

**PLANNING  
COMMITTEE**

15th March 2017

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**Planning Application 2016/350/HYB**

**Hybrid application for the construction of up to 30,745m of B1, Light Industry, B2 General Industry and B8 Storage and Distribution with ancillary offices including, parking and servicing areas in outline with matters of layout, scale, appearance and landscaping reserved for future consideration; full application for the means of access from Old Forge Drive and Nash Road and internal service roads including details of foul and surface water drainage.**

**Land North Of Nash Road, Old Forge Drive, Park Farm, Redditch, Worcestershire, ,**

**Applicant: Mr A Plant**

**Ward: GREENLANDS**

**(see additional papers for site plan)**

The author of this report is Mr Simon Jones, Planning Officer (DM), who can be contacted on Tel: 01527 548211 Email: Simon.jones@bromsgroveandredditch.gov.uk for more information.

**Site Description**

The application site is roughly rectangular and covers an area of some 7.44 hectares. It is bounded by Old Forge Drive to the east and Nash Road to the South. To the north of the site is a large industrial unit currently occupied by Pilkingtons. To the south and west is a group of smaller industrial units comprising the IO Centre and Greenlands Business Centre. To the east of the site, on the opposite side of Old Forge Drive, is Arrow Valley park. There are two antenna masts to the western end of Nash Road on the boundary of the site. The site is predominantly level with a shallow fall across it running west to east of approximately 2.8m.

The site was first developed as a foundry in the 1950s. The foundry had several owners over the years including Alunna tubes, British Alcan and British Aluminium. The foundry closed in the late 2000's and the site has not been used since. The site has been cleared of the previous foundry and buildings forming the tube factory which consisted of a total gross internal area of approximately 35,800m<sup>2</sup>. The site had become contaminated during its use and was given a "Special Site Designation" by the Environment agency in 2007. Work to decontaminate the site commenced in 2016 in agreement with the Environmental Agency. This work is detailed in the submitted "Ground investigation overview - remediation planning statement" document which accompanies the application.

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### Relevant Policies :

#### **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 15: Climate Change  
Policy 16: Natural Environment  
Policy 17: Flood Risk Management  
Policy 18: Sustainable water Management  
Policy 19: Sustainable travel and Accessibility  
Policy 20: Transport Requirements for New Development  
Policy 23: Employment Land Provision  
Policy 24: Development within Primarily Employment Areas  
Policy 26: Office Development  
Policy 28: Supporting Education, Training and Skills  
Policy: 39 Built Environment  
Policy: 40 High Quality Design and Safer Communities

### Relevant Planning History

2013/001/FUL	The siting of a shared telecommunications base station comprising of a 27m high lattice mast with 6 no. antennas, 2 no. 300mm dishes, radio equipment cabin and 2.1m high palisade compound fence	Approved	27.02.2013
2011/224/FUL	Erection of a 20.0 metre steel lattice tower with 6 no. 2G/3G antennas & 2 no. 600mm dishes attached on a circular headframe, equipment cabinets located at the base of lattice structure with all ancillary development including 1.8m palisade fencing	Approved	29.09.2011
2005/222/TEL	The Development Comprises of 6 No. Antennae, 2 No. Equipment Cabinets, 1 No. 300mm Dish, 3 No. 600mm Dishes and Ancillary Development.	Approved	07.06.2005
2003/282/FUL	Installation of Sub-Surface Permeable Reactive Barrier	Approved	26.08.2003

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2002/543/FUL	Warehouse Within Use Class B8 with Ancillary Offices and Associated Parking and Landscaping.	Approved	26.03.2003
1983/360/FUL	Modifications to Buildings	Approved	03.11.1983
1979/505/FUL	Erection of A Building for Improved Aluminium Dross Handling Facilities	Approved	16.11.1979
1977/085/FUL	Transformer building	Approved	18.05.1977
1977/067/FUL	Tipping of Hardcore Brick (Including Furnace Brick) Rubble & Spoil from Excavations Etc.	Approved	09.08.1977
1977/050/FUL	Erection of A Building for Aluminium Anodising of Small Metal Fittings for Domestic Kitchen Units & Similar Items	Withdrawn	25.04.1977

### **Consultations**

#### **North Worcestershire Water Management**

The proposed site is located within the river Arrow catchment and is located approximately 100 meters from the channel. Environment Agency maps indicate that the majority of the site is located within Flood Zone 1 however there is a proportion of the site designated as flood zone two. This has been identified and addressed in the FRA. The road embankment between the site and the river makes it impossible for the area of the site indicated as flood zone 2 to be flooded by the river. Based on the surface water flood maps there is also minimal surface water pooling to the site even at the 1 in 1000 year level.

There are contaminated land issues on the site, Trichloroethylene is an existing industrial pollutant that is present within the site soils and it is required that to ensure that there is no leaching of this contamination through the new drainage system that the proposed tanks should be lined with an impermeable liner.

The applicant should also submit a maintenance plan for all drainage systems to make sure that they are kept to capacity for the duration of their use; this is to ensure that flood risk is not caused or exacerbated on site or in the surrounding areas

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**Arboricultural Officer**

No objection subject to imposition of conditions to ensure protection of trees (to be retained) during the course of the construction phase and mitigation landscaping to compensate for those trees proposed to be removed.

**Environment Agency**

We note your reason for consultation is 'redevelopment of a site larger than 2ha where known previous contaminated uses'. We have no objections, in principle, to the proposed development but recommend that appropriate conditions are imposed in the event permission is granted.

**Contaminated Land**

We have the following comments which relate solely to the protection of 'Controlled Waters'. Matters relating to Human Health should be directed to the relevant department of the Local Authority.

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

The site in question is a designated Special Site under Part 2A of the Environmental Protection Act 1990. The Environment Agency is the enforcing authority for the remediation of Special Sites, and as such we have a duty to consider how the site should be remediated.

We have been working with the site owners in order to secure voluntary remediation at this site. We have previously agreed a remediation strategy with the site owners, St. Francis Group, and this is set out in a 'Remediation Statement' dated July 2016. This remediation is ongoing in order to remove the unacceptable risk to controlled waters from residual chlorinated solvent soil contamination on site. For example the Broadground ditch (ordinary watercourse) has been in-filled with clay to help alleviate TCE leachate issues.

Once the agreed remediation strategy is complete, we will review the verification report in order to consider whether the works are complete in accordance with the agreed remediation statement, and consider if the site no longer meets the definition of a Special Site. We therefore recommend that a Verification Report condition is included to ensure the successful completion of these works:

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*Flood Risk*

A small part of the site is located in Flood Zone 2 based on our indicative Flood Map for Planning for the River Arrow (Main River). An ordinary (un-modelled) watercourse runs to the south of the site. We would refer to our area Flood Risk Standing Advice in this instance. We understand that you have consulted the North Worcestershire Flood and Water Management team with regard to flood risk.

**Worcester Regulatory Services- Contaminated Land**

The above letter report confirms the remedial strategy set out in the Remediation Statement from St. Francis Group dated 8th July 2016 as agreed by the Environment Agency (EA), as the appropriate authority, in respect of the site designation as contaminated land under Part 2A of the Environmental Protection Act 1990 due to chlorinated solvent contamination of controlled waters.

The above information is considered appropriate and satisfactory in respect of the Contaminated Land Part 2A regime, as previously communicated between WRS and the EA and the land owner. However, further information should be required by the Local Planning Authority (LPA) to satisfy the requirements of the planning regime.

The report indicates the remediation is primarily aimed at clean up of hotspot sources of chlorinated solvent contamination in respect of the site designation as contaminated land. No information has been provided to the LPA on the remaining areas of the site outside of these hotspot areas and any residual soil contamination that may exist on site as unacceptable risk to receptors other than controlled waters. At a meeting at EA offices with previous owners Luxfer and their consultants, attended by WRS representative in April 2016, it was acknowledged that potential residual soil contamination in ground would be investigated as part of future site works at planning stage.

A number of previous reports are referenced in the above letter report but have not been provided with the application. The applicant should be advised to provide copies of any third party reports relied upon with submitted information. For information a review of available records at this time indicates WRS hold no record of any of the reports referenced in connection with the previous Part 2A investigation with the exception of the following: URS (Dec 2006) 'Revised conceptual site model risk assessment'.

In terms of the planning regime sufficient information is required for the whole of the application site for approval by the LPA. WRS recommend the LPA require the applicant to submit a Phase 1 desk study including a summary of previous investigations and findings, previous site uses, appropriate risk assessment utilising current appropriate screening criteria for a commercial setting. The phase 1 should focus on receptors other than groundwater e.g. human health in consideration of the current development proposal and indicate whether any additional site investigation is required where access has previously been prohibited or gaps in information may exist.

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OWRS therefore recommend a standard full tiered contaminated land conditions are applied to the application should permission be granted to the development to ensure all potential contaminated land issues on site are addressed appropriately. The National Planning Policy Framework advises that Planning Decisions should ensure the site is suitable for its proposed use taking account of ground conditions, pollution arising from previous uses and any proposals for mitigation including land remediation. The Framework also requires adequate site investigation information be prepared by a competent person is presented. Little information is known or has been provided on this site and consequently a Phase I study is recommended.

**Worcester Regulatory Services- Noise, Dust, Odour & Burning**

Due to the close proximity of residential properties and the prospective nature of the application it is recommended that conditions are imposed in respect of Construction & Site restoration, Artificial Lighting, and Noise Control.

**Worcester Regulatory Services- Air Quality**

WRS have considered the impact on local air quality from the development. Below are our standard recommendations for a development of this size to mitigate the cumulative impact on local air quality from all development.

**Recommendations:**

The cumulative impacts on air quality from individual sites in local areas should be determined (NPPF para. 124). As an alternative to undertaking an AQA the applicant can adopt mitigation measures which are aligned with County LTP Policies and may be incorporated as part of the development. This will assist in alleviating pollution creep arising in the general area. WRS therefore recommend that 10% of the parking spaces have electric vehicle charging points with consideration of the National Planning Policy Framework Paragraphs 29, 35, 109, 120, 124 and that secure cycle parking and low emission boilers are provided.

**Highway Network Control**

I have reviewed the submitted documents including the Transport Assessment and am content that, considering the previous commercial use of the site, the proposed access and highway works are likely to be sufficient to mitigate the traffic likely to be generated by the proposed development so as not to result in a severe impact on highway safety or capacity as required by NPPF in order to warrant an objection on highway grounds.

**Natural England**

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites or landscapes and has no objection.

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Natural England notes the advice contained in the Ecological Scoping Report for the need for a suitable planting scheme to compensate for the loss of bat foraging habitat, supported by the adoption of a sensitive lighting scheme to reduce light pollution. Natural England recommends that the authority seeks planning conditions for suitable planting and lighting schemes, to mitigate the loss of bat foraging habitat and reduce light spill into the wider river corridor.

**Public Consultation Response**

The following is a summary of the comments received

Mr Stephen Mack

Comment submitted date: Fri 06 Jan 2017

Highway safety is compromised by articulated vehicles parking overnight along Nash road resulting in several near miss traffic incidents. This issue must be resolved before any further expansion of the local industrial area as additional traffic along this road will result in an accident.

Mr Ian Gudger

Comment submitted date: Fri 16 Dec 2016

Nash road is frequently used by international hauliers as an overnight park, causing access problems mainly in the mornings. This will potentially get worse with the new development. Consideration should be given to putting parking restrictions in place on this road.

**Assessment of Proposal**

**Proposal Description**

This hybrid application seeks outline permission for the development of up to 30,745sqm of employment development falling within Use Classes B1/B2/B8 including ancillary office space, together with associated parking and service yards; and full detailed planning permission for the creation of a new site access and estate road from Old Forge Drive and access only from Nash Road. The detailed component of the application also includes details of surface water and foul drainage. Matters of layout, scale, appearance and landscaping are reserved for future consideration.

A hybrid application is similar to an outline application with some matters submitted for approval at this stage, but differs from an outline application in that its approval would enable work to commence on those specific aspects for which approval is sought at this stage, rather than having to wait for the other reserved matters to be approved first.

In this case, if the application were approved this would allow the developer to construct the service road and associated drainage before the reserved matters relating to details of layout, scale, appearance and landscaping are submitted and approved. That

approach assists in marketing the site and releasing land for development by end users, thereby increasing the prospect of bringing the land back into employment.

### **Principle of Development**

Part 5.5 of BoRLP4 Policy 5 states that :*“With respect to non-residential development, schemes on ‘previously developed land’, which propose the redevelopment of tired or redundant sites, will be considered favourably.”*

The site constitutes ‘previously developed land’. It was last used for B2 General Industrial purposes and is presently vacant. The site is zoned as a Primary Employment Area in the adopted Borough of Redditch Local Plan No.4. (BoRLP4)

The eastern portion of the application site is annotated in the BoRLP4 as an allocated employment site IN20. The site has been formally identified for employment use for at least 10 years, but no proposals have come forward, due to site constraints.

The previous foundry and buildings forming the British Aluminium tube factory consisted of a total gross internal area of approximately 35,800m<sup>2</sup>. This proposal provides for up to 30,750m<sup>2</sup> which is a reduction of 16%. This lower density development provides for an enhanced working environment and is still considered to make efficient use of previously developed land.

Part 26.4 BoRLP4 **Policy 26** states that: *“Office development (Use Class B1a) will be considered favourably in Primarily Employment Areas, provided the total floorspace in any one location does not exceed 5,000 sq m. A condition is recommended to ensure that office development does not exceed this.”*

### **Accessibility**

Criterion (i) of BoRLP4 Policy 19 states that *“Transport will be coordinated to improve accessibility and mobility, so that sustainable means of travel, reducing the need to travel by car and increasing public transport use, cycling and walking are maximised. This will be achieved by: i. meeting development requirements in accessible locations and taking account of interactions between uses. This includes maximising accessibility to, from and between public transport modes and interchanges (bus and rail)”*

The site is located in a sustainable location, with walking and cycling catchments accommodating large areas of residential development for potential commuters and there is also a local convenience store within close proximity of the site for employees to get some lunch. Additionally, there are bus stops located on Studley Road and Auxerre Avenue, to the west and south of the site, that are located comfortably within 400m of the development site. The bus stops are on the routes of five services, providing frequent trips around Redditch, local villages and larger centres including Birmingham.



### **Noise Mitigation**

As the precise nature of the businesses are not known at this time, the nature of any noise attenuation cannot be quantified. However, it is considered reasonable to impose a condition requiring these details at the reserved matters stage in respect of potential B2 and B8 uses.

### **Floodrisk**

A Flood Risk Assessment has been submitted as part of this application. There is a small area that falls within Flood Zone 2, but detailed topographical survey levels suggest that such flooding could not reach the site due to other surrounding constraints. Hence, although the likelihood of flooding at a 1:1000 year return period event will be negligible, the proposed scheme will provide an area of floodplain compensation volume that will utilise some of the car park area on the south eastern unit. Apart from this small area in the south-east corner that is potentially in Zone 2, the site is not at risk from fluvial flooding as it is in Very Low Risk (former EA Flood Zone 1) according to the Environment Agency's classification. The development would mitigate the risk of surface water flows with the use of appropriate drainage. There are no other potential flood hazards that are considered to be of risk to the site. It is therefore concluded that the development will be low risk in respect of flooding and causing flooding elsewhere. There should be no impediment to development on flood risk grounds.

### **Surface Water Drainage**

The applicant proposes to discharge to the storm to the adjacent water course; the FRA and the drainage plan detail the measures taken on site to provide sufficient retention of storm water. Policy 18 of the BoRLP4 now makes it a requirement that all development sufficiently restricts storm runoff up to the 1 in 100 year return period. This has not been achieved on this site. The proposed drainage scheme provides 2666 meter cubed of water storage and restricts discharge from the site at the 1 in 100 year return period to 230l/s. However, criterion (i) of BoRLP4 Policy 5 states that *"reuse and regeneration of Previously Developed Land (PDL) will be actively encouraged. Where the economic viability of a scheme on PDL is questionable, and can be fully demonstrated by the applicant, the Borough Council may negotiate a more appropriate level of infrastructure provision"*. It is still considered that the proposed scheme will deliver betterment over the current runoff rate from the site due to the impermeable nature of the sites soil and is therefore acceptable.

### **Land Contamination**

Various investigations carried out at the site indicates that there are a number of principal hotspot sources of contamination that need to be remediated. All remediation work would be supported by the production of a verification report. A condition has been recommended to address this issue. Once remediated, residual concentrations of

potential contaminants remaining on site are not considered likely to pose a risk to the most sensitive receptors.

### **Landscape and Visual Impact**

Criterion (v) of BoRLP4 Policy 16 states that *“A high quality natural environment and landscape is integral to delivering the Vision of BORLP4. In order to achieve this all relevant proposals will be expected to: v. where possible retain existing trees”*

A tree survey has been undertaken by appropriately qualified persons and a tree constraint plan accompanies the tree survey along with this application. Part of the development site at the eastern end fronting Old Forge Drive is covered by a historic ‘blanket’ area Tree Preservation Order TPO. This is detailed on drawing 12806- 160 which also details the trees to be removed to make way for the development. To mitigate this loss additional trees are proposed to be planted along the Old Forge Drive Frontage as indicated on drawing 160. Due to the loss of trees to create the new access and trees within the eastern portion of the site allocated for development a high level of mitigation planting throughout the site comprising Extra Heavy Standard trees of 16 to 18cm girth is recommended. A condition is recommended to secure this outcome as part of the reserved matters application.

Existing landscaping to the southern Nash Road boundary would be maintained and enhanced. It is proposed that full landscaping details for the remainder of the site would be submitted at a later date and as such are a reserved matter.

The illustrative layout indicates that it is possible for a consolidated area of semi-mature tree-growth to be retained and enhanced along the boundary with Old Forge Drive, allowing a visual buffer.

Whilst matters of layout, scale and appearance are reserved, the resultant development is likely to take the form of large industrial units. As the site lies within an area of similar buildings, such structures would not appear intrusive in this context. Your officers are satisfied that the retention and reinforcement of boundary planting along with control over external materials and colour will help to soften the appearance of these buildings.

### **Ecological Impacts**

An Ecological Scoping Survey has been submitted as part of the application. Five species of common birds were recorded during the survey although no evidence of nesting birds was present. The existing trees offer suitable nesting habitat and the loss of suitable nesting habitat should be mitigated. There was no evidence to suggest the presence of other protected species such as badgers, reptiles, bats, water vole, Great Crested Newt, and Barn Owl. Accordingly, no further ecology surveys have been recommended.

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The survey did not identify any potential to support roosting bats; although the site does offer limited foraging opportunities. A sensitive lighting scheme, particularly where foraging habitat is retained or created, should minimise the impact on bat species. An appropriately worded condition is recommended.

**Highway Safety**

Criterion (iii) of BoRLP4 Policy 20 states that: *“all proposals should incorporate safe and convenient access arrangements in their design for all potential users (including pedestrians, cyclists, emergency services and waste collection vehicles). Access arrangements should be designed to reflect the function and character of the development and its wider surroundings”*

Accident analysis has shown how one incident occurred during the times of what could be classified as conventional peak periods, at 08:50, in the study area analysed. There were only being four recorded incidents over the five-year period analysed, of which were all classed as ‘slight’ in severity and these were not all clustered in one location. Consequently, it can be considered that there are no highway safety issues that could be exacerbated by the development proposals.

The common issue raised by two respondents regarding HGVs parking on Nash Road is not a legitimate reason. Vehicles causing an obstruction to the highway and hazard to other road users can be addressed under other legislation and is not an impediment to bringing the site back into employment use. The representations have been forwarded to the Highway Authority so that they are aware of the situation.

The Highway Authority have raised no objection to the proposal and the application is considered to comply with Policy 20 of the BoRLP4 and paragraph 32 of the NPPF.

**Conclusion**

The application scheme will deliver a range of benefits to the local economy and ensure the site is redeveloped for employment use securing the future of site. The scheme has the potential to provide a mix of employment units to the local market. It would create a number of direct and indirect economic benefits to the local area. The application is in accordance with development plan policy, particularly Policies 1 and 23 of the adopted BoRLP4.

Overall, the application is in accordance with the aims and ambitions of the NPPF, by providing economic regeneration, improved viability and sustainability of an established employment site at a suitable location for the proposed use, retaining and creating employment opportunities, and significantly enhancing the physical infrastructure.

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**RECOMMENDATION:**

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

**Conditions:**

**TIME LIMIT**

1. Application 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.

**PLAN NUMBERS**

2. The development hereby approved shall be carried out in accordance with the following plans and drawings – [insert all approved plan numbers].

0100 Site Location Plan

0160 Tree Removal Plan

IPD-16-355-500 Rev H Drainage Strategy

Reason: To define the permission and to ensure that the development meets the design quality and environmental requirements of the Development Plan.

**RESERVED MATTERS**

3. With the exception of the access road and associated engineering works, approval of the details of the appearance, landscaping, layout and scale (hereinafter called

"the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: Required to be imposed pursuant to 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.

**LAND CONTAMINATION INVESTIGATION & MITIGATION**

4. Other than the works required to be carried out as part of an approved scheme of remediation, no development shall commence until parts i to vi (inclusive) have been complied with:
- i) 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.
  - ii) 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".
  - iii) 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".
  - iv) 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.

- v) 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.
- vi) 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.
- vii) 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 in accordance with Policy 5 of the Borough of Redditch Local Plan No.4.

**CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN**

- 5. Prior to commencement of the development, a construction environmental management plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall be based upon the requirements of Worcestershire Regulatory Services Code of Best Practice for demolition and Construction Sites 1st Edition July 2011.

Reason: To protect existing and new occupiers from the unreasonable effects of noise, vibration, light and dust nuisance in accordance with Policy 35 of the Borough of Redditch Local Plan No.4.

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**NEW ACCESS**

6. Before any other development is commenced on site, the new access off Old Forge Drive and associated highway works shall be laid out, constructed and completed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety in accordance with Policy 20 of the Borough of Redditch Local Plan No.4 and to ensure the new access is designed to limit the influence into the remainder of the BS5837:2012 RPA of the Ash trees to be retained within G1.

**ESTATE ROADS**

7. Before any part of any unit is first brought into use, construction drawings of the estate roads shown hatched on drawing 0130 Rev G shall be submitted to and approved by the Local Planning Authority.

Reason: In the interests of highway safety in accordance with Policy 20 of the Borough of Redditch Local Plan No.4

**PARKING AND SERVICE AREAS**

8. Before any part of any unit is brought into use the parking and turning areas for both cars and HGV's associated with that unit shall be completed, hard surfaced and properly marked out in accordance with the submitted plans and once complete shall be maintained and kept free from any obstruction and available for that use thereafter.

Reason: In the interests of highway safety in accordance with Policy 20 of the Borough of Redditch Local Plan No.4

**TRAVEL PLAN**

9. No part of any unit hereby approved shall be brought into use until the measures outlined in the Travel Plan in relation to marketing and communication; walking and cycling; public transport measures; car sharing/car clubs and reducing the need to travel have been fully implemented in accordance with that Plan.

Reason: In the interests of highway safety and capacity in accordance with Policy 20 of the Borough of Redditch Local Plan No.4

**DRAINAGE SCHEME**

10. The proposed drainage scheme shall be constructed in accordance with the details provided within the FRA and drainage plan, and the proposed scheme does

not exceed the specified discharge rate of 230 l/s at the 1 in 100 year return period. The approved drainage scheme shall be completed prior to the first use of the development hereby approved.

All proposed subsurface tanks must be lined with an impermeable liner to ensure that there is no leaching of existing Trichloroethylene contamination from the site into the adjacent watercourse.

Reason: In order to ensure drainage conditions that will not create or exacerbate flood risk on site or within the surrounding local area in accordance with Policy 18 of the Borough of Redditch Local Plan No.4.

**DRAINAGE MANAGEMENT**

11. Before any part of any unit is first brought into use a SuDS management plan which includes details on future management and responsibilities, along with maintenance schedules for all SuDS features and associated drainage systems shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure a management plan is in place to facilitate the optimal functionality and performance of the SuDS scheme throughout its lifetime in accordance with Policy 18 of the Borough of Redditch Local Plan No.4.

**SLAB LEVELS**

12. A detailed plan showing the levels of the existing site and the precise floor slab levels of each new building, relative to the existing development on the boundary of the site, shall be submitted to and approved in writing by the Local Planning Authority as part of the reserved matters submission.

Reason: Further details of the reserved matters are required to ensure satisfactory development in accordance with Policy 40 of the Borough of Redditch Local Plan No.4.

**NOISE ATTENUATION**

13. The details submitted pursuant to condition 3 shall include a scheme of noise attenuating measures for all proposed B2 and B8 units. The approved noise attenuation measures shall be implemented before the unit to which it relates is first brought into use.

Reason: To safeguard the amenity of the area in accordance with



**LANDSCAPING**

14. The details of landscaping required by condition 3 shall include a plan detailing the disposition of planting, cross referenced to a schedule listing the species, size and number of trees and shrubs proposed, including treatment of the site boundaries with provision for tree planting to be carried out concurrently with the development and completed within one year of substantial completion of the development.

Reason: To ensure the environment of the development is safeguarded and enhanced in accordance with Policy 39 of the Borough of Redditch Local Plan No.4.

**MEANS OF ENCLOSURE (FENCES)**

15. The details of landscaping required by condition 3 shall include details of the means of enclosure to be erected for each unit. These details shall include a plan detailing the position of all proposed means of enclosure and annotated or accompanied by a schedule specifying the type, height, composition and appearance of means of enclosure throughout the site. The approved boundary treatment for each unit shall be erected before each respective unit is first brought into use and thereafter retained in that form, notwithstanding the provisions of Schedule 1, Part 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification)

Reason: In the interests of visual amenity in accordance with Policy 39 of the Borough of Redditch Local Plan No.4.

**LIMIT ON B1(a) OFFICE SPACE**

16. With the exception of any integral ancillary office space within any of the resultant B1(b), B1(c); B2 and B8 units, the provision of any separate B1(a) office use shall be limited to a total not exceeding 5000sqm (gross internal floor area) across the site.

Reason: To ensure that office development is directed towards town centres and thereby accords with Policy 26 of the Borough of Redditch Local Plan No.4 and NPPF.

**TREE PROTECTION**

17. Before development commences, An Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority .

All tree protection fencing shall be constructed on site around the BS5837:2012 RPA of the retained trees on site before any ground or construction works

commence on site, as in accordance with section 6.2 of BS5837:2012. and retained throughout any ground or construction works on site.

Any encroachment into the BS5837:2012 RPA of T16 Common Alder is constructed on Cellular 'No Dig' Construction methods in conjunction with a porous road surface to allow air/moisture exchange to the root system.

Any construction works within the BS5837:2012 RPA of the retained trees on site is carried out manually by hand under Arboricultural supervision with no heavy plant machinery to be taken into the RPA of the retained trees on site.

Reason: In order to mitigate the risk of any heavy plant machinery encroachment into the BS5837:2012 Root Protection Areas of the trees to be retained on site in accordance with Policies 16 and 39 of the Borough of Redditch Local Plan No.4.

**EXTERNAL LIGHTING**

18. Details of all external lighting to the buildings, parking and service areas shall be submitted to and approved in writing by the Local Planning Authority before those areas are first brought into use. Development shall be carried out in accordance with the approved details. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) there shall be no other external illumination of the development without planning permission having been granted by the Local Planning Authority.

Reason: To safeguard local amenities from the unreasonable effects of light trespass/nuisance in accordance with Policy 35 of the Borough of Redditch Local Plan No.4.

**ELECTRIC VEHICLE CHARGING POINTS**

19. Electric Vehicle Charging points shall be installed for a minimum of 10% of the parking spaces serving each unit constructed, in accordance with details to be submitted and approved in writing by the Local Planning Authority as part of the reserved matters submission. The approved Electric vehicle charging points shall be installed before each unit is first occupied and shall thereafter be retained for the lifetime of the development.

Reason: To reduce carbon emissions in accordance with Policy 15 of the Borough of Redditch Local Plan No.4

**SECURE CYCLE PARKING**

20. Each unit shall make provision for secure cycle parking facilities. Details of the location, type of rack, spacing, numbers, method of installation and access to cycle parking shall be submitted and approved in writing by the Local Planning Authority as part of the reserved matters submission. The approved secure cycle parking shall be installed before each unit is first occupied and shall thereafter be retained for the lifetime of the development.

Reason: To reduce carbon emissions in accordance with Policy 15 of the Borough of Redditch Local Plan No.4 and Worcestershire County Council LTP3 Cycling Policy and Air Quality Action Plan (AQAP) Measure 5.3.7.

**LOW EMISSION BOILERS**

21. Each unit shall incorporate Ultra-Low NOx boilers with NOx Emissions not exceeding 40 mg/kWh in accordance with details to be submitted and approved in writing by the Local Planning Authority as part of the reserved matters submission. The approved boilers shall be installed before each unit is first occupied and shall thereafter be retained for the lifetime of the development.

Reason: To reduce carbon emissions in accordance with Policy 15 of the Borough of Redditch Local Plan No.4

**Procedural matters**

This application is reported to Planning Committee for determination because the application is for major development (more than 1000sq metres of new commercial / industrial floorspace), and as such the application falls outside the scheme of delegation to officers.