



Planning Committee

Wed 17 Jun
2020
7.00 pm

Virtual Meeting

REDDITCH BOROUGH COUNCIL

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a
difference*

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If you have any queries on this Agenda please contact

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REDDITCH BOROUGH COUNCIL PLANNING COMMITTEE



GUIDANCE ON VIRTUAL MEETINGS AND PUBLIC SPEAKING

Due to the current Covid-19 pandemic Redditch Borough Council will be holding this meeting in accordance with the relevant legislative arrangements for remote meetings of a local authority. For more information please refer to the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police Crime Panels meetings) (England and Wales) Regulations 2020.

The meeting is open to the public except for any exempt/confidential items. Where a meeting is held remotely “open” means available for live viewing. Members of the public will be able to see and hear the meeting via a live stream to the Council’s You Tube Channel which can be accessed using the link below:

<https://youtu.be/IEtGuouQUJw>

Members of the Committee, officers and public speakers will participate in the meeting using Skype, and details of any access codes/ passwords will be made available separately.

If you have any questions regarding the agenda or attached papers please do not hesitate to contact the officer named below.

PUBLIC SPEAKING

The usual process for public speaking at meetings of the Planning Committee will continue to be followed subject to some adjustments for the smooth running of virtual meetings. For further details a copy of the amended Planning Committee Procedure Rules can be found on the Council’s website at:

<https://moderngovwebpublic.redditchbc.gov.uk/documents/s39137/Urgent%20decision%20form%20-%20public%20participation%20at%20Planning%20Committee.pdf>

The process approved by the Council for public speaking at meetings of the Planning Committee is (subject to the discretion and control of the Chair), as summarised below:

- 1) Introduction of application by Chair
- 2) Officer presentation of the report
- 3) Public Speaking - in the following order:-
 - a) Objectors to speak on the application;
 - b) Supporters to speak on the application;

- c) Ward Councillors
- d) Applicant (or representative) to speak on the application.

Speakers will be called in the order they have notified their interest in speaking to the Democratic Services Team and invited to unmute their microphone and address the committee via Skype.

Each individual speaker will have up to a maximum of 3 minutes to speak, subject to the discretion of the Chair.

Each group of supporters or objectors with a common interest will have up to a maximum of 10 minutes to speak, subject to the discretion of the Chair.

- 4) Members' questions to the Officers and formal debate / determination.
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Notes:

- 1) Anyone wishing to address the Planning Committee on applications on this agenda must notify the Democratic Services Team on 01527 64252 Extn. 2884 or by email at sarah.sellers@bromsgroveandredditch.gov.uk before 12 noon on Monday 15th June.
- 2) Advice and assistance will be provided to public speakers as to how to access the meeting and those registered to speak will be invited to participate via a Skype invitation. Provision has been made in the amended Planning Committee procedure rules for public speakers who cannot access the meeting by Skype, and those speakers will be given the opportunity to submit their speech in writing to be read out by an officer at the meeting. Please take care when preparing written comments to ensure that the reading time will not exceed three minutes. Any speakers wishing to submit written comments must do so by 12 noon on Monday 15th June.
- 3) Reports on all applications will include a summary of the responses received from consultees and third parties, an appraisal of the main planning issues and a recommendation. All submitted plans and documentation for each application, including consultee responses and third party representations, are available to view in full via the Public Access facility on the Council's website www.redditchbc.gov.uk
- 4) It should be noted that, in coming to its decision, the Committee can only take into account planning issues, namely policies contained in the Borough of Redditch Local Plan No. 4 and other material considerations, which include Government Guidance and other relevant policies published since the adoption of the Development Plan and the "environmental factors" (in the broad sense) which affect the site.
- 5) Although this is a public meeting, there are circumstances when the committee might have to move into closed session to consider exempt or confidential information. For agenda items that are exempt, the public are excluded and for any such items the live stream will be suspended and that part of the meeting will not be recorded.
- 6) Late circulation of additional papers is not advised and is subject to the Chair's agreement. The submission of any significant new information might lead to a delay in reaching a decision. The deadline for papers to be received by Planning Officers is 4.00 p.m. on the Friday before the meeting.

Planning

COMMITTEE

Wednesday, 17th June, 2020

7.00 pm

Virtual Meeting - Skype - Virtual

Agenda

Membership:

Cllrs:

Salman Akbar (Chair)
Gemma Monaco (Vice-Chair)
Brandon Clayton
Andrew Fry
Bill Hartnett

Anthony Lovell
Nyear Nazir
Gareth Prosser
Jennifer Wheeler

1. Chairs Introduction

2. Apologies

3. Declarations of Interest

To invite Councillors to declare any Disclosable Pecuniary Interests and / or Other Disclosable Interests they may have in items on the agenda, and to confirm the nature of those interests.

4. Confirmation of Minutes of the Planning Committee meeting held on 27th May 2020 (Pages 1 - 4)

5. Update Reports

To note Update Reports (if any) for the Planning Applications to be considered at the meeting

6. Application 19/01312/HYB - Land North Of Greenlands Business Centre, Studley Road, Redditch - Mr S Spence (Pages 5 - 26)

7. Application 19/01600/REM - Victoria Works, Edward Street, Redditch, B97 6HA - Mr George Stoyan Accord Housing Group (Pages 27 - 38)

8. Application 19/01622/FUL - Car Park Land Adjacent Clive Works, Edward Street, Redditch - Mr George Stoyan Accord Housing Group (Pages 39 - 56)

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Planning Committee

Wednesday, 27 May 2020

Virutal Meeting

MINUTES

Present:

Councillor Salman Akbar (Chair), Councillor Gemma Monaco (Vice-Chair) and Councillors Brandon Clayton, Andrew Fry, Bill Hartnett, Anthony Lovell, Nyear Nazir, Gareth Prosser and Jennifer Wheeler

Also Present:

Officers:

Helena Plant, Emily Farmer, Amar Hussain, Clare Flanagan, Pauline Ross and Joanne Gresham

Democratic Services Officer:

Sarah Sellers

89. APOLOGIES

There were no apologies for absence.

90. DECLARATIONS OF INTEREST

There were no declarations of interest.

The Chair asked that it be noted that Members sitting on the Committee knew the fourth speaker, Councillor Craig Warhurst, who was exercising his right to speak as ward member for Astwood Bank and Feckenham ward.

91. CONFIRMATION OF MINUTES OF THE PLANNING COMMITTEE MEETING HELD ON 4TH MARCH 2020

RESOLVED that

The Minutes of the Planning Committee held on 4th March 2020 be confirmed as a correct record and signed by the Chair.

92. UPDATE REPORTS

There was no Update Report.

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Chair

Planning Committee

Wednesday, 27 May 2020

**93. APPLICATION 20\00307\CUPRIO MEADOW FARM 33
DROITWICH ROAD FECKENHAM WORCESTERSHIRE B96 6RU
- MR AND MRS COLE**

Change of use of building from agriculture to dwelling house

Officers presented the report and outlined the application for an existing storage building located at Meadow Farm to be converted to a 2 bedroomed residential dwelling. The application fell under Schedule 2, Part 3, Class Q of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) ("the Order"). This was legislation that was introduced in 2015 to establish a process under which agricultural buildings could, subject to the relevant conditions, be converted into residential use.

It was noted that the procedure was different to that of a standard planning application with a lighter touch approach. Officers in considering the application had formed the view that the proposal complied with the criteria in paragraph Q.1 of the Order. That being the case it was for the Committee to assess the application under the six criteria in paragraph Q.2 (a) to (f) of the Order, namely transport and highways impact, noise impact, contamination risks, flooding risks, whether the location would be otherwise impractical or undesirable, and the design and external appearance of the building.

The application had been assessed on the basis that the access would be provided via a private road located to the west of the site. Officers were aware this was the subject of a dispute with another land owner but Members were advised that this was a private matter outside of the prior approval application. The alternative access directly from Droitwich Road had not been assessed and for that reason officers had included a condition on page 17 of the agenda (Condition 8) which would require that access to be blocked.

There had been no objections to the application from any of the statutory consultees. With regard to design and external appearance, the only external alteration would consist of the creation of six new openings to provide windows and an additional doorway.

Officers had assessed the application to be acceptable with regard to the six criteria in paragraph Q.2 and were recommending that prior approval be granted.

At the invitation of the Chair the following speakers addressed the committee under the Council's Public Speaking Rules:-

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- Mr Andrew Fisher – local resident
- Dr Hugo Hammersley – local resident
- Councillor Alan Smith – Chair of Feckenham Parish Council
- Redditch Councillor Craig Warhurst - Astwood Bank and Feckenham ward
- Mr Stephen Holloway - Agent for the Applicants

The first four speakers who were opposed to the application raised various issues including that under paragraph Q.1(i) the proposal was a rebuild not a conversion, that under paragraph Q.2(e) the location of the building would make it impractical as there was no lawful access, and that under paragraph Q.2(f) the design and external appearance of the building would not satisfy the requirements of the planning authority. In addition reference was made to the lack of a structural survey and concerns that the existing foundations would not be suitable to support the conversion into habitable accommodation.

Officers responded to questions from Members relating to the issues raised in public speaking and in doing so clarified a number of points including that:-

- The definition of agriculture in the Town and Country Planning Act included horticulture, and as such an existing nursey would have the ability to seek prior approval under Class Q.
- That the applicants were not seeking to create foundations as part of the conversion works; that did not form part of the application and the information supplied to officers was that the structure as it currently existed was capable of conversion without the need to add foundations.
- There had been many other examples of agricultural buildings of various different types in the Borough and surrounding area being converted to dwellings under Class Q.
- The metal cladding on the exterior of the building would be retained under the conversion and the converted building could not exceed in area the size of the footprint of the existing building.
- The building was very modern in style and as such the proposed changes would not impact greatly on the existing character.

During the debate the recommendation to grant prior approval as set out on page 16 of the agenda was proposed and seconded. Following further discussion regarding design issues an alternative motion was proposed and seconded that prior approval be refused on the grounds of unacceptable design and external appearance.

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Upon being put to the vote, the alternative motion was lost.

Following further discussion, the first recommendation that prior approval be granted was put to the vote.

RESOLVED that

Having regard to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and to all other material considerations, Prior Approval be granted subject to the conditions and informatives set out on pages 16 to 18 of the agenda.

The Meeting commenced at 7.00 pm
and closed at 8.25 pm

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Planning Application 19/01312/HYB

Hybrid planning application for mixed use development, consisting of (1) full planning permission for 2 commercial units (B1 and B8 uses) and (2) outline planning permission (all matters reserved except for access) for the erection of up to 8 residential units and associated infrastructure.

Land North Of Greenlands Business Centre, Studley Road, Redditch

Applicant: Mr S Spence
Ward: Greenlands Ward

(see additional papers for site plan)

The author of this report is Anthony Young, Principal Planning Officer (DM), who can be contacted on Tel: 01527 881234 Email: anthony.young@bromsgroveandredditch.gov.uk for more information.

Site Description

The site comprises a former car park measuring approximately 0.55Ha, used in connection with the former British Aluminium Ltd company who operated the site until it became vacant in the late 2000's/early 2010's.

The site is surrounded to the northeast, southeast and south by existing commercial uses and by residential properties to the north, northwest and west, the latter separated by the Studley Road.

Access to the site is gained via a private road directly off Studley Road and currently serves several existing commercial uses, who have a right of access.

Proposal Description

This is a hybrid planning application for a mixed use commercial and residential scheme comprising

1. Full planning permission for the erection of 2 commercial units (B1 and B8 uses) measuring some 12,196sq ft (1,133sq m) together with associated infrastructure. The units are not broken down % B1 or %B2 as the applicant has indicated they need to be kept as flexible as possible to enable uptake. Unit 2, which currently has a prospective end user is likely to be 90/95% B8 warehouse use with 5/10% B1 (office);
2. Outline planning permission (All matters reserved except for access) for the erection of up to 8 residential units and associated infrastructure.

The development would also see upgrading of the existing access, private driveway together with new car parking, HGV turning area and associated landscaping.

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This proposal follows an earlier application (ref: 19/00899/FUL), which was refused for the erection of 6 commercial units measuring 21,798sq ft (2,025sq m) in total.

This earlier application was refused on the grounds that:

“The proposal would have an unacceptable impact upon the living conditions of neighbouring residential occupiers and the appearance of the streetscene. Of particular concern is the siting, scale, form and massing of the proposed building (units 1 to 4) and the extremely limited space left over for frontage landscaping. The building would appear overly dominant in the street and out of kilter with the domestic scale of neighbouring residential properties. Furthermore, Unit 2 would extend the full length of the property boundary of 175 Studley Road and being sited only 2.5m from this boundary, it is considered that the mass and form of the building would overbear unacceptably on this home. The proposal is therefore contrary to Policy 40 (i) and (viii) of the Borough of Redditch Local Plan and the District Council's High Quality Design SPD.”

Relevant Policies**Borough of Redditch Local Plan No.4**

Policy 1 – Presumption in Favour of Sustainable Development
 Policy 2 – Settlement Hierarchy
 Policy 3– Development Strategy
 Policy 5 – Effective and Efficient Use of Land
 Policy 17 – Flood Risk Management
 Policy 18 – Sustainable Water Management
 Policy 19 – Sustainable Travel and Accessibility
 Policy 20 – Transport Requirements for New Development
 Policy 24: Development within Primarily Employment Areas
 Policy 28: Supporting Education, Training and Skills
 Policy 39: Built Environment
 Policy 40: High Quality Design and Safer Communities

Others

NPPF – National Planning Policy Framework (2019)
 NPPG – Planning Practice Guidance
 Borough of Redditch High Quality Design SPD

Relevant Planning History

19/00899/FUL	Erection of 6 commercial units (B1c and/or B8 use) measuring some 21,798sq ft (2,025sq m) together with associated infrastructure	Refused	30.09.2019
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Consultations

Highways - Redditch

No objections subject to the following conditions:

- Conformity with submitted details
- Construction Environmental Management Plan
- Employment Travel Plan
- Electric vehicle charging points
- Cycle parking
- Residential Welcome Pack

The Highway Authority has also requested a S106 contribution of £24,836.82 to support Active Travel Infrastructure and to improve the existing bus stops closest to the application site.

Strategic Policy

Compliance with BORLP4 criteria based Policy 24: Development within Primarily Employment Areas, is required to allow residential development on the site.

Policy 28: Supporting Education, Training and Skills applies, requiring education, training or funding towards these activities should be sought.

Economic Development

Whilst there had been interest from businesses in the site, the recently refused planning application has identified that the employment that would likely be attractive to the local market is not acceptable for other reasons. With this in mind, the assertion is agreed that the restrictions placed on the site as a result of the neighbouring residential scheme limit the appeal. Therefore, whilst the marketing process has shown interest for an employment use, if that use can't actually be delivered at the site then this interest becomes rather meaningless.

Given this situation, the current proposal would still assist the development of part of the site for its intended use, which would support a local company to relocate, whilst allowing further development at the front of the site for alternative uses..

Waste and Recycling

Residents of the houses would need to present their bins onto Studley Road on the relevant collection day. This will be due to the construction of a private road which the refuse freighter will be unable to use and the access to the parking areas at the rear of the houses being too tight for access.

North Worcestershire Water Management

A planning condition is recommended requiring a drainage plan to be submitted to demonstrate how the applicant proposes to deal with surface water on site, use of SuDS techniques and how surface water will be disposed of.

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Worcestershire Regulatory Services

Air quality - No adverse comments.

Noise - Noise from the proposed B8 use: Recommend that HGV movements, to and from the site, should only take place between 08:00 and 18:00 Mon-Sat with no HGV movements on Sundays and Bank Holidays. Additionally, recommended that the proposed acoustic fence should be a minimum height of 2.5m and a minimum surface density of 15kg/m².

Noise Impacting future residents: It is not considered that road traffic noise from Studley Road or the surrounding industrial / commercial businesses would adversely impact future residents. However, the exposed garden area, near to Studley Road, would benefit from being enclosed by a 2m high acoustic fence.

Contamination - The history of the site suggests that contamination issues may potentially be a significant issue. As a result, in order to ensure that the site is suitable for its proposed use and accordance with The National Planning Policy Framework, Conditions are recommended below for inclusion on any permission granted.

Cadent Gas Ltd

Cadent have identified operational gas apparatus within the application site boundary and have requested that their standard notes be included as an informative to the Applicant

Severn Trent Water Ltd

No objection to the proposal subject to the inclusion of a condition requiring the submission and approval of foul and surface water drainage details.

Public Consultation Response

A total of 9 objections received raising the following principle issues.

Amenity

- Likely adverse impact on quality of life for residents of Hoveton Close due to close proximity of back gardens to the employment site
- Already problems with noise from the Pilkington factory most markedly at weekends and bank holidays, at night and in the very early mornings.
- Loss of currently an open outlook from the rear of existing homes, would be reduced to a corridor between buildings
- Lighting of the proposed carpark would be next to homes, adversely affecting bedrooms.
- Increased noise and disturbance from HGV trucks on Studley Road in a residential area.
- Unsightly commercial buildings in a residential area, where there used to be trees.
- The proposed acoustic fence will not reduce noise or restrict pollution

Public safety

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- Risk of accident, fire, air pollution and other such risks to neighbouring homes
- Would result in increased traffic on Studley Road, an already very busy road and bus route, making it more hazardous for pedestrians and children especially with larger vehicles, associated with the development.
- The overall plan hasn't considered the existing traffic and pedestrian activity and that a main site access shared with private houses and industrial units sited directly opposite an already busy entrance and exit will cause inevitable problems, conflict and accidents

Parking

- There are two schools nearby, and a post office which has very limited parking across the road and which new residents may choose to use instead of travelling to the rear of the properties as proposed.

Assessment of Proposal

Five Year Housing Land Supply

The Council is unable to demonstrate a 5 year supply of housing land and therefore the NPPF paragraph 11(d)(ii) 'tilted balance' applies. This means applying a presumption in favour of sustainable development, and for decision taking means granting permission unless any adverse impacts of doing so would significantly outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

However, the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making.

Principle of commercial use on site

The commercial element of the proposed development is acceptable in principle on site in line with Policy 24 of the Local Plan.

Principle of residential use on the site

Given the sites allocation as primary employment land, under Policy 24, other uses including residential, will only be permitted when:

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 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;

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- 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 area of land to be taken by residential use would equate to some 0.2ha. The Employment Land Supply at 1 April 2019 was 61.15ha. I am satisfied that the loss of this amount would not cause or accentuate a significant shortage of land for employment use in the Borough.

In terms of meeting criteria ii or iii of Policy 24.3, for criteria ii, the Economic Development officer has recognised that larger units along the frontage would likely be attractive to the local market, as detailed on the previous planning application, but these were found to be unacceptable for reasons given in the reason for refusal. Therefore, whilst the marketing process has shown interest for an employment use, the type of units in demand can't actually be delivered. In terms of marketing, the site was on the Market since 2017 having been sold off separately by the St Francis Group (who developed the Velocity site). The Applicant bought the site in Dec 2018 and marketed it for some 18 months, with the marketing specifically focused on the smaller units (E.g. Unit 1 as now proposed) and the previously refused units, which is the area where demand is highest for such commercial units.

Officers are satisfied that the proposal complies with Policy 24.

Design and Amenity

BoRLP Policy 39 – Built Environment seeks to ensure all new development in the Borough contributes positively to the local character of the area and Policy 40 lists criteria to encourage good design to make the Borough a better place to live, work and visit.

The Council's High Quality Design SPD provides design guidance to assist with interpreting these policies.

The site is split into two components with housing fronting Studley Road and the employment element to the rear. A sewer easement passing between the two elements has to be safeguarded and in so doing provides convenient separation. With the provision of housing on Studley Road, the previous refusal reason has now been overcome and the appearance of the streetscene and residential amenity would be adequately safeguarded. The commercial element will take a more recessive position to the rear of the site and sit alongside other commercial developments. I am satisfied that the position and scale of the proposed commercial buildings would be acceptable in terms of their disposition with properties on Hoveton Close, which back on to the site. Furthermore, those properties on Hoveton Close would also benefit from the centre of the site remaining free from built development for purposes of maintaining the sewer easement.

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Concern has been raised about noise and disturbance likely to be generated from the proposed vehicle servicing area service area in the centre of the site. To address this, an acoustic style fence is recommended along the shared boundary with residential properties and the applicant has also agreed to a restriction on hours of operation. External lighting can also be given further detailed consideration by way of planning condition.

The residential component is in outline with appearance, landscaping, layout and scale reserved for future consideration by way of a reserved matters application.

Subject to the imposition of appropriate conditions, the development would not give rise to unacceptable harm to neighbouring amenity in accordance with Policy 40 of the Development Plan and the residential scale of the street scene would be safeguarded in accordance with Policy 39.

Flooding and Drainage

BoRLP Policy 17 deals with flood risk management and Policy 18, sustainable water management, seeking to ensure, amongst other things, that development addresses flood risk from all sources and does not increase the risk of flooding elsewhere, with appropriate use of SuDs techniques.

North Worcestershire Water Management advised that the proposed development is located in the catchment of the Broad Ground Ditch which outfalls to the River Arrow. The site is classified as flood zone 1 and the risk to the site from surface water flooding is indicated as low based on the EA's flood mapping. There is some surface water risk indicated on Studley Road to the west and pooling on the northern part of the site. This risk can be mitigated by suitably finished levels and drainage provided by the proposed scheme.

With appropriate measures secured by condition for site drainage your officers are satisfied that the proposal would be Policy 17 and 18 compliant.

Highways

At the heart of BoRLP Policy 19 and 20 is the importance of improving accessibility and mobility, whilst avoiding past trends of increased traffic and longer journeys.

The proposed development is located in a sustainable location in accordance with Policy 2 Settlement Hierarchy. The highway safety and parking concerns have been taken into account, however, in the light of there being no objection raised by the Highway Authority, I am satisfied that these concerns, in terms of paragraph 109 of the NPPF, would not cause an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe

The Highway Authority has requested a S106 contribution to support Active Travel Infrastructure and to improve the existing bus stops closest to the application site. The LPA is not able to request S106 contributions below a threshold of 10 homes as applies

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in this case, however, the employment element is by definition a Major development and therefore could attract a requirement for a S106 contribution. The Highway Authority has been asked to clarify if the requested contribution is solely related to the commercial element and Members will be updated accordingly at the meeting.

Given the above, and with the application of conditions, the scheme would be compliant with Policies 19 and 20 of the Borough of Redditch Local Plan.

Conclusion

Paragraph 8 of the NPPF defines sustainable development as having three dimensions: economic, social and environmental. In this case, given the 5 year housing supply shortfall, the presumption in favour of sustainable development for decision taking means, the 'tilted balance' under paragraph 11 d) ii) applies. This does not change the statutory status of the Local Plan as the starting point for decision making.

In view of the above assessment, I am satisfied that the proposal complies with the relevant policies of the Local Plan and no other material considerations have been identified that would indicate that the Local Plan should not be followed.

Furthermore, application of the 'tilted balance' means applying a presumption in favour of sustainable development and granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the NPPF taken as a whole.

In terms of economic benefits, the proposal would make a contribution, to the Council's supply of housing. It is also acknowledged that there would be some economic benefits associated with the proposal during the construction phase and from occupants supporting local shops and services.

The proposal would also fulfil the environmental and social dimensions of sustainable development, because the site is in a sustainable location, therefore reducing the requirement to travel by private vehicle and would contribute to supporting a sustainable community.

It is concluded that the adverse impacts of this proposal, as discussed above, would not significantly and demonstrably outweigh the benefits.

For the reasons set out in the report, it is considered that the proposal complies with the Local Plan and is sustainable development and should therefore be approved without delay.

RECOMMENDATION:

That having regard to the development plan and to all other material considerations, authority be DELEGATED to the Head of Planning and

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Regeneration to GRANT Full planning permission (commercial) and Outline (residential) subject to;

(a) The satisfactory completion of a S106 planning obligation, (should this be required following further advice from the Highway Authority) ensuring that ;

- Contributions are paid to Worcestershire County Council to support Active Travel Infrastructure and to improve the existing bus stops closest to the application site, and
- S106 monitoring fees are paid to the Borough Council

and

(b) The conditions listed below

Conditions

PART 1 – FULL PLANNING PERMISSION RELATING TO THE ERECTION OF 2 COMMERCIAL UNITS (B1AND B8 USES) TOGETHER WITH ASSOCIATED INFRASTRUCTURE

1. The area of the site covered by the FULL planning permission relates to all land which is hatched blue and marked 'FUL Application' on submitted plan 563-14.

Reason: For the avoidance of doubt.

2. The development to which this permission relates must be commenced not later than the expiration of three years from the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. The development hereby approved shall be carried out in accordance with the following plans and drawings –

- 563 – 10 Planning- Existing Site & Location Plan
- 563 – 14 Planning Applications Separation
- 563 - 12 Rev: B – Planning – Proposed Site Plan
- 563 - 13 Rev: A – Planning - Proposed Plans and Elevations

Reason: To define the permission and in the interests of proper planning

4. Prior to the first installation, details of the form, colour and finish of the materials to be used on the external surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out accordance with the approved details.

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Reason: To ensure a high quality appearance is achieved, to safeguard the visual amenities of the area.

5. Further to condition a scheme of hard and soft landscaping detailing treatment of all parts of the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. This landscaping scheme shall include:

(a) planting plans (to a recognized scale) and schedules indicating the location, number, species, density, form and size of proposed tree, hedge and shrub planting;

(b) written specifications including cultivation and other operations associated with tree, plant and grass establishment;

(c) the position, design, materials, means of construction of all site enclosures and boundary treatments (e.g. fences, walls, railings,), where appropriate;

(d) a timetable for the implementation of the soft and hard landscaping scheme.

The approved soft and hard landscaping scheme shall be carried out strictly in accordance with the approved timetable of implementation and shall thereafter be protected, maintained and managed in accordance with the approved details.

Reason: To safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits, and to enhance the setting within the immediate locality

6. If within a period of five years from the date of the completion of the building works or completion of the landscaping scheme pursuant to condition 6 (whichever is later), any planted tree, hedge or shrubs are felled, removed, uprooted, destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged, diseased or defective, it/they shall be replaced by planting as originally approved, unless the Local Planning Authority gives its written approval to any variation. This replacement planting shall be undertaken before the end of the first available planting season (October to March inclusive for bare root plants), following the removal, uprooting, destruction or death of the original trees or plants.

Reason: To ensure the environment of the development is improved and enhanced.

7. No works or development above foundation level shall take place until a final scheme for surface and foul water drainage has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall include the results of an assessment into the potential of disposing of surface water by means

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of a sustainable drainage system (SuDS) and shall provide an appropriate level of runoff treatment. This scheme should be indicated on a drainage plan and the approved scheme shall be completed prior to the first use of the development hereby approved.

Reason: In order to ensure satisfactory drainage conditions that will not create or exacerbate flood risk on site or within the surrounding local area.

8. 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, shall not commence until conditions A to G have been complied with:

A) A preliminary risk assessment shall 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 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.

B) Where an unacceptable risk is identified a scheme for detailed site investigation shall be submitted to and approved in writing by the Local Planning Authority prior to being undertaken. The scheme shall be designed to assess the nature and extent of any contamination and shall be led by the findings of the preliminary risk assessment. The investigation and risk assessment scheme shall 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"

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

D) 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 shall be prepared and is subject to the approval of the Local Planning Authority in advance of undertaking. The remediation scheme shall 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.

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E) The approved remediation scheme shall 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.

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

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

9. Notwithstanding the submitted planning application details, prior to first occupation of the development hereby approved full details of a noise mitigation strategy along with technical specifications shall first be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details. The approved measures shall remain in place thereafter.

Reason: To safeguard the amenities of future occupiers.

10. The Development hereby approved shall not commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include but not be limited to the following:-

- Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway;
- Details of site operative parking areas, material storage areas and the location of site operatives facilities (offices, toilets etc);

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- The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring.
- Details of any temporary construction accesses and their reinstatement.

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. Site operatives' parking, material storage and the positioning of operatives' facilities shall only take place on the site in locations approved in writing by the Local Planning Authority. The hours of construction shall be 8am-6pm Monday to Friday; 8am to 1pm Saturday and no working Sunday or Bank Holidays or public holidays.

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

11. The commercial development hereby approved shall not be brought into use until the applicant has submitted a Travel Plan in writing to the Local Planning Authority that promotes sustainable forms of travel to the development site and this has been approved in writing by the Local Planning Authority. The submitted details shall use Modeshift STARS Business to carry out this process and include mechanisms for monitoring and review over the life of the development and timescales for implementation. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the approved details

Reason: To reduce vehicle movements and promote sustainable access.

12. The Development hereby approved shall not be brought into use until 2 electric vehicle charging spaces have been provided in accordance with a specification which shall be submitted to and approved by the Local Planning Authority and thereafter such spaces and power points shall be kept available and maintained for the use of electric vehicles as approved.

Reason: To encourage sustainable travel and healthy communities.

13. The commercial development hereby approved shall not be brought into use until sheltered and secure cycle parking to comply with the Council's adopted highway design guide has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority and thereafter the approved cycle parking shall be kept available for the parking of bicycles only.

Reason: To encourage sustainable travel and healthy communities.

14. No part of the development hereby permitted shall be commenced until details of the construction, surfacing and drainage of the access, parking and vehicle manoeuvring areas have been submitted to and approved in writing by the Local

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Planning Authority and no building shall be occupied until these works have been completed in accordance with the approved details.

Reason: To ensure safe access to the site in the interests of highway safety and public convenience.

15. Prior to the first occupation of the development, details of suitable biodiversity enhancements to be placed on the approved buildings, or elsewhere on the site, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and completed prior to the first occupation of the approved development and the approved provision maintained and retained thereafter in perpetuity unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of local biodiversity gain, having regard to the Wildlife and Countryside Act 1981, Natural Environment and Rural Communities Act 2006, the Conservation of Habitats and Species Regulations 2017 (Habitats Regulations 2017).

16. HGV movements, to and from the site, shall only take place between 08:00 and 18:00 Mon-Sat with no HGV movements on Sundays and Bank Holidays or public holidays.

Reason: To safeguard the amenities of neighbouring residents from what otherwise would be an unrestricted B8 use at this location.

17. Prior to the erection, installation, fixing, placement and/or operation of any external lighting on the site (including on the building itself), details of such external lighting shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the equipment and supporting structures, positions, sizes, heights, type, luminance/light intensity, direction and cowl of all external lights to the buildings and other parts of the application site and the hours at which such lighting is to be operated.

The work shall thereafter be carried out in accordance with the approved details shall thereafter be retained in that form and under no circumstances shall it cause light pollution.

Reason: To safeguard the residential amenities of neighbouring residential properties.

**PART 2 – OUTLINE PLANNING PERMISSION RELATING TO ERECTION OF UP TO 8
RESIDENTIAL UNITS AND ASSOCIATED INFRASTRUCTURE**

1. The area of the covered by the OUTLINE planning permission relates to the area hatched red and identified as 'Outline Application' on submitted plan 563-14

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Reason: for the avoidance of doubt.

2. Application(s) for the approval of the matters reserved by conditions of this permission shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun not later than whichever is the latest of the following dates:-

- (i) The expiration of three years from the date of this permission; or
- (ii) The expiration of two years from the final approval of the reserved matters; or,
- (iii) In the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. Details of the appearance, landscaping, layout and scale, (hereinafter called “the reserved matters”) shall be submitted to and approved in writing by the Local Planning Authority before any development commences and the development shall thereafter be in accordance with the approved details.

Reason: In accordance with Section 92 of the Town and Country Planning Act 1990 (as amended) and to enable to the Local Planning Authority to exercise proper control over these aspects of the development.

4. The development hereby approved shall be carried out in accordance with the following plans and drawings –
- 563 – 10 Planning- Existing Site & Location Plan
 - 563 – 14 Planning Applications Separation
(note: the illustrative housing layout is not approved)

Reason: To define the permission and in the interests of proper planning

5. Prior to the first installation, details of the form, colour and finish of the materials to be used on the external surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out accordance with the approved details.

Reason: To ensure a high quality appearance is achieved, to safeguard the visual amenities of the area.

6. Further to condition a scheme of hard and soft landscaping detailing treatment of all parts of the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. This landscaping scheme shall include:

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(a) planting plans (to a recognized scale) and schedules indicating the location, number, species, density, form and size of proposed tree, hedge and shrub planting;

(b) written specifications including cultivation and other operations associated with tree, plant and grass establishment;

(c) the position, design, materials, means of construction of all site enclosures and boundary treatments (e.g. fences, walls, railings,), where appropriate;

(d) a timetable for the implementation of the soft and hard landscaping scheme.

The approved soft and hard landscaping scheme shall be carried out strictly in accordance with the approved timetable of implementation and shall thereafter be protected, maintained and managed in accordance with the approved details.

Reason: To safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits, and to enhance the setting within the immediate locality

7. If within a period of five years from the date of the completion of the building works or completion of the landscaping scheme pursuant to condition 6 (whichever is later), any planted tree, hedge or shrubs are felled, removed, uprooted, destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged, diseased or defective, it/they shall be replaced by planting as originally approved, unless the Local Planning Authority gives its written approval to any variation. This replacement planting shall be undertaken before the end of the first available planting season (October to March inclusive for bare root plants), following the removal, uprooting, destruction or death of the original trees or plants.

Reason: To ensure the environment of the development is improved and enhanced.

8. No works or development above foundation level shall take place until a final scheme for foul and surface water drainage has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall include the results of an assessment into the potential of disposing of surface water by means of a sustainable drainage system (SuDS) and shall provide an appropriate level of runoff treatment. This scheme should be indicated on a drainage plan and the approved scheme shall be completed prior to the first use of the development hereby approved.

Reason: In order to ensure satisfactory drainage conditions that will not create or exacerbate flood risk on site or within the surrounding local area.

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9. 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, shall not commence until conditions A to G have been complied with:

A) A preliminary risk assessment shall 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 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.

B) Where an unacceptable risk is identified a scheme for detailed site investigation shall be submitted to and approved in writing by the Local Planning Authority prior to being undertaken. The scheme shall be designed to assess the nature and extent of any contamination and shall be led by the findings of the preliminary risk assessment. The investigation and risk assessment scheme shall 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"

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

D) 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 shall be prepared and is subject to the approval of the Local Planning Authority in advance of undertaking. The remediation scheme shall 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.

E) The approved remediation scheme shall 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.

F) Following the completion of the measures identified in the approved remediation

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scheme a validation report that demonstrates the effectiveness of the remediation carried out shall be produced, and is subject to the approval of the Local Planning Authority prior to the occupation of any buildings.

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

10. Prior to the first occupation of the development, details of suitable biodiversity enhancements to be placed on the approved dwellings, or elsewhere on the site, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and completed prior to the first occupation of the approved development and the approved provision maintained and retained thereafter in perpetuity unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of local biodiversity gain, having regard to the Wildlife and Countryside Act 1981, Natural Environment and Rural Communities Act 2006, the Conservation of Habitats and Species Regulations 2017 (Habitats Regulations 2017).

11. The reserved matters application shall include details of bin storage and secure cycle storage facilities and shall be implemented in accordance with the approved details prior to first occupation.

Reason: In the interest of safeguarding residential amenity and to encourage sustainable means of travel

12. The Development hereby approved shall not commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include but not be limited to the following:-

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- Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway;
- Details of site operative parking areas, material storage areas and the location of site operatives facilities (offices, toilets etc);
- The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring.
- Details of any temporary construction accesses and their reinstatement.

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. Site operatives' parking, material storage and the positioning of operatives' facilities on the site in locations approved by in writing by the Local Planning Authority. The hours of construction shall be 8am-6pm Monday to Friday; 8am to 1pm Saturday and no working Sunday or Bank Holidays or public holidays.

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

13. The residential 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..

14. The development hereby approved shall not be brought into use until an electric vehicle charging space for each of the dwellings has been provided in accordance with a specification which shall be submitted to and approved by the Local Planning Authority and thereafter such spaces and power points shall be kept available and maintained for the use of electric vehicles as approved.

Reason: To encourage sustainable travel and healthy communities.

15. No part of the development hereby permitted shall be commenced until details of the construction, surfacing and drainage of the access, parking and vehicle manoeuvring areas have been submitted to and approved in writing by the Local Planning Authority and no building shall be occupied until these works have been completed in accordance with the approved details.

Reason: To ensure safe access to the site in the interests of highway safety and public convenience.

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Informatives

Unless otherwise stated these informatives relate to Parts 1 and 2

Statement of Positive and Proactive Working

The local planning authority has 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.

Alteration of highway to provide new or amended vehicle crossover

This permission does not authorise the applicant to carry out works within the publicly maintained highway since such works can only be carried out by the County Council's Approved Contractor, Ringway Infrastructure Service who can be contacted by email worcestershirevehicle.crossing@ringway.co.uk. The applicant is solely responsible for all costs associated with construction of the access.

Construction Environmental Management Plan (CEMP)

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particular reference is made to "respecting the community" this says:

Constructors should give utmost consideration to their impact on neighbours and the public

- Informing, respecting and showing courtesy to those affected by the work.
- Minimising the impact of deliveries, parking and work on the public highway.
- Contributing to and supporting the local community and economy.
- Working to create a positive and enduring impression, and promoting the Code.

The CEMP should clearly identify how the principle contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues. Contractors should ensure that courtesy boards are provided and information shared with the local community relating to the timing of operations and contact details for a site coordinator in the event of any difficulties. This does not offer any relief to obligations under existing Legislation.

Travel Plan Requirements (Part 1 only)

Worcestershire County Council has published guidance on how it expects travel plans to be prepared, this guidance is freely available from the County Councils Travel Plans Officer. As part of this process the applicant must register for Modeshift STARS Business and ensure that their targets have been uploaded so that progress on the implementation of the Travel Plan can be monitored. Worcestershire County Council can assist applicants with this process should they need. Modeshift STARS Business is a nationally

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accredited scheme which assists in the effective delivery of travel plans, applicant can register at www.modeshiftstars.org

Cadent Gas

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadents legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadents Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadents Plant Protection Team to see if any protection measures are

Severn Trent Water Ltd

Severn Trent Water advise that there is a public sewer located within this site. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent. You are advised to contact Severn Trent Water to discuss the proposals. Severn Trent will seek to assist in obtaining a solution which protects both the public sewer and the building. Please note, when submitting a Building Regulations application, the building control officer is required to check the sewer maps supplied by Severn Trent and advise them of any proposals located over or within 3 meters of a public sewer. Under the provisions of Building Regulations 2000 Part H4, Severn Trent can direct the building control officer to refuse building regulations approval.

Clean Water Comments

Severn Trent Water have apparatus in the area of the planned development, the developer will need to contact Severn Trent Water, New Connections team as detailed below to assess their proposed plans for diversion requirements.

To request a water map please follow the link, , <https://www.stwater.co.uk/building-and-developing/estimators-and-maps/request-a-water-sewer-map/> select "Water and / or Sewer map request form" fill out the relevant details and fee payment and return to:

Severn Trent Water, Asset Data Management,
GISmapping Team, PO Box 5344, Coventry, CV3 9FT
Fax: 02477 715862
e-mail: GISmapping@severntrent.co.uk

Any correspondence and diversion applications are to be submitted through New Connections, the relevant form can be found on the Severn Trent website at <https://www.stwater.co.uk/building-and-developing/other-developments/diversions/>

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Please click on download water diversion application form and complete the form as fully as possible.

Information on diversion application charges can be found
<https://www.stwater.co.uk/building-and-developing/regulations-and-forms/application-forms-and-guidance> in "Our Charges" - Developer Charges 2015-2016 in Section 5.
Please attach all the relevant documentation and relevant fee and return the form to:
Severn Trent Water Ltd
PO Box 5311
Coventry
CV3 9FL
Telephone: 0800 707 6600
Email: new.connections@severntrent.co.uk

Procedural matters

This application is being reported to the Planning Committee because it is a major development and two (or more) objections have been received

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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 building's 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 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 sustainably, 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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