocks as follows:

Block / Building 1

Ground floor: Office space (90 sq.m), together with 1no. one bed flat

First Floor: 3no. one bed flats

Second Floor: 3no. one bed flats

Block / Building 2

Ground floor: 4no. one bed flats

First Floor: 4no. one bed flats

Second Floor: 4no. one bed flats

Vehicular and pedestrian access to the site would be via the existing (improved) vehicular access onto Edward Street.

10 car parking spaces would be provided for the 19 flats together with 5 car parking spaces for the office use. 3 Motorcycle spaces together with 1 Delivery/Drop off space would also be provided. Parking spaces would be allocated and managed by the applicant (Accord Group).

Relevant Policies:

Borough of Redditch Local Plan No. 4

Policy 1: Presumption in Favour of Sustainable Development

Policy 5: Effective and Efficient use of Land

Policy 6: Affordable Housing

Policy 19: Sustainable travel and Accessibility

Policy 20: Transport Requirements for New Development

Policy 24: Development within Primarily Employment Areas

Policy 31: Regeneration for Town Centre

Policy 39: Built Environment

Policy 40: High Quality Design and Safer Communities

Others

NPPF National Planning Policy Framework (2019)

Redditch High Quality Design SPD

SPG Employment Land Monitoring

SPG Open Space Provision

SPD Affordable Housing Provision

SPD Education contributions

Worcestershire Waste Core Strategy (WWCS)

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Relevant Planning History

None

Consultations

WCC Highways

No objections

Comments summarised as follows:

The proposed development is in a town centre commercial and sustainable location off an unclassified road. The site benefits from an existing vehicular access. Edward Street benefits from footpaths and street lighting on both sides of the road. The site is located within acceptable walking distance of amenities, bus route and bus stops, bus station and Redditch Railway Station.

The parking provision (10 spaces) is acceptable on the basis that these are allocated to 10 apartments.

I have noted that one of the residential car parking spaces is to be fitted with an Electrical Vehicle Charging Point; commercial use to be provided with an EVCP: acceptable.

Highway contributions of £13,801.44 have been calculated based on the number of trips to be generated by the proposed development. This contribution should be used towards improvement to the local walking and cycling infrastructure, a bus shelter on Bromsgrove Road, lining and signing for cycle routes.

The Highway Authority concludes that there would not be an unacceptable impact on highway safety and therefore there are no justifiable grounds on which an objection could be maintained.

Conditions regarding construction of the vehicular access, provision of electric vehicle charging points, vehicular visibility splays and a residential welcome pack are recommended

North Worcestershire Water Management

Comments summarised as follows:

A site drainage strategy has been submitted. No objections are raised subject to the compliance with the drainage strategy and:

- o Drainage Calculations - 057C41-SITE2.SRCX
- o Proposed Drainage Plan - 19254-C01 (Rev B)

Economic Development

Whilst the loss of employment land is something to be resisted, in this instance, the agents have marketed the site for a period well in excess of the policy provisions within the adopted Local Plan and limited interest for a continuing economic use has been

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shown during this time. Therefore, it is felt that considering alternative uses that provide a potential betterment in design terms, as well as delivering active use in this area is a positive next step.

It is considered that the proposal is in line with emerging aspirations to see more residential development to be delivered in the town centre environs. The delivery of new uses and residential units in particular, is something that the Government are keen to see within central locations of towns across the country.

Therefore, given the evidence provided and the emerging thoughts with regards to redevelopment of the town centre and its adjacent sites, we are supportive of the proposal which seeks to deliver an active use on a vacant brownfield site that will add some vitality and vibrancy to this part of the town.

Worcestershire Regulatory Services - Contaminated Land

No objection subject to land remediation conditions

Worcestershire Regulatory Services - Noise

We have reviewed 'Planning Noise Assessment: Edward Street, Redditch' prepared by STROMA Built Environment ref: 08-19-79215-AC-1v2 and are happy to support the conclusions drawn that document.

The construction of the building envelope should achieve a sound insulation performance as per 4.12 of the submitted report.

Glazing and ventilators should be installed within the respective façade as per the specifications within Table 4 to ensure suitable noise attenuation is achieved.

Providing the development is constructed in accordance with the recommendations contained within this document, no objections are raised.

NODE Urban Design Advisor

Comments summarised as follows:

The development blocks are generally orientated perpendicular to one another. Consideration should be given to the potential to create a stronger active frontage.

The bin storage is located to the northwest corner of the site which is sensible, given its proximity and is supported subject to the design of the bin store being appropriate to limit its visual impact.

Pedestrian pathways providing access to the communal garden at the rear should provide adequate natural surveillance or overlooking.

The buildings are proposed to be three storeys which is appropriate given the scale of residential schemes planned, and approved, in the local context.

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The two blocks take a different design approach to one another and provide an interesting visual mix. Block one is designed to defer to the industrial heritage of the area, with an aesthetic reminiscent of historic factory premises. I consider this appropriate. Furthermore, the inclusion of a flat-roofed adjoining element finished in rainscreen cladding, providing access to the apartments and circulation core is an interesting, contrasting, addition.

Block two is more contemporary, and is completely clad in black timber with a standing seam metal roof. I have no objection to this and the use of brass coloured windows provides an interesting visual contrast to the darker façade.

The design approach is welcomed, and strikes a good balance between contemporary and historic architectural patterns and forms.

Whilst the inclusion of communal garden areas is also welcomed, and will provide amenity space for residents and office workers, consideration should be given to the environmental quality of the garden fronting the railway. Consideration should be given to the increasing the number of habitable rooms to windows in the development in order to provide improved passive surveillance to the second garden area.

Waste Management

No objection

NHS/Medical Infrastructure Consultations

Redditch and Bromsgrove CCG has identified that the development will give rise to a need for additional primary healthcare provision to mitigate impacts arising from the development.

The existing GP practices do not have capacity to accommodate the additional growth resulting from the proposed development. The development could generate approximately 38 residents and subsequently increase demand upon existing constrained services. Affected practices: St Stephen's Surgery; Elgar House Surgery; The Dow Surgery; Hillview Medical Centre; Maple View Medical Practice; The Bridge Surgery

A developer contribution will be required to mitigate the impacts of this proposal. Redditch and Bromsgrove CCG calculates the level of contribution required in this instance to be £5,993. Redditch and Bromsgrove CCG therefore requests that this sum be secured through a planning obligation linked to any grant of planning permission, in the form of a Section 106 planning obligation.

NHS Acute Hospitals Worcestershire

The Trust has requested a contribution of £14,930 which will be used directly to provide additional services to meet patient demand. The Trust is currently operating at full capacity in the provision of acute and planned healthcare. This development imposes an additional demand on existing over-burdened healthcare facilities and failure to make the requested level of healthcare provision will detrimentally affect safety and care quality for

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both new and existing local population. The contribution is necessary to maintain sustainable development.

The Trust requests that this sum be secured through a planning obligation linked to any grant of planning permission, in the form of a Section 106 planning obligation.

Town Centre Co-ordinator

No objection

Housing Strategy

I am pleased to support this application which would provide much needed affordable rented accommodation that will assist in meeting Redditch Borough Council's housing need. Its location gives easy access to public transport and shopping facilities and is a good use of space combining office and residential use on one site

Worcestershire Archive and Archaeological Service

No objections subject to the inclusion of an archaeology condition

Arboricultural Officer

Comments summarised as follows:

The proposed site on Edward Street is mainly hard standing and shrub beds as was previously used as a car park. Many trees on the proposed site are all of low amenity value and vary in age and species. The application seeks to remove a large volume of the trees and retain three alongside new planting. No objections are raised subject to the retention of the trees to be retained and compliance with the recommendations set out within the submitted Wardell Armstrong's Impact assessment report and the submission of a full landscaping scheme to be submitted with Tree/Plant species to be used.

Public Consultation Response

None received

Assessment of Proposal

Principle of development

The site falls within a Primarily Employment Areas where Policy 24 states that non employment development will only be permitted where:

- i) such development would not cause or accentuate a significant shortage of land for employment use in the Borough or area concerned; and
- ii) it is no longer viable as an employment area either following a period of unsuccessful marketing or undertaking a viability assessment. Consultation must

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be undertaken with the Economic Development and Regeneration Service by the applicant to ascertain this; or

- iii) the site is no longer appropriate for employment use because of at least one of the following reasons and these problems are incapable of resolution in the foreseeable future:

It impinges upon residential amenity;

It causes substantial transport network, highway or traffic problems:

It creates other adverse environmental effects; or

Technical reasons such as land stability or fundamental infrastructure problems.

The Council's Economic Development team comment that the site has been actively marketed for employment use for well in excess of the 2 years and 3 month period set out in the Council's Employment Monitoring SPG, without success and your officers have concluded that the loss of the site not cause or accentuate a significant shortage of land for employment use in the Borough.

The submitted evidence confirms that the site is no longer viable for continued employment use and that therefore the requirements of Policy 24, criteria i) and ii) have been satisfied. Therefore the principle of development is considered to be acceptable.

Density of Development

The 2019 National Planning Policy Framework requires local planning authorities and developers to make effective use of previously-developed land, especially if this would help to meet identified needs for housing where land supply is constrained.

Section 11 of the Framework emphasises the importance of making effective use of land, and with respect to density, Para 123 comments that:

“Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site”

The paragraph continues by stating that minimum density standards should be considered and that local planning authorities should refuse applications which they consider fail to make efficient use of land.

Policy 5 of the Borough of Redditch Local Plan (Effective and efficient use of land) encourages densities in excess of 70 dwellings per hectare *“in locations close to public transport interchanges”*.

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The density of the proposed development would represent 115 dph which is considered appropriate in its context.

Layout and appearance of development

The layout of the development is constrained by the proximity of the railway line to the east and the future residential uses to the west (Victoria works); to the south (Clive Works) and the presence of trees, notably to the south-east corner of the site.

The development is considered to offer a strong frontage to Edward Street without being so close to the highway such that the development would result in a loss of amenity to residential occupiers of both the Victoria works site and the application site, particularly having regards to loss of privacy.

Block ones' massing, orientation and appearance is similar to many existing units on Britten Street, with a secondary mass to act as a 'new addition' stair core. This has an office space on the ground floor to be directly accessible from Edward Street, for staff and customers.

The upper floors of the block are apartments, with 3 units per floor, with an additional unit on the ground floor at the rear, overlooking the communal garden.

You officers consider that three storey development is appropriate given the context of the site.

Block one is designed to defer to the industrial heritage of the area and the overall design of this block is considered to be acceptable. Materials would be traditional red brick (walls) under a slate coloured tiled roof. The use of 'crittall' style windows with glazing bars of slender proportions would respect the local vernacular and historic mill buildings present in the immediate area.

Your officers concur with the comments received from the Councils Urban Design Advisor with respect to the adjoining element to block one, finished in rainscreen cladding which would provide access to the apartments and a circulation core. The secondary element would contrast completely with the primary part of the building and has been designed having regard to the Clive Works development (to the south); that is, openings to the rear (south facing) elevation have been minimised in order that adequate separation distances between both developments can be achieved whilst maintaining an appropriate quantum of development on both sites.

Block two has been designed to be a contrasting feature building providing attractive elevations to both the front (west) and rear (east). It has been planned to reduce the dominance of services to the building. By using enclosed bin shelters this prevents large bin stores dominating the building.

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Block two is more contemporary in appearance, and clad in black timber with a standing seam metal roof. Brass coloured windows are considered to provide an interesting visual contrast to the darker façade.

Your officers concur with the Urban Design Advisors (UDA) comments in that the proposals strike a good balance between contemporary and historic architectural patterns and forms.

The applicant has responded to comments raised by the UDA by providing visuals of the proposed bin store area, the design of which is considered to be acceptable and pathways and the communal garden areas now offer appropriate passive surveillance.

Impact of the proposals on highway safety

In relation to transport issues, Section 9 (Promoting sustainable transport) of the NPPF requires that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health.”

Subsequent paragraphs set out the Government’s priorities for maximising travel choice, with particular emphasis of public transport, cycling and walking.

Policy 19 of the Local Plan (Sustainable Travel and Accessibility) focuses on the need to reduce private car use and increase the use of public transport.

In relation to the parking provision for one bedroomed flats units, the County’s ‘Streetscape Design Guide’ states:

“For both residential and commercial developments in town and city centres the applicant may choose not to provide car parking spaces at all. Consideration must be given to the opportunity to access the site sustainability, the availability and capacity of public car parks, existing parking restrictions, the number of linked trips and the implementation of an approved Travel Plan or welcome pack.”

The application site lies in a highly sustainable location, adjacent to the Town Centre and within 2 minutes’ walk of the rail and bus stations. A residential welcome pack condition is recommended to be imposed in the case of planning permission being granted. Residents would therefore be fully aware of parking. A Parking Survey has confirmed the availability of over 50 unrestricted parking spaces from 7pm onwards within the vicinity of the site.

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Although Car park free development for this development of 1-bed apartments would be considered to comply with the provisions of adopted guidance, in this case, 10 car parking spaces are being provided and would be allocated to 10 of the 19 apartments.

The proposed development therefore does not raise any transport or highway concerns.

Waste Matters

The capacity and location proposed for the communal bins stores has been agreed by the Councils Waste Management Team who have raised no objection to the application.

Residential amenity considerations

Your officers are satisfied that no loss of residential amenity would result from granting permission and that the scheme would provide future occupiers of the development with a decent standard of amenity.

No objections have been received from WRS following their examination of the Noise Assessment Report submitted as part of this reserved matters application.

Affordable housing

The Borough of Redditch Local Plan Policy 6 (Affordable Housing) requires the provision of 30% affordable housing on sites of 11 or more dwellings. In this case, the applicant is the Accord Housing Group who proposes to provide all 19 of the units as affordable rent. The S106 agreement attached to this application is the mechanism for controlling the provision of affordable housing on the site in perpetuity.

Housing Land Supply

As referred to with respect to recent reports presented to the Planning Committee for new residential development, currently, the Council cannot demonstrate a 5 year supply of housing land within the Borough. At 1st April 2019 the 5 year housing land supply was only 3.29 years.

Paragraph 11 of the National Planning Policy Framework (NPPF) says that in such circumstances, policies which are the most important for determining the application are out-of-date supply of housing should not be considered up-to-date.

Significant weight should be afforded to the fact that the scheme would make a meaningful contribution to the Councils housing figures where the Council cannot demonstrate a 5 year supply of housing land as required under the NPPF.

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Sustainability

The application site is located within easy walking distance of Redditch Town Centre which provides the expected wide range of commercial, retail and leisure facilities. It is also within two minutes' walk of the Town's rail and bus stations. The proposed residential redevelopment therefore benefits from the Frameworks "presumption in favour of sustainable development" and also complies with the Frameworks objective of significantly boosting the supply of housing.

In addition, the scheme meets the Frameworks requirement to make "effective use" of under-utilised land, with the proposed density of redevelopment reflecting the site's highly sustainable location.

Solar thermal collector panels would be installed to the west and east facing roof slope to block two providing hot water for heating.

Section 106 Planning obligation

In accordance with Paragraph 56 of the NPPF and Section 122 of the CIL regulations, planning obligations have been sought to mitigate the impact of this major development, if the application were to be approved. A S106 agreement has been drafted and the obligations in this case would cover:

- Contributions towards off site open space provision due to increased demand/requirements from future residents, required in compliance with the SPD. In this case, a contribution to support improvements to the existing toddler and junior play area at the site at Terrys Field together with open space improvements for informal recreation at Plymouth Road has been agreed
- Contributions for refuse and re-cycling bins for the new development in accordance with Policy WCS.17 of the adopted Worcestershire Waste Core Strategy
- Contributions to Worcestershire Highways in accordance with the Infrastructure Delivery Plan (IDP) and the WCC Local Transport Plan Development Control (Transport) Policy
- Contributions to the NHS Clinical Commissioning Group (CCG) towards GP Surgeries
- Contributions towards NHS Worcestershire Acute Hospital Trust (WHAT) Contribution. The agreement to a final sum to be Delegated to the Head of Planning and Regeneration Services (subject to verifying any deductions based on services already provided by the WAHT) – see *** below

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- The provision of 30% (5 units) on the site to be restricted to affordable housing in perpetuity
- Contributions towards securing improvements and environmental enhancements to the Town Centre in accordance with Policy 31 of the BOR LP4
- A Section 106 (Planning Obligation) monitoring fee

The applicant confirms its agreement to make financial contributions / obligations with respect to the matters set out above. At the time of writing, the planning obligation is in draft form.

*** Members will note that the Worcestershire Acute Hospitals Trust (NHS Trust) has requested a contribution of £14,930, which would be used directly to provide additional services to meet patient demand. Officers accept that the principle of the request does meet the Community Infrastructure Levy Regulations (CIL) 2010 Regulation 122 tests. Legal advice is currently being sought having regard to the calculation method and as such the final sum is to be delegated to the Head of Planning and Regeneration Services until this matter has been concluded.

Planning Conditions

Sections 100ZA (4-6) of the Town and Country Planning Act 1990 requires the applicant's written agreement to the terms of a pre-commencement condition. Written agreement to the terms of relevant recommended conditions has been sought and agreed by the applicant.

Conclusion

The site has been identified as being suitable for residential development. As referred to earlier in this report, the Council cannot currently demonstrate a five year supply of housing. Significant weight should be afforded to the contribution the scheme would make in this respect.

The detailed design, form and layout of the development is considered to be appropriate in its context and subject to suitable conditions and completion of a legal agreement is considered to be a policy compliant form of development. No issues have been identified which would make this application unacceptable in planning terms.

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RECOMMENDATION:

That having regard to the development plan and to all other material considerations, authority be delegated to the Head of Planning and Regeneration to GRANT planning permission subject to:-

a) The satisfactory completion of a S106 planning obligation ensuring that:

- * Contributions are paid to the Borough Council in respect to off-site open space, and equipped play in accordance with the Councils adopted SPD
- * Contributions are paid to the Borough Council towards the provision of waste and recycling facilities for the new development
- * Contributions are paid to the Borough Council towards the provision of improvements and environmental enhancements to the Town Centre
- * Contributions are paid to Worcestershire County Council for localised improvements to local walking and cycling infrastructure, a bus shelter on Bromsgrove Road, lining and signing for cycle routes.
- * Contributions are paid to the NHS Clinical Commissioning Group (CCG) towards GP Surgeries
- * Contributions are paid to the NHS Acute Hospitals Trust (final figure to be agreed)
- * A minimum of 5 units of accommodation are restricted to affordable housing in perpetuity
- * A S106 monitoring fee/s are paid to the Borough Council

and**b) The conditions as listed below:****Conditions:**

- 1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the grant of this permission.

Reason :- In accordance with the requirements of Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2) Prior to their first installation, details of the form, colour and finish of the materials to be used externally on the walls (including all windows and doors), roofs and all hardsurfacings shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

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Reason: To ensure that the development is satisfactory in appearance, to safeguard the visual amenities of the area

- 3) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed boundary treatment and other means of enclosure, hard surfacing materials, new planting, trees and shrubs to be retained, together with measures to be taken for their protection while building works are in progress.

Reason: In the interests of the visual amenity of the area

- 4) All hard and soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the local planning authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar sizes or species unless the local planning authority gives written approval to any variation.

Reason: In the interests of the visual amenity of the area

- 5) The development hereby approved shall be carried out in accordance with the following plans and drawings:

appropriate references to be inserted here

Reason: To provide certainty to the extent of the development hereby approved in the interests of proper planning.

- 6) No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The Plan shall include details of measures to prevent mud or other detritus being carried onto the highway, details of site operative parking areas, material storage areas and the location of site operatives facilities, adherence to construction working hours of 8am-6pm Monday to Friday and 8am-1pm on Saturdays with no construction working on Sundays. The measures set out in the approved Plan shall be carried out and complied with in full during the construction of the development hereby approved.

Reason: To ensure the provision of adequate on-site facilities and in the interests of highway safety.

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- 7) Prior to the first occupation of the development hereby approved, a scheme for the provision of bat roost opportunities and bird nest boxes within the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented by suitably qualified personnel to the satisfaction of the Local Planning Authority prior to the first use of the development approved.

Reason: In the interests of biodiversity and in accordance with the provisions of National Planning Policy Framework

- 8) The Development hereby approved shall not be occupied until the visibility splays shown on drawing 104 have been provided. The splays shall at all times be maintained free of level obstruction exceeding a height of 0.6m above adjacent carriageway.

Reason: In the interests of highway safety.

- 9) The Development hereby permitted shall not be first occupied until details of a scheme of electric vehicle charging points has been submitted and approved in writing by the Local Planning Authority. Thereafter the charging points shall be kept available for the charging of electric vehicles.

Reason: To encourage sustainable travel and healthy communities

- 10) The Development hereby approved shall not be occupied until the applicant has submitted to and had approval in writing from the Local Planning Authority a residential welcome pack promoting sustainable forms of access to the development. The pack shall be provided to each resident at the point of occupation.

Reason: To reduce vehicle movements and promote sustainable access

- 11) The Development hereby approved shall not be occupied until the first 5 metres of the access into the development, measured from the edge of the carriageway, has been surfaced in a bound material.

Reason: In the interests of highway safety.

- 12) Unless otherwise agreed by the Local Planning Authority development, other than that required to be carried out as part of an approved scheme of remediation, must not commence until conditions 1 to 6 have been complied with:

1. A preliminary risk assessment must be carried out. This study shall take the form of a Phase I desk study and site walkover and shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and any other relevant information. The preliminary risk assessment report shall contain a diagrammatical representation (conceptual

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model) based on the information above and shall include all potential contaminants, sources and receptors to determine whether a site investigation is required and this should be detailed in a report supplied to the Local Planning Authority. The risk assessment must be approved in writing before any development takes place.

2. Where an unacceptable risk is identified a scheme for detailed site investigation must be submitted to and approved in writing by the Local Planning Authority prior to being undertaken. The scheme must be designed to assess the nature and extent of any contamination and must be led by the findings of the preliminary risk assessment. The investigation and risk assessment scheme must be compiled by competent persons and must be designed in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Contaminated Land, CLR11".

3. Detailed site investigation and risk assessment must be undertaken and a written report of the findings produced. This report must be approved by the Local Planning Authority prior to any development taking place. The investigation and risk assessment must be undertaken by competent persons and must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Contaminated Land, CLR11".

4. Where identified as necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to identified receptors must be prepared and is subject to the approval of the Local Planning Authority in advance of undertaking. The remediation scheme must ensure that the site will not qualify as Contaminated Land under Part 2A Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

5. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority.

6. Following the completion of the measures identified in the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval of the Local Planning Authority prior to the occupation of any buildings.

7. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where necessary a remediation scheme must be prepared, these will be subject to the approval of the Local Planning Authority. Following the completion of any measures identified in the approved

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remediation scheme a validation report must be prepared, which is subject to the approval in writing of the Local Planning Authority prior to the occupation of any buildings.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

- 13) 1. No development shall take place until a Written Scheme of Investigation for a programme of archaeological works have been submitted to and approved by the Local Planning Authority in writing. The scheme shall include an assessment of significance and research questions and:

- a) The programme and methodology of site investigation and recording.
- b) The programme for post investigation assessment.
- c) Provision to be made for analysis of the site investigation and recording.
- d) Provision to be made for publication and dissemination of the analysis and records of the site investigation.
- e) Provision to be made for archive deposition of the analysis and records of the site investigation.
- f) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

2. The development shall not be occupied until the site investigation and post investigation has been completed in accordance with the programme set out in the Written Scheme of Investigation and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To protect any below-ground archaeological interests.

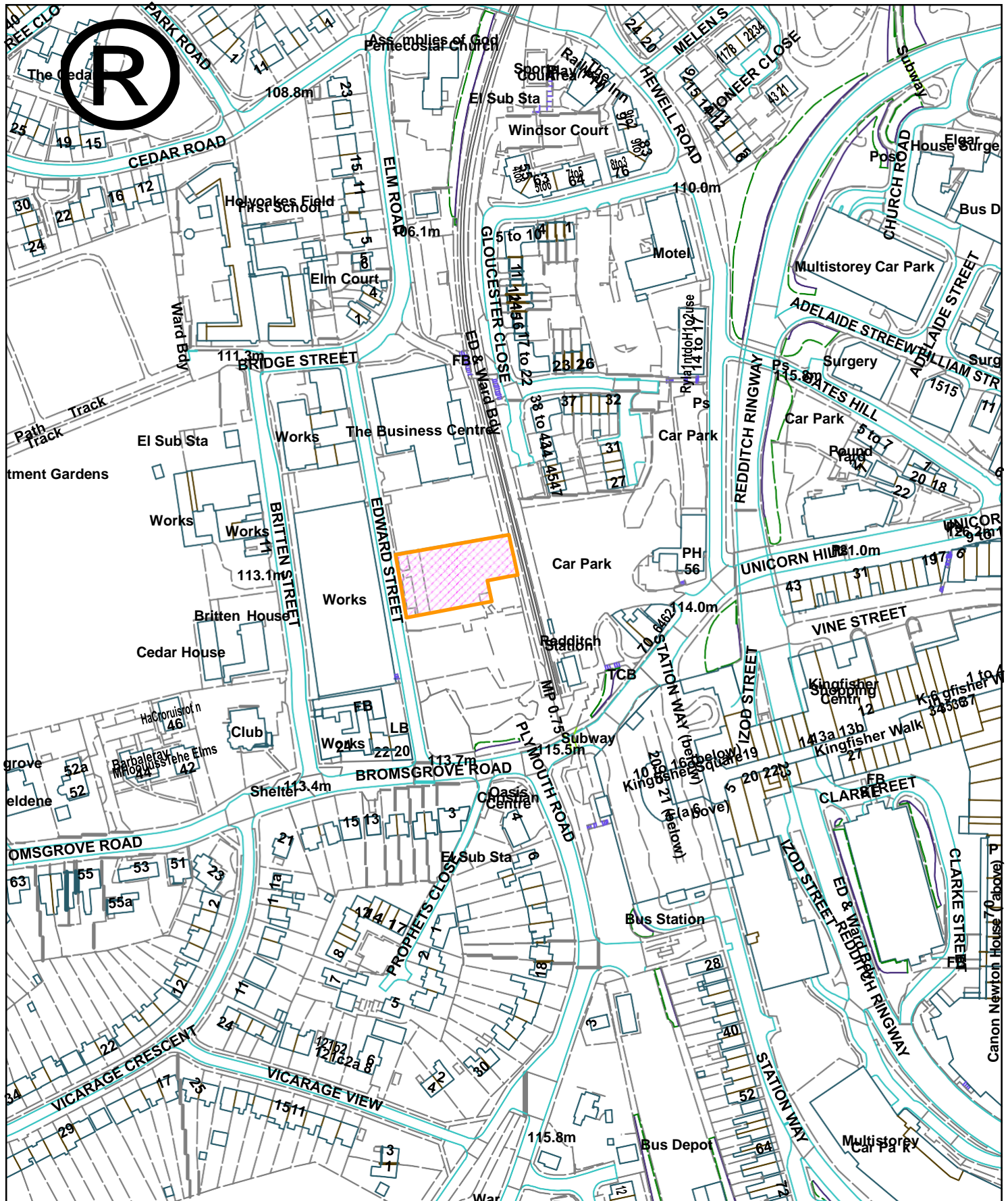
Informatives

- 1) The local planning authority have worked with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with this planning application through negotiation and amendment.
- 2) The applicant should be aware that this permission also includes a legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) and that the requirements of that and the conditions listed above must be complied with at all times.

Procedural matters

This application is reported to Planning Committee for determination because the application is for major development. Further, the application requires a S106 Agreement. As such the application falls outside the scheme of delegation to Officers.

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Planning & Regeneration
Town Hall
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19/01622/FUL

Land North of Clive Works

17 June 2020

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Car Park Land Adjacent Clive Works, Edward Street

Erection of two three-storey buildings to provide 19no. one bed apartments for affordable rent and 90 sq. m. of office space for use by Accord Group

Recommendation: Delegate to Head of Service to grant subject to completion of S106 agreement and conditions

Site Location

KEY

— Site Boundary Line

— Land Owned By The Applicant

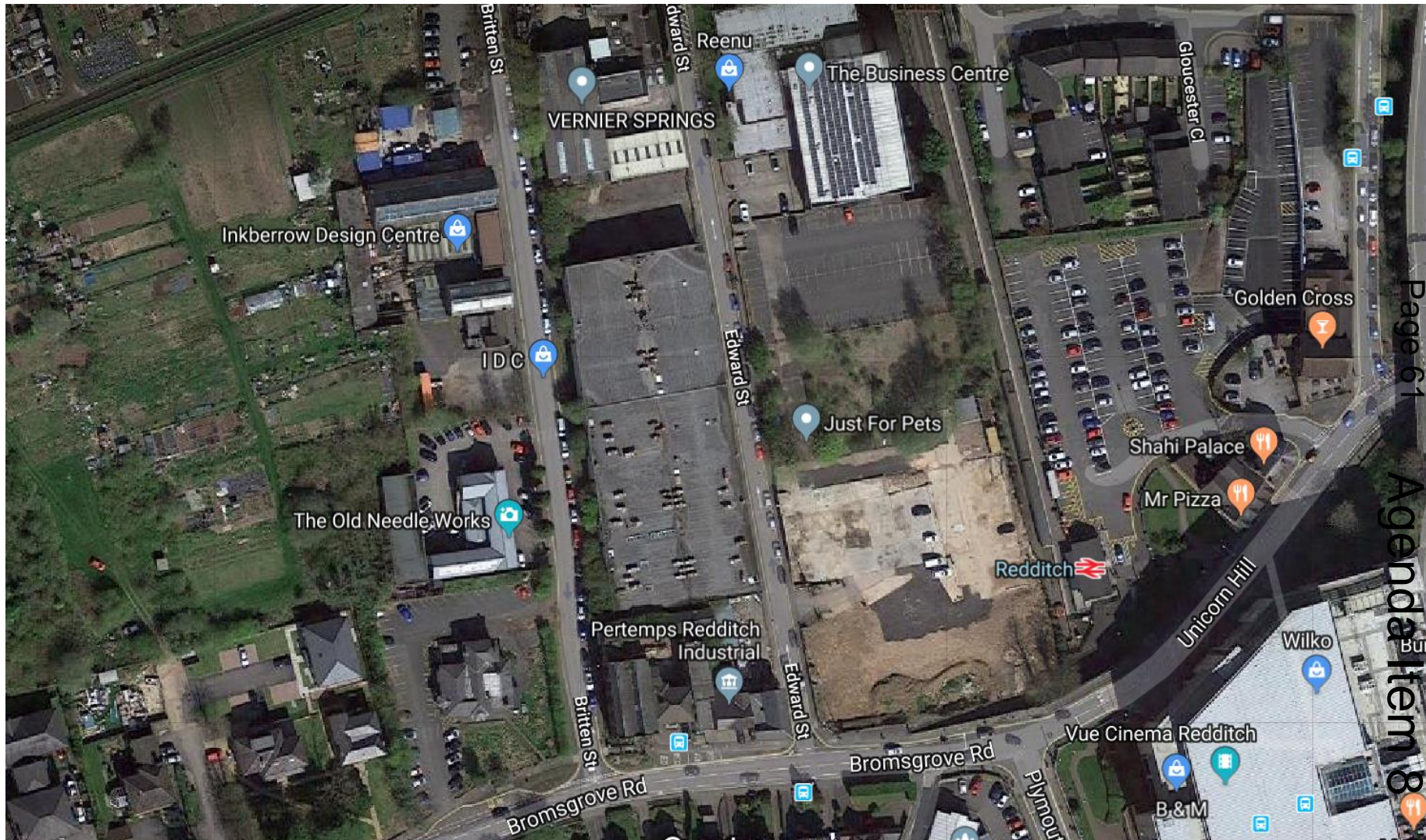


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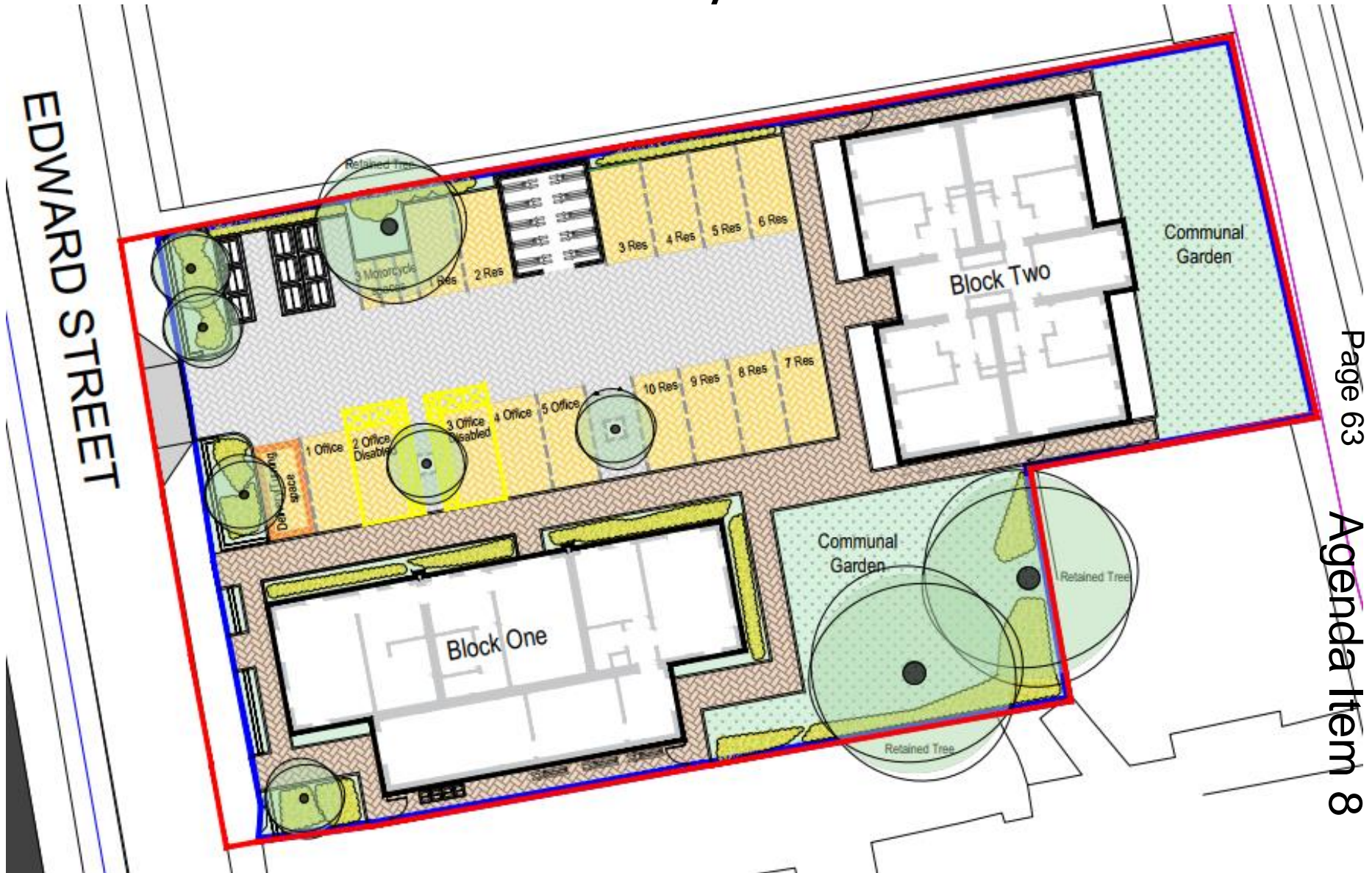
Satellite View



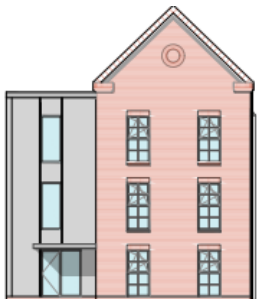
View from Bromsgrove Road



Site layout



Building 1 plans and elevations



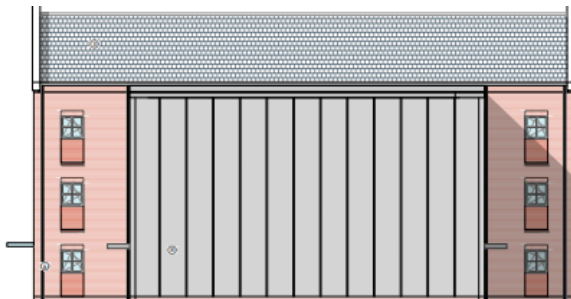
Eastern elevation



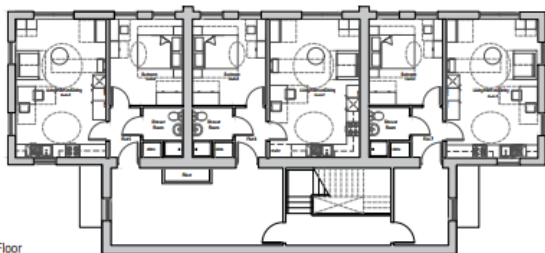
Northern elevation



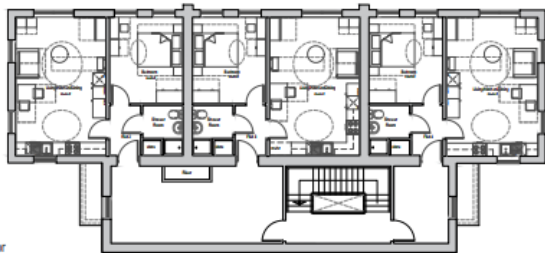
Edward Street / western elevation



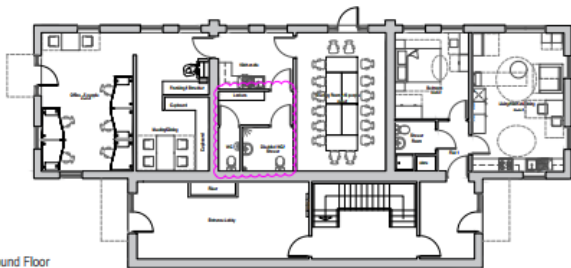
Southern elevation



Second Floor



First Floor



Ground Floor

- Material Schedule:**
- ① Facing brick: Brick Spec TBC • Stretcher bond • Red Colour
 - ② Windows: Material & Spec TBC • Dark Grey Colour
 - ③ Roof tiles: Thin Leading Edge Concrete Interlocking Tile • Colour TBC
 - ④ Window Sills: Brick Spec TBC • Cant brick on edge • Red Colour
 - ⑤ Office Entrance Door Canopy: Stainless Steel Hung Glass Canopy
 - ⑥ Rainwater Goods: Material TBC • Colour TBC
 - ⑦ Entrance Doors: Material TBC • Colour TBC
 - ⑧ Rainscreen Cladding: High Pressure Laminate • Colour TBC
 - ⑨ Entrance Door Canopy: PPC Aluminium • Colour TBC
 - ⑩ Office Signage

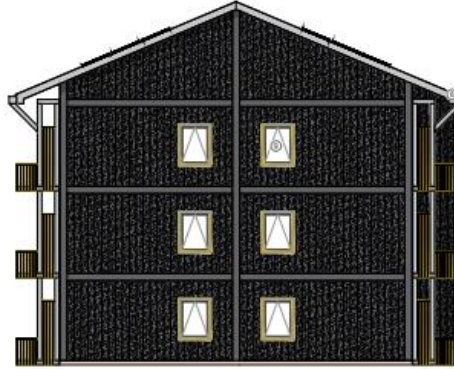


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Building 2 plans and elevations



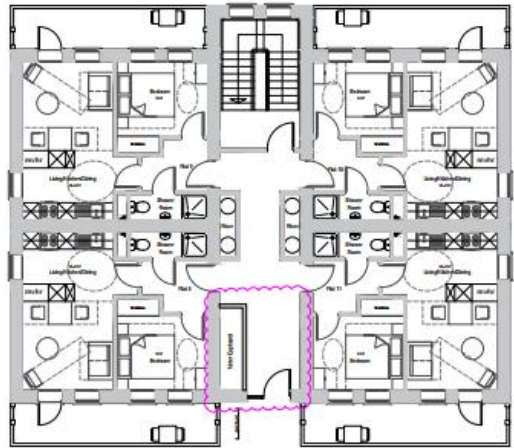
Front elevation to Edward Street



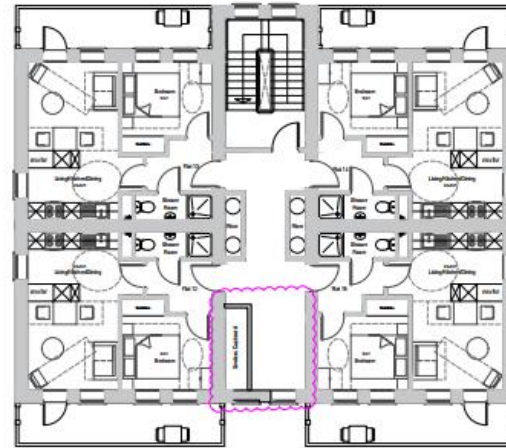
Side elevations



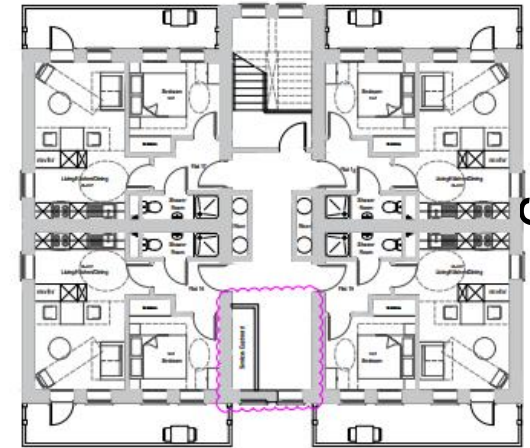
Rear elevation to Redditch Train Station



Ground floor



First floor



Second floor



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Building 2 visual



Visual from Edward Street



Visual from East



Visual from Edward Street



Visual from Building B



Aerial 19/01600 and 19/01622



Aerial 19/01600 and 19/01622



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