

REDDITCH BOROUGH COUNCIL

**PLANNING
COMMITTEE**

9th November 2016

Planning Application 2016/237/FUL

Demolition of existing single storey offices and erection of 2 storey resited offices.

Bus Depot, Plymouth Road, Southcrest, Redditch, Worcestershire, ,

District:

Applicant: Mr Simon Dunn

Ward: CENTRAL

(Site Plan attached)

The author of this report is Sarah Willetts, Planning Officer (DM), who can be contacted on Tel: 01527 881607 Email: Sarah.willetts@bromsgroveandredditch.gov.uk for more information.

Site Description

This site lies south of the main bus station area of the Kingfisher Shopping centre. There is a bank running around the site to three sides which varies in height. Station Way and Oakly Road are located to the east and Aspall Close and Plymouth Road to the west. It is understood that the site was originally sidings for the railway line that used to continue towards Redditch Train Station to the North. The site is east of Plymouth road with a vehicular access at the Northern end of the site. This access serves both the application site and the access to the 'Hub' at the main centre.

Presently the site is used as a bus depot for 'Diamond' Buses with offices/staff facilities and, workshop and wash. The site provides vehicle storage when not on duty and also serves for staff working at the site.

The site lies just outside the main central area of Redditch Town centre identified as the peripheral area.

Relevant Policies:

NPPG National Planning Practice Guidance

NPPF National Planning Policy Framework

Borough of Redditch Local Plan No.3:

CS01 Prudent Use of Natural Resources

CS02 Care for the Environment

CS07 The Sustainable Location of Development

BBE13 Qualities of Good Design

BNE01A Trees, Woodland and Hedgerows

EEMP01 Employment Provision

**PLANNING
COMMITTEE**

9th November 2016

EEMP02 Design of Employment Development
ETCR03 Peripheral Zone
CT12 Parking Standards

Emerging Borough of Redditch Local Plan No. 4

Policy 1: Presumption in Favour of Sustainable Development
Policy 3: Development Strategy
Policy 5: Effective and Efficient use of Land
Policy 20: Transport Requirements for New Development
Policy 30: Town Centre and Retail Hierarchy
Policy 31: Regeneration for Town Centre
Policy: 39 Built environment

Relevant Planning History

2016/238/FUL	Proposed additional bay to existing workshop.	
2016/261/FUL	Removal of bank and reduce level to highway level and Change of Use from Residential C3 to Sui Generis Bus Depot".	Withdrawn
2003/047/FUL	Portacabin To Use As An Office Engineers Mess Room And Storage	19.03.2003
2000/133/FUL	Erection Of Bus Operators Office Facilities	24.05.2000

Consultations

Highway Network Control

No objections subject to conditions and informatives

Contaminated Land- Worcestershire Regulatory Services

Records indicate that this area may be subject to significant issues of contamination .

Assessments and works should be carried out by a competent person and in accordance with the guidance contained in the NPPF recommended that surveys are carried out in accordance with conditions as recommended.

North Worcestershire Water Management

No objections - Suggest Conditions

**PLANNING
COMMITTEE**

9th November 2016

North Worcestershire Economic Development And Regeneration

No objections

Arboricultural Officer

Subject to root protection measures and query proximity of tree roots to gas tank - no objections subject to conditions

Public Consultation Response

2 comments received raising concerns over the development

- Previous Bus Company installed glazed units to homes. Buses are noisy concerned that this is all day and night. Drivers block the road and make Oakly Road dangerous and do not respect priority road/signage arrangements
- Concerned that gas tank and bus wash are in close proximity to boundary and ownership concerns. Concerned over fire risk from development and associated noise possible spray in windy conditions and loss of amenity to property which have lived in over 30 years.
- Impact on residential development that has been approved on neighbouring site and potential to sell/develop it with neighbouring uses coming closer.

Assessment of Proposal

Principle

This application should be read in conjunction with 2016/238/FUL. The site has been operating as a bus depot for over just over 16 years, albeit part of this time by a different operator. There is no objection in principle to this site continuing as a depot as the site already has consent. The site lies within the peripheral area where mixed development is considered acceptable. The site is located in a highly sustainable location adjacent to public transport and town centre facilities which encourage access to sustainable choices of transport facilities. The location of the proposed consolidation/redevelopment of the bus depot would not compromise the viability of the town centre. (The changes proposed represent a consolidation of the 'Diamond Bus operation to just one site from the site currently at Church Hill). The development would ensure compliance with your saved policy E(TCR)3.

Design and Appearance

The new facilities will provide a larger office, training and operations rooms, kitchen and staff room and associated rest room facilities. Given the need to keep the present office working and the reorganisation of the wider site, the siting of the new office is proposed on towards the eastern boundary of the site. The proposal is for two storeys set into the bank. The first floor being smaller to reflect the relationship to the bank, whilst still optimising the potential of the existing site. The main entrance and windows face west

PLANNING COMMITTEE

9th November 2016

into the site and will help provide an improved legibility to the site on arrival as you enter through the main gate. No window openings are proposed on the rear of the building (blind back) to ensure the amenities of the properties in Station Way are maintained. The building is a modern portal steel framed office finished with cladding. The final materials may be adequately controlled by conditions to ensure an acceptable appearance to the final design to ensure the development is in accordance with saved policy B(BE)13 of the Borough of Redditch Local Plan 3 and Policy 39 of the emerging Borough Plan 4.

Access/Parking

The entrance to the site will remain unchanged and the resited office will provide an improved layout to the site. 8 car parking spaces will be provided on the site of the existing office and the surface layout and spaces along with cycle provision may be adequately controlled by condition.

Amenity

The new building proposed will be against the current retaining bank and the design as noted above will ensure no direct overlooking or overlooking to either eastern or western boundaries.

The concerns raised regarding the site do not specifically relate to the office development as proposed as they allude the wider operation of the site. However in terms of this proposal this building is considered acceptable and would not lead to a loss of amenity to the neighbouring houses.

Conclusion

The application proposal is considered to be in a sustainable location, making use of an existing site and subject to conditions would be considered acceptable.

RECOMMENDATION:

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

**PLANNING
COMMITTEE**

9th November 2016

- 2) Prior to the commencement of development details of the form, colour and finish of the materials to be used externally on the walls and roofs 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 and in accordance with Policy B(BE).13 of the Borough of Redditch Local Plan No.3.

- 3) The development hereby approved shall be implemented in accordance with the following plans:

PL002	B
PL004	B
PL006	C
PL009	A

Reason: To accurately define the permission for the avoidance of doubt and to ensure that the development is satisfactory in appearance in order to safeguard the visual amenities of the area in accordance with Policy B(BE).13 of the Borough of Redditch Local Plan No.3

- 4) Upon occupation of the new office facility the Existing office building shall be demolished in full and the land laid out for parking in accordance with the plans as submitted and shall not be altered/amended without the prior approval in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development in accordance with policy B(BE)13 of the Redditch Borough Local Plan 3

- 5) 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 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 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

- 6) No works or development shall take place until a scheme for surface water drainage has been submitted to, in the form of a full drainage plan, 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. If infiltration techniques are used then the plan shall include the details of field percolation tests. 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.

- 7) No demolition, site clearance or development shall take place until all trees and hedges/shrubs to be retained on the site and around the boundaries of the site have been protected in accordance with the specification set out in British Standard BS:5837 2005: Guide for Trees in relation to Construction, and such protection measures shall remain in situ for the duration of the development and in accordance with Policies B(NE)1a and B(NE)3 of the Borough of Redditch Local Plan No.3.

Reason:-To ensure the protection of trees and hedgerows in the interests of visual amenity.

- 8) Prior to the first occupation of development, details of 3 secure parking areas for cycles shall be submitted to and agreed in writing by the Local Planning Authority. The details agreed shall be implemented on site prior to the occupation and use of the building hereby permitted, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainability and in accordance with Policy B(BE).13 of the Borough of Redditch Local Plan.

- 9) Development shall not be occupied until 30 parking spaces for site operatives and visitors have been provided within the application site in accordance with details to be submitted to, and approved by, the Local Planning Authority and such provision shall be retained and kept available for the life of the development .

Reason:- To prevent indiscriminate parking in the interests of highway safety and in accordance with the National Planning Policy Framework.

**PLANNING
COMMITTEE**

9th November 2016

Informatives

- 1) The attention of the applicant is drawn to the need to keep the highway free from any mud or other material emanating from the application site or any works pertaining thereto.
- 2) THIS PERMISSION DOES NOT AUTHORISE THE LAYING OF PRIVATE APPARATUS WITHIN THE CONFINES OF THE PUBLIC HIGHWAY. The applicant should apply to Worcestershire County Council for consent under the New Roads and Streetworks Act 1991 to install private apparatus within the confines of the public highway. Precise details of all works within the public highway must be agreed on site with the Highway Authority.
- 3) Drainage arrangements shall be provided to ensure that surface water from the parking/hardsurface and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.

Procedural matters

This application is being reported to the Planning Committee because two (or more) objections have been received.