

# **PLANNING COMMITTEE**

**23rd May 2018**

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**Planning Application 18/00339/FUL**

**Erection of 5 buildings for B1/B2/B8 use of up to 30,745sqm including ancillary office space, together with associated parking, service yards, landscaping, foul and storm water drainage, and new site access from Old Forge Drive.**

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

**Applicant: Mr A Plant  
Ward: Greenlands Ward**

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

The author of this report is Simon Jones, Planning Officer (DM), who can be contacted on Tel: 01527 548211 Email: [simon.jones@bromsgroveandredditch.gov.uk](mailto: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.

## **Proposal Description**

This application seeks full permission for the erection of 5 buildings for B1/B2/B8 use of up to 30,745sqm including ancillary office space, together with associated parking, service yards, landscaping, foul and storm water drainage, and new site access from Old Forge Drive

Each building would have its own service yard. There would be car parking spaces for each building with quantum in accordance with current parking standards as set out in Policy 20 (Transport Requirements for New Development) and Worcestershire Local Transport Plan No3. Provision for covered cycle spaces would also be provided. Electric charging points for a minimum of 5% of the parking spaces will be provided and provision to expand this to 10% will be included as part of the proposed development. Details of the electric charging point are included with this application.

# **PLANNING COMMITTEE**

**23rd May 2018**

---

## **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

### **Others**

National Planning Policy Framework

## **Relevant Planning History**

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.

|              |  |          |            |
|--------------|--|----------|------------|
| 2016/350/HYB | Hybrid application for the construction of up to 30,745sqm 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. | Approved | 17.03.2017 |
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## **PLANNING COMMITTEE**

**23rd May 2018**

---

### **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.

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. Within the Redditch local plan it is now 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 2190 meter cubed of water storage and restricts discharge from the site at the 1 in 100 year return period to 230l/s.

It is stated within the newly adopted local plan policy 5.2 section i, 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.

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. It is recommended that the following planning conditions are added to any permission granted for this application:

#### **Arboricultural Officer**

No Objection subject to conditions

## **PLANNING COMMITTEE**

**23rd May 2018**

---

The level of and species selection of mitigation planting shown has clearly taken previous comments into account, although I am concerned with the potential future pressure longer term sustainability the tight growing positions within the areas of local hardstanding that will be placed on the Pears to be planted within the carpark of unit 5, Hornbeams located along the main drive to the front of unit 2 and unit 1 as well as the Liquidambar within the carpark of unit 4. Therefore, I would request that a suitable grade of Structural Soil Cell material is used twinned with a porous top surface within the expected future root development area of these trees in maturity to prevent undue root growth restriction, root damage to the local hard standings and allow the trees to flourish.

The proposed scheme requires the removal of a section of G1 as shown indicatively on Drawing number: 6010 - Tree Removal Plan, for the construction of the new main access of Old Forge Drive.

This tree group is highly prominent along Old Forge Drive with a line of cohesive group of Common Ash (*Fraxinus excelsior*) situated on land in the ownership of Redditch Borough council. I would have no objections to the loss of a number of these trees within the group to facilitate the access road providing the remaining trees within the group are afforded full protection in accordance within BS5837:2012 throughout any ground or construction works on site. I would further request that the road junction is designed so that the RPA of the remaining trees in G1 which will require a BS5837:2012 RPA of 3.3 metres are not influenced by the road junction and access road. As highlighted in the Tree Removal Plan drawing No.0160 the loss of a number of these trees within G1 are to be replaced with a level of mitigation planting along the South Eastern boundary of the site with Field Maple, Hazel, Holly, Ash & Hornbeam which I would be in agreement with.

There is no objection to the level of tree removal required to facilitate the access providing that the remainder of G1 is protected in accordance within BS5837:2012

### **Conclusions**

No Objection subject to conditions:

Retained trees, including the remainder of G1, and their Root Protection Areas (RPA) must be protected during clearance and construction phase in accordance with BS5837:2012, using suitable protective fencing and/or ground protection as appropriate.

The mitigation planting within carparks is constructed using Structural Soil Cell material twinned with a porous top surface within the expected future root development area of these trees in maturity, to allow for future root growth.

No storage of plant/materials within the RPAs of any retained trees.

Excavations within the RPA of what is to be retained within G1 must be carried out by hand and in accordance with BS5837:2012.

## **PLANNING COMMITTEE**

**23rd May 2018**

---

Any existing or replacement tree that fails or is removed or seriously damaged/diseased within 5 years of completion is to be replaced with trees of suitable sizes/species.

### **Environment Agency**

#### **Contaminated Land**

We have the following comments to make on this planning application (18/00339/FUL) which relate solely to the protection of 'Controlled Waters'. Matters relating to Human Health should be directed to your Public Protection team.

We have reviewed the following document in support of this application: 'St Francis Group Former BA Tubes Redditch - Land Contamination Report' G&J Geo-environmental Consultants Ltd March 2018.

Following completion of the works on site, in line with the published remediation statement (July 2016), we subsequently reviewed the above referenced 'Remediation Verification Report' in March 2017. It is our opinion that the site works have been satisfactorily completed in relation to the area of the site that was designated a Special Site, and that a significant pollution risk to controlled waters no longer exists in relation to the site.

We previously commented on the outline planning application for this site in 2017, and had no objection to the relevant discharge of condition application in relation to land contamination. As such, we have no further requirements for investigation or remediation of contaminated land in relation to controlled waters.

As noted within the Corstorphine and Wright document 'Design & Access Statement - Proposed Industrial Units, Old Forge Drive, Redditch' March 2018, deep drainage excavations will be avoided on site due to the determination of the site as contaminated land.

There remains a risk of contamination at this site that could be mobilised by surface water infiltration from any proposed sustainable drainage system (SuDS). Therefore, we would agree that the use of infiltration SuDS is not appropriate in this location.

On this basis, we would recommend that the following planning condition is included on any planning permission granted:

### **Worcestershire Regulatory Services**

#### **WRS- Contaminated Land**

Worcestershire Regulatory Services (WRS) have reviewed the application in relation to contaminated land and air quality. Comments and recommendations for both of these areas are set out below.

## **PLANNING COMMITTEE**

**23rd May 2018**

---

WRS previously reviewed and accepted the report entitled 'St Francis Group Former BA Tubes, Redditch Land Contamination Report' produced by GEO Environmental Consultants Ltd, dated March 2018, reference GJ079-LCR-V2-FINAL, and accompanying comments, in relation to the previous planning permission.

The report provides a review of remediation works undertaken on the site and provides further risk assessment in terms of human health for a commercial setting. The report makes recommendation for the use of a clean cover system in any areas of soft landscaping due to asbestos being identified in a small number of soil samples as part of previous site investigation work.

As such WRS recommend that the following conditions are attached to any planning permission to ensure the appropriate clean cover system is installed in all landscaped areas and provision relating to unexpected contamination should significant further contamination be encountered during works on site.

### *WRS - Noise:*

The submitted noise assessment appears satisfactory and indicates that noise from internal and external activities, associated with the proposed units, should not adversely impact on nearby sensitive receptors.

In terms of any external plant / equipment, the noise limits specified within the assessment should be complied with although I assume that installation of such plant / equipment would be subject to separate planning application(s).

### *WRS - External Lighting:*

The proposed external lighting appears satisfactory and therefore I have no objection to the application in terms of light nuisance.

### *WRS - Construction Method Statement:*

The submitted Construction Method Statement appears to adequately cover noise and dust control but not vibration. The applicant should ensure that during the construction phase site operations comply with the recommendations of BS 5228-2:2009+A1:2014 Parts 1 & 2 Code of Practice for Noise and Vibration on Construction and Open sites and the applicant should also refer their contractor(s) to the WRS Demolition and Construction Guide (attached) and ensure that the recommendations therein are complied with.

### *WRS - Air Quality*

WRS recommended the standard air quality mitigation measures for a development of this type for the previous planning permission (ref 2016/350/HYB). In support of this new application documents have been submitted relating to Electrical Vehicle Charging Points

## **PLANNING COMMITTEE**

**23rd May 2018**

---

(technical drawing 122/E/002) and Low Nox Boilers (Statement on use of Low Nox Boilers reference 122/E3, dated Feb 2018). WRS are in agreement with the proposals made in these documents and recommend that the measures are included as part of the planning permission.

### **Highways Redditch**

No Objection subject to conditions

### **Natural England**

Natural England has no comments to make on this application.

### **Worcestershire Archive And Archaeological Service**

Withdraw their earlier comments regarding the potential of this site to hold remains of archaeological significance following additional information that major remedial works were undertaken on the site to clear it of aluminium contaminants in 2016. The works involved the excavation and soil mixing up to 4 metres in depth and soil surging to 2 metres in depth across the whole site in order to treat the contaminants. This will have removed any archaeology formerly present on site.

### **Public Consultation Response**

Consultation Letters were sent to the occupiers of neighbouring residential properties and commercial businesses.

A series of site notices were also erected along the site frontage to Nash Road and Old Forge Drive.

No representations had been received at the time of preparing this report.

### **Assessment of Proposal**

#### **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', is roughly rectangular in shape and covers 7.44 hectares. 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)

## **PLANNING COMMITTEE**

**23rd May 2018**

---

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. Last year, Planning Committee approved a hybrid application for the same quantum of development on the same site.

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 limit."

### **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**

A Noise Assessment has been submitted with this application. This concludes that: The layout plan shows how all external activities, such as the movements of vehicles and loading/ unloading operations within the service areas, will be screened from existing dwellings by the existing industrial units or by the new buildings themselves; that loading bay doors largely face away from surrounding receptors and will be screened from local receptors; and that any noise radiated from the walls of each building would also be screened by other intervening buildings. Therefore, the proposed site layout represents good acoustic design to minimise noise from the development.

The submitted Noise Assessment show that the operations inside the new buildings would cause no harm to the residential amenity of dwellings closest to the application site



## **PLANNING COMMITTEE**

**23rd May 2018**

---

due to noise from inside the building, and the proposed cladding for the buildings provides adequate noise attenuation to satisfy the requirements of condition 13 of the extant application ref 2016/350/HYB. Although the proposed operations could be present at night, there would be no risk of sleep disturbance.

BS4142 assessments show that operations inside the new buildings would have a low noise impact on local dwellings. All external activities would be fully screened by new and existing buildings. As a consequence, operations outside the building would not result in an unacceptable level of noise disturbance to dwellings in the vicinity and there would be no change to the ambient noise climate at local dwellings. Therefore, no specific measures are required to mitigate noise from the development apart from those inherent within the site layout and the building design.

### **Flood risk**

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. Accordingly, it is considered that there would 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.

The site will drain at a restricted rate of 230 l/s via a vortex flow control into the Wharrington Brook in the southeast of the site. This is a 70% improvement on existing site discharge as previously agreed with North Worcester Water management in the FRA.

It is 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.

## **PLANNING COMMITTEE**

**23rd May 2018**

---

### Land Contamination

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 was completed December 2017 and a land contamination report that accompanies this application was commissioned. This concluded that the site is now suitable for commercial use and the Land Contamination Report (December 2017) by G&J Environmental demonstrating this was submitted directly to Worcestershire Regulatory services early December 2017, and then formerly to discharge Condition 4 of the extant consent ref 2016/350/HYB on 14/12/2017 and is currently being discharged. Worcestershire Regulatory Services (WRS) were kept fully aware of the works as they progressed and have been issued copies of all associated reports issued to date.

### Scale and Appearance

BoRLP Policy 40.2 states that *"All development, including proposals for individual buildings, public and private spaces and wider development schemes will be expected to: i. be of a high quality design that reflects or complements the local surroundings and materials"*

The buildings would have a maximum external height of 14.3m to the top of parapet, rising to a maximum ridge height of 15.8m. This allows for a clear internal height of up to 12.5m to underside of haunch which meets institutional standards and allows for future flexibility for tenants and operators. Roofs rise at a shallow pitch of 6 degrees, to minimize the height of ridge lines. The roofs are split into multiple bays which allows the differential height requirements to be accommodated and ridge lines to be kept to a minimum.

The buildings would be clad in high specification composite metal cladding and built up metal cladding and be constructed to provide a modern energy efficient envelope. Silver and anthracite grey colours are proposed for external cladding which are considered to be acceptable in this context.

The footprint of the proposed development, when completed, would ensure sufficient external space is retained for circulation and manoeuvring.

### Trees and Landscaping

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

## **PLANNING COMMITTEE**

**23rd May 2018**

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'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.

Detailed landscaping plans accompany this application. These illustrate our proposal to apply feature landscape design within key focal areas such as entrance points to units. Trees have been incorporated into the car parks to help break up the hard surface. A tree Survey has been undertaken by Aspect Arboriculture and a tree constraint plan accompanies the tree survey along with this application. Condition 17 of the previously approved application ref 2016/350/HYB required an arboricultural method statement, this was submitted and approved and a copy accompanies this application.

Part of the development site at the eastern end fronting Old Forge Drive is covered by a historic blanket TPO. A tree removal plan was approved in the previous application and this area of the site has now been cleared as part of an enabling works package. New trees are proposed throughout the site to mitigate the loss of the previously removed trees.

As the site lies within an area of similar buildings, it is considered that 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.

The proposed footprint allows a consolidated area of semi-mature tree-growth to be retained and enhanced along the boundary with Old Forge Drive, allowing a visual buffer to be maintained where a former belt of Poplar trees were removed (due to their age and condition)

### **Ecological Impacts**

BoRLP Policy 16 states that in order to maintain a high quality natural environment and landscape this *“all relevant proposals will be expected to: ii. protect and, where appropriate, enhance the quality of natural resources including water, air, land, wildlife corridors, species (including protected species), habitats biodiversity and geodiversity”*

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

## **PLANNING COMMITTEE**

**23rd May 2018**

---

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. The survey did not identify any potential to support roosting bats; although the site does offer limited foraging opportunities.

### **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 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**

This application is a detailed application that has evolved from the previously approved hybrid application ref 2016/350/HYB. The gross internal area and use classes remain the same, as does the drainage strategy and proposed site access. The style of buildings are similar with the difference being that this application proposes 5 buildings compared to 4 of the previously approved application, but the overall floor area is the same.

The application scheme would 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 considered to accord with development plan policy, particularly Policies 1 and 23 of the adopted BoRLP4.

Overall, the application is considered to accord 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.

# **PLANNING COMMITTEE**

23rd May 2018

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## **RECOMMENDATION:**

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

## **Conditions:**

### **TIME LIMIT**

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.

### **PLANS**

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

004-18056-100 SITE LOCATION PLAN  
005-18056-6000 P-00 SITE MASTERPLAN  
006-18056-1001 P-00 PLOT 1 PROPOSED ELEVATIONS AND SECTION  
007-18056-1002 UNIT 1 FLOOR PLANS  
008-18056-1003 P-00 UNIT 1 ROOF PLAN  
009-18056-2001 P-00 PLOT 2 PROPOSED ELEVATION AND SECTION  
010-18056-2002 UNIT 2 FLOOR PLANS  
011-18056-2003 P-00 UNIT 2 ROOF PLAN  
012-18056-3001 P-00 PLOT 3 PROPOSED ELEVATION AND SECTION  
013-18056-3002 UNIT 3 FLOOR PLANS  
014-18056-3003 P-00 UNIT 3 ROOF PLAN  
015-18056-4001 P-00 PLOT 4 PROPOSED ELEVATIONS AND SECTION  
016-18056-4002 UNIT 4 FLOOR PLANS  
017-18056-4003 P-00 UNIT 4 ROOF PLAN  
018-18056-5001 P-00 PLOT 5 PROPOSED ELEVATIONS AND SECTION  
019-18056-5002 UNIT 5 FLOOR PLANS  
020-18056-5003 P-00 UNIT 5 ROOF PLAN  
021-18056-6001 P-00 PROPOSED EXTERNAL WORKS  
022-18056-6002 CYCLE RACK AND SHELTER

023-6474.P1\_PP.1.0.A - LANDSCAPE PLAN SHEET 0  
024-6474.P1\_PP.1.1.A - LANDSCAPE PLAN SHEET 1  
025-6474.P1\_PP.1.2.A - LANDSCAPE PLAN SHEET 2  
026-6474.P1\_PP.1.3.A - LANDSCAPE PLAN SHEET 3  
027-6474.P1\_PP.1.4.A - LANDSCAPE PLAN SHEET 4  
028-6474.P1\_PP.1.5.A - LANDSCAPE PLAN SHEET 5  
029-6474.P1\_PP.1.6.A - LANDSCAPE PLAN SHEET 6

**PLANNING  
COMMITTEE**

**23rd May 2018**

---

030-ARBORICULTURAL METHOD STATEMENT  
031-18056- 6010 TREE REMOVAL PLAN  
032-9286 TREE CONSTRAINTS PLAN AND SCHEDULE

034-CWA-17-142 FRA ADDENDUM NASH ROAD FINAL2-270218 PART 1  
035-CWA-17-142 FRA ADDENDUM NASH ROAD FINAL2-270218 PART 2  
036-CWA-17-142 FRA ADDENDUM NASH ROAD FINAL2-270218 PART 3  
037-CWA-17-142-530 P3 PROPOSED DRAINAGE STRATEGY  
038-CWA-17-142-535 P1 PROPOSED DRAINAGE DETAILS  
039-CWA-17-142-536 P1 PROPOSED DRAINAGE DETAILS

043-IPD-16-355 R.002I TRAVEL PLAN AND APPENDICES

044-CWA-17-142-500 P2 PROPOSED SITE LOCATIONS  
045-CWA-17-142-510 P3 PROPOSED LEVELS  
046-CWA-17-142-511-P1-SITE CROSS SECTIONS SHEET 1 OF 2  
047-CWA-17-142-512-P1-SITE CROSS SECTIONS SHEET 2 OF 2  
048-CWA-17-142-513 P1 SPINE ROAD LONG SECTIONS  
049-CWA-17-142-515 P2 PROPOSED CUT AND FILL  
050-CWA-17-142-520 P2 PROPOSED EXTERNAL WORKS  
051-CWA-17-142-525 P1 PROPOSED EXTERNAL DETAILS

058-2395-D-01 - ROAD LIGHTING PLAN  
059-LOW NOX BOILER DETAILS  
061-EXTERNAL LIGHTING DETAILS AND LUX LEVELS  
063-122 E 002 P1 ELECTRIC VEHICLE CHARGING POINT DETAILS

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

**LAND CONTAMINATION**

3. Contamination Assessment carried out at the site has identified the requirement for a clean cover system to be utilised in landscaped areas in order to protect future site users.

The following must be complied with prior to the occupation of any building. The below requirements can be undertaken in a phased manner where agreed in writing with the Local Planning Authority:

- (a) A scheme for clean cover design relating to landscaped areas must be submitted to and agreed in writing by the Local Planning Authority prior to any clean cover system being installed.

**PLANNING  
COMMITTEE**

**23rd May 2018**

---

(b) The approved clean cover scheme must be carried out in accordance with its terms prior to the occupation of any building unless otherwise agreed in writing by the Local Planning Authority.

(c) Following installation of the approved clean cover scheme a validation report that demonstrates the effectiveness of the clean cover system must be produced, and is subject to the approval of the Local Planning Authority prior to the occupation of any building.

Reason: To ensure that the risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecosystems, 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 48 of the Borough of Redditch Local Plan No.4.

**UNEXPECTED CONTAMINATION**

4. 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 in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and where remediation is necessary a remediation scheme must be prepared and approved in writing by the Local Planning Authority before development continues.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority prior to development commencing other than that required to be carried out as part of an approved scheme of remediation.

Reason: To ensure that the risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecosystems, 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 48 of the Borough of Redditch Local Plan No.4.

**CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN**

5. Construction traffic shall only use the accesses to Nash Road and Old Forge Drive. The development shall otherwise be undertaken in accordance with the submitted Construction Management Statement.

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.

**PLANNING  
COMMITTEE**

**23rd May 2018**

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**NEW ACCESS**

6. Before any part of any unit is first brought into use, 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.

**INTERNAL ESTATE ROAD**

7. Before any unit is first brought into use, the internal spine road shall be constructed in accordance with the approved drawings.

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 unit is first brought into use, the parking and service areas shall be laid out and completed in accordance with the approved drawings and shall be retained for such purposes for the lifetime of the development.

Reason: 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 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 drainage scheme shall be constructed in accordance with the details provided within the FRA and drainage plan, to deliver 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.



**PLANNING  
COMMITTEE**

**23rd May 2018**

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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. A SuDS management plan which includes details on future management and responsibilities, along with maintenance schedules for all SuDS features and associated drainage systems should be submitted to and approved by the Local Planning Authority. This plan shall detail the strategy that will be followed to facilitate the optimal functionality and performance of the SuDS scheme throughout its lifetime.

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.

**PROPOSED LANDSCAPING**

12. The proposed landscaping scheme shall be carried out concurrently with the development of each unit and completed within one year of substantial completion of each unit. The mitigation tree planting within the carparks shall be constructed using Structural Soil Cell material twinned with a porous top surface within the expected future root development area of these trees in maturity, to allow for future root growth. Any existing or replacement tree that fails or is removed or seriously damaged or diseased within 5 years of completion of the development is to be replaced with trees of suitable sizes/species.

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)**

13. The fencing shown on the Proposed External Works Plan number 021-18056-6001 P-00 shall be implemented in respect of each unit and associated curtilage before each is first brought into use. 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.

**PLANNING  
COMMITTEE**

**23rd May 2018**

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

14. 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**

15. (i) Retained trees, including the remainder of G1, and their Root Protection Areas (RPA) must be protected during the site clearance and construction phase in accordance with BS5837:2012, using suitable protective fencing and/or ground protection as appropriate.

(ii) There shall be no storage of plant/materials within the RPAs of any retained trees.

(iii) Any excavations within the RPA of what is to be retained within G1 must be carried out by hand and in accordance with BS5837:2012.

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

**EXTERNAL LIGHTING**

16. The external lighting to the buildings, parking and service areas shall be implemented in accordance with the approved details before those areas are first brought into use. 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**

17. Electric charging points shall be installed in 10% (as a minimum) of the allocated parking spaces at the development. This may be phased with 5% of spaces operational initially and a further 5% of spaces made EV recharging ready (i.e. incorporating appropriate cabling) to allow additional provision to meet future demand in accordance with the submitted details. The charging point must comply

**PLANNING  
COMMITTEE**

**23rd May 2018**

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with BS7671 and the socket with BS1363 which must be provided with a locking weatherproof cover if located externally to the building.

Reason: Reason: To reduce carbon emissions in accordance with Policy 15 of the Borough of Redditch Local Plan No.4. Paragraph 35 of the NPPF states; "Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Therefore, developments should be located and designed where practical to [amongst other things] incorporate facilities for charging plug-in and other ultra-low emission vehicles."

**SECURE CYCLE PARKING**

18. Secure cycle parking facilities should be provided at the development. Full details of the location, type of rack, spacing, numbers, method of installation and access to cycle parking should be submitted to and approved by the local planning authority prior to the first occupation 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**

19. Prior to the first occupation of each unit, Ultra-Low NOx boilers with maximum NOx Emissions less than 40 mg/kWh shall be installed in each unit in accordance with the submitted document entitled 'Statement on use of Low Nox Boilers' reference 122/E3. The system shall thereafter be retained in that approved form.

Reason: In the interests of the living conditions of occupiers of nearby properties and future occupiers of the site 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.