

**Planning Application 2016/024/FUL**

**Demolition of Redditch Trades And Labour Club and erection of 40 units, 26 No. 1 bedroom flats and 14 No. 2 bedroom flats.**

**Redditch Trades And Labour Club, 38 - 40 Bromsgrove Road, Redditch,  
Worcestershire, B97 4RJ,**

**Applicant: Cafe Quote  
Ward: West Ward**

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

The author of this report is Sharron Williams, Planning Officer (DM), who can be contacted on Tel: 01527 534061 Ext 3372 Email: sharron.williams@bromsgroveandredditch.gov.uk for more information.

**Site Description**

The application site comprises the Trades and Labour Club building and car park off Britten Street and Bromsgrove Road. The site is bounded by these roads that are designated Local Distributor roads in Borough of Redditch Local Plan No.4. The site is an unallocated site in Local Plan No.4 but is within an established residential area of the Town.

The site is across the road to Ashleigh Works and along with No.s 20-22, the Elms (adjacent to the site), and 44, 52 Bromsgrove Road are locally listed.

**Proposal Description**

Permission is sought to demolish the existing Trades and Labour Club building and replace it with a residential scheme to provide 40 flats, 26 No. 1 bed units, and 14 No. 2 bed units.

The flats would be provided in an L shaped block that would vary in height from 2 - 4 storeys. The building would be 2 storey high adjacent to The Elms but would then increase to 4 storeys for the feature corner building. This element of the building has been designed to complement the height of the neighbouring Ashleigh Works fronting Bromsgrove Road.

Car parking would be provided within the courtyard of the L shaped building, with vehicular access off Britten Street. Pedestrian access to the site would be via Bromsgrove Road as well as Britten Street.

The overall scheme reflects design elements of the neighbouring mill buildings in respect to height, window details and brick finish. It is proposed to also introduce contemporary design features such as zinc clad dormer windows as well as terracotta cladding panels.

**Relevant Policies:**

Policy 1 Presumption in favour of Sustainable Development  
Policy 2: Settlement Hierarchy  
Policy 4: Housing Provision  
Policy 5: Effective and Efficient use of Land  
Policy 6: Affordable Housing  
Policy 17: Flood Risk Management  
Policy 19: Sustainable travel and Accessibility  
Policy 20: Transport Requirements for New Development  
Policy 22: Road Hierarchy  
Policy 31: Regeneration for Town Centre  
Policy 36: Historic Environment  
Policy 37: Historic Buildings and Structures  
Policy 39: Built Environment  
Policy 40: High Quality Design and Safer Communities

**Others**

NPPF National Planning Policy Framework (2019)  
NPPG National Planning Practice Guidance  
SPD High Quality Design  
SPD Open Space Provision  
Redditch Town Centre Strategy  
Worcestershire Waste Core Strategy

**Relevant Planning History**

2007/284/FUL	Construction Of New Storeroom	Approved	30.08.2007
19/00019/ADV	Display of double sided advertising panel on bus shelter to replace the current paper poster advertising panels.		18.02.2019
1979/267/FUL	Single Storey Extension To Form A Lounge Bar		07.08.1979
1984/116/ADV	Advertisement-Illuminated Box Sign		02.05.1984

**Consultations**

**Conservation Officer**

In my initial comments dated 27th September 2018, I recommended refusal and highlighted the impact of the scheme on a number of non-designated heritage assets that had not been considered. I made several suggestions as to how the scheme could be improved in terms of the historic environment.

I note that a heritage statement has now been provided and the revised scheme has taken account of these suggestions. I would assess it to be an improvement on the original scheme.

**Building Control**

No comments submitted.

**Worcestershire Archive and Archaeological Service**

Given the scale of the development and anticipated archaeological potential, a condition is recommended.

**Node Katie Kershaw**

The latest design has enhanced the potential for this development to deliver the site's regeneration. The shift in the design approach draws more from the historic context of the surrounding areas. Although the building is generally at a higher scale than the residential developments, the presence of industrial units in the area mean this is not inappropriate and in general, measures have been taken to reduce the bulk and mass through elevational treatment and siting.

**Housing Strategy**

Having looked at this scheme we accept 6 affordable units 2 x 2 Bed and 4 x 1 Bed units as low cost discounted sale at 80% market value.

**Leisure Services Manager**

No objections to scheme but require contributions to enhance nearby leisure facilities.

**Town Centre Co-ordinator**

No objections to scheme.

**Arboricultural Officer**

No objections to the proposed development subject to the following:-

An Arboricultural method statement and protection plan condition is imposed.

Row of trees on the Western boundary and the hedge line on the Eastern boundary are retained and afforded full protection in accordance BS5837:2012 throughout any ground or construction work on the site.

Suitable species of trees are planted within the grounds of the proposed development to aid the visual amenity of the area and a landscaping plan is submitted for the Councils consideration and agreement.

**Waste Management**

Euro bins will be required for this scheme to be provided by the developer. There will need to be sufficient storage space for these and access to emptying the bins will need to be as close as possible to Britten Street.

**Highways Redditch**

No Objections and recommend conditions.

**Crime Risk Manager**

No objections to this application.

**NHS Mark Fenton Associate Director, Estates & Facilities Man**

No Comments Received To Date

**NHS/Medical Infrastructure Consultations**

No Comments Received To Date

**NHS Acute Hospitals Worcestershire**

The existing service infrastructure for acute and planned health care is unable to meet the additional demand generated as a result of the proposed development for 40 flats. A contribution is requested for the relevant landowner or developer to contribute towards the cost of health care provision directly related to the development proposals and is fairly and reasonably related in scale and kind.

**Building Control**

No Comments Received To Date

**Education Authority**

As the proposed development is all flats and the vast majority are 1-bedroom properties the impact on schools will be negligible. We therefore feel that an education contribution would not be justified in this case.

**WRS - Contaminated Land**

Worcestershire Regulatory Services (WRS) have reviewed the application for potential contamination issues. The records indicate that the proposed site is located adjacent to a former works/factory referred to as 'Victoria Works' and in close proximity to another works/factory referred to as 'Ashleigh Works'. Given the close proximity to the two potential sources of contamination WRS recommend that the following 'Unexpected Contamination' Condition be attached to any planning permission granted.

**North Worcestershire Water Management**

The proposed development would be located within flood zone 1 and the risk to the site from surface water flooding is indicated as low based on the EA's flood mapping. There is some surface water risk indicated on Britten Street adjacent to the development so this needs to be considered by the applicants. Overall however flood risk to the site therefore is not considered to be significant and therefore it is not necessary for a complete FRA to be submitted to support a subsequent full application. Recommend a drainage condition.

**Parks & Green Space Development Officer Martin Lewis**

I am happy to accept the conclusions of the Protected Species Survey undertaken by Worcestershire Wildlife Trust and will require no further survey works to be undertaken.

Paragraph 125 of the NPPF states: 'By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.'

Light pollution is a key biodiversity threat. The current habitats present on site such as the adjacent trees, and to a lesser extent the grassland can provide some suitable forage and commuting habitat for mammals, bats etc. It is important to limit any further potential negative impacts of artificial light causing un-necessary light pollution. Use of PIR lighting would help to prevent light pollution or spill and minimise potential disturbance of potential bat forage routes for example.

**Viability Advisor**

Comments awaited.

**Public Consultation Response**

5 letters have been received raising comments which are summarised below:

- Scale of the development, in particular the block design of the building and number of stories.
- Concerns relate to the surrounding commercial uses and potential impact on the proposed use of the site.
- Concerns in respect to car parking matters, reference is made to the local school nearby and issues of parking as a result of the school.
- Management of the site during construction.

**Assessment of Proposal**

Principle of development

The site falls within an area that is predominantly residential to the side and front of the site, although it is also adjacent (at the side and rear) to Primarily Employment land. However, members may recall that outline planning permission has recently been considered favourably for a residential scheme at the Victoria Works site in April 2019 (ref: 18/01515) therefore, the presence of employment use will change over time in this area.

As the site is mainly within a residential area and taking into account the potential of residential development on the Victoria Works site, it is considered that the principle of residential use on the site is considered to be acceptable and would not conflict with the current neighbouring uses/activities that are mainly Class B1/B8 use at the side and rear of the site.

#### Density of Development

The site is approximately 0.25 hectares in area with 40 units of accommodation proposed; representing a density of 160dph. This is a similar density to that considered favourably on the Victoria Works site.

The 2019 National Planning Policy Framework (NPPF) requires local planning authorities and developers to make effective use of previously-developed land, especially if this would help to meet identified needs for housing where land supply is constrained. Section 11 of the Framework emphasises the importance of making effective use of land, and with respect to density, Para 123 comments that "Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site." The paragraph also states that local planning authorities should refuse applications which they consider fail to make efficient use of land.

Policy 5 of the Borough of Redditch Local Plan No.4 (Effective and efficient use of land) encourages densities of 70 dwellings per hectare adjacent to the Town Centre and District Centres. It then goes on to say that higher densities will be sought in locations close to public transport interchanges.

Taking into account that the site is adjacent to the Town Centre and is close to the railway and bus station, it is considered that a higher density scheme would be appropriate and acceptable in this location, and as such the proposal complies with Policy 5 of Local Plan No.4 and the NPPF.

#### Scale

The overall building has varying roof heights starting with two storeys adjacent to The Elms and increasing to 4 storeys for the corner feature element next to Ashleigh Works. The proposed building would not exceed the height of the Ashleigh Works building. (Members may recall that the indicative residential scheme at Victoria Works (ref:18/01515) would be of a similar scale).

Whilst the scale of the building does increase towards the Ashleigh Works building, the building would be set back from Bromsgrove Road to limit its visual impact. The scale of development proposed is considered to be acceptable given the context of the sites surroundings.

#### Layout and appearance

Initial plans submitted for the scheme in 2016 have always showed an L shaped apartment block with a corner feature building at the junction of Bromsgrove Road and Britten Street. However, since the original submission, the scheme has been amended on several occasions taking into account comments made by the Urban Designer, Conservation Advisor and others resulting in a scheme that now respects the historic context of the surrounding 'industrial heritage' buildings, such as Ashleigh Works as well as locally listed buildings fronting Bromsgrove Road.

The use of carefully chosen materials would also enhance the scheme and help to provide a strong street frontage in addition to the following design features:

- o The use of two different red facing brick and reconstituted slate roof finish in order to reflect materials used in the surrounding area.
- o Smooth terracotta cladding panels and zinc clad dormers to provide a contemporary contrast to the brickwork.
- o Incorporation of large warehouse-style windows with brick lintel and sill details to create a vertical emphasis.
- o The use of anthracite finish railings to the front of the site with an area of informal landscaping; and
- o The 'hiding' of all car parking spaces from public view, these being located exclusively to the rear of the building.
- o Motor assisted vehicular gate and manual pedestrian gate in anthracite powdered coated finish steel columns with infill oiled oak inserts.

External bin storage would be located within a compound in the car park. Bins would be taken out on to Britten Street and located within a designated bin collection area (within the curtilage of the application site) on bin collection days.

Officers consider that it is important for the site to have an active frontage onto Bromsgrove Road. Separation distances between the rear of the flats fronting Bromsgrove Road and the side wall of the neighbouring building (Britten House) would be approximately 33.3m. The separation distance between the side wall of the Elms and the nearest part of the proposed building would be approximately 9.5m. The flats proposed to be located close to the site boundary adjacent to Britten House, would be at close quarters, however, due to their positioning, it is considered that any views would be oblique. Despite the high density of the scheme, the proposal would be in accordance with the general principles set out in the Councils SPD in terms of High Quality Design.

#### Highway matters

Currently the Trades and Labour Club have a vehicular access off Britten Street as well as Bromsgrove Road. The proposed scheme would result in one vehicular access off Britten Street only. County Highways consider this to be an improvement for the area. 30 car parking spaces are proposed including electric charging points and cycle storage. There is not a car parking space for each unit. However, the 14 No. 2 bed units would each have one space each; the remaining spaces would be available for the occupiers of the 1 bed units and the provision of electric charging points would be available to all

occupiers. Whilst there is not a car space for each 1 bed unit, the site is located very close to the bus and railway station as well as nearby multi storey car parks. Pedestrian and cycle access would be via Bromsgrove Road and Britten Street.

Section 9 of the NPPF requires that "significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health." It is considered that the Trades and Labour Club is such a site that offers a genuine choice of transport modes.

Policy 19 of the Local Plan (Sustainable Travel and Accessibility) focuses on the need to reduce private car use and increase the use of public transport. The County's 'Streetscape Design Guide' states that "for both residential and commercial developments in town and city centres the applicant may choose not to provide car parking spaces at all. Consideration must be given to the opportunity to access the site sustainably, the availability and capacity of public car parks, existing parking restrictions, the number of linked trips and the implementation of an approved Travel Plan or welcome pack."

County Highways have sought clarification on the levels of car parking indicated on the plans and how they are to be allocated. County Highways have considered that the site is located close to the town centre, railway station, bus station and local cycle routes and as such gives residents reasonable access to alternative means of travel without relying on car travel. The applicant proposes to reduce car parking levels based on overall need for parking given local evidence. The adopted streetscape design guide allows for parking free development in town centres and that approach is partially applied to this proposal. As a result some apartments are provided with 1 parking space and some 1 bedroom apartments are defined as parking free. Having reviewed the anticipated demands based on the local evidence and given the adopted policy and sustainable transport opportunities County Highways accept the level of parking proposed and raise no objection to the scheme.

County Highways will not be seeking a financial contribution for this site given the brown field use and potential multimodal trip generation from the current club building.

#### Landscaping

The scheme proposes to retain the mature tree planting located along the western boundary of the site. Land that fronts Bromsgrove Road would be the focus for new tree/shrub planting to enhance this new amenity provision for the scheme. The hedge on the eastern boundary is shown to be retained too.

#### Drainage

Whilst a simple Flood Risk Assessment has been submitted for the scheme, no further drainage details have been supplied, however, NWWM do not raise any objections to the application and recommend the imposition of a drainage condition.



#### Residential amenity considerations

5 letters of objection have been submitted and relate to the design of the scheme and parking generally in the area. One comment also refers to the proposed use of the site. In respect to the car parking matters, given its location, officers consider that there are other options available for alternative travel arrangements. Objections in relation to the design refer to the height of the building. The proposal has changed somewhat since the scheme was originally submitted. Officers have worked with the agent to reduce the scale of the development by way of reducing the number of units. However, it is important to note that whilst the corner building would be 4 storeys in height, it's intended to be a landmark building along this stretch of road, with the number of storeys decreasing where it is closer to domestic scale buildings adjacent to the site. Also, the building overall steps back from the frontage of Bromsgrove Road so that any dominance from the building reduces particularly in relation to the domestic scale buildings adjacent to the site.

In terms of the use of the site, as mentioned above, the use is outside the Primarily Employment area of this area, given the current and potential uses nearby; it is unlikely that the proposal would cause conflict with uses in the surrounding area.

#### Sustainability

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

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

Members will be aware that the Council cannot demonstrate a 5 year supply of housing land within the Borough. Para. 11 of the NPPF say that in such circumstances relevant policies for the supply of housing should not be considered up-to-date. The so called tilted balance as advocated by the NPPF is engaged and the presumption in favour of sustainable development applies. Where relevant policies are out of date, Para. 11 advises that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole. Therefore, significant weight should be afforded to the fact that the scheme would make a meaningful contribution to the Councils housing figures where the Council cannot demonstrate a 5 year supply of housing land as required under the NPPF.

#### Planning obligations

Contributions are required for the scale of the development proposed. This would be sought via a planning obligation and cover the following matters:

**Open space**

Contributions towards off site open space provision due to increase demand from future residents, required in compliance with the SPD. In this case, a contribution to support improvements to the existing toddler and junior play area at the site at Terrys Field together with open space improvements for informal recreation at Plymouth Road has been agreed.

**Waste**

Contributions for refuse and re-cycling bins for the new development in accordance with Policy WCS.17 of the adopted Worcestershire Waste Core Strategy.

**Town Centre**

Contributions towards Town Centre Enhancements in accordance with the Town Centre Strategy.

**Affordable housing**

Policy 6 of Local Plan No.4 requires the provision of 30% affordable housing on sites of 11 or more dwellings, incorporating a mix of tenure types. Due to the number of units proposed, a total of 12 units would be required. The agent has responded that the provision of 12 units could make the scheme unviable and has put forward an offer of 6 affordable units (4 No. 1 bed units, and 2 No. 2 bed units) to be sold with 20% discount. Members may recall that para 63 of the NPPF supports re-use of brownfield land, and where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount.

Taking into consideration the redevelopment of the site and loss of floorspace as a result of the demolition of the Trades and Labour Club, it is reasonable to consider a reduction in affordable housing. Housing Strategy accepts the agent's revised offer of affordable housing provision.

**NHS**

Worcestershire Acute Hospitals NHS Trust have requested a contribution based on evidence that the existing, ageing population and future population growth will require additional healthcare infrastructure to enable it to continue to meet the acute and community healthcare needs of the local population. The request for this contribution has been submitted at a late stage of the application process. This figure is being considered, however, it is likely to be revised to a reduced amount based on viability arguments. A Viability Assessment has been submitted. Comments from the Viability Advisor will be provided in the Update Report.

The applicant is agreeable to contributions for the matters set out above.

**Conclusion**

The site is ideally located for residential redevelopment being located within easy walking distance of Redditch train station, bus station and the wide range of facilities within the Town Centre. The application therefore benefits from the NPPF's presumption in favour

of sustainable development and complies with Local Plan Policy 5 in respect to high density development.

The scheme would be a high density development that would create a vibrant and attractive scheme in this area of the Town and would reflect the Town's industrial heritage.

The proposed scheme would arguably serve as a catalyst for the redevelopment of the wider area in a manner which would be compatible with the Borough Council's objectives for enhanced vitality and viability of the Town Centre and promotion of sustainable development.

Clarification on viability matters are anticipated and will be provided in the Update Report, however, the principle of the development in this location is acceptable.

**RECOMMENDATION:**

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

- a) **The satisfactory completion of a S106 planning obligation ensuring that:**
- **Contributions are paid to the Borough Council in respect to off-site open space, and equipped play and sport provision in accordance with the Councils adopted SPD.**
  - **Contributions are paid to the Borough Council towards the provision of domestic and recycling bins for the new development in accordance with the County's Waste Strategy.**
  - **Contributions are paid towards Town Centre enhancement in accordance with the Town Centre Strategy.**
  - **Contributions are paid to NHS towards the cost of local healthcare.**
  - **Affordable housing be provided as part of the scheme - 6 affordable units (4 No. 1 bed units and 2 No. 2 bed units to be sold with 20% discount).**

**And**

**b) Conditions and informatives as summarised below:**

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

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

- 2) The development hereby approved shall be carried out in accordance with plans and drawings to be specified.

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

- 3) Prior to their first installation, 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 materials to be approved shall be similar to those cited in Proposed Elevation Detail Revision Zk. 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

- 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 in advance of the scheme commencing.

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.

- 5) No development above foundation level of the scheme hereby approved shall take place until a scheme for surface and foul water drainage has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall include the results of an assessment into the potential of disposing of surface water by means of a sustainable drainage system (SuDS) and shall provide an appropriate level of runoff attenuation and treatment. 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.

- 6) No development shall take place until a Written Scheme of Investigation for a programme of archaeological works have been submitted to and approved by the Local Planning Authority in writing. The scheme shall include an assessment of significance and research questions and:
- a) The programme and methodology of site investigation and recording.
  - b) The programme for post investigation assessment.
  - c) Provision to be made for analysis of the site investigation and recording.
  - d) Provision to be made for publication and dissemination of the analysis and records of the site investigation.
  - e) Provision to be made for archive deposition of the analysis and records of the site investigation.
  - f) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason: To ensure that any below-ground archaeological interests are properly discovered and protected to avoid any possible damage

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

Reason: To protect any below-ground archaeological interests.

- 8) No demolition, site clearance or development shall take place until all trees and hedges and their root protection areas (RPA) to be retained on the site and around the boundaries of the site must be protected during clearance and construction phase in accordance with BS5837:2012 and shall remain in situ for the duration of the development.

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

- 9) No development above foundation level of the scheme hereby approved shall take place until all hard and soft landscaping details have been submitted to and agreed by the Local Planning Authority. The approved works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the local planning authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar sizes or species unless the local planning authority gives written approval to any variation.

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

- 10) Appropriate ecology condition(s) in accordance with BS42020:2013 Biodiversity Code of Practice for planning and development.
- 11) The Development hereby approved shall not be occupied until the access, parking and turning facilities have been provided as shown on drawing "Proposed Ground Floor/Site Plan Revision ZL".

Reason: To ensure conformity with submitted details.

- 12) The Development hereby permitted shall not be first occupied until the proposed indicated electric vehicle charging spaces have been fitted with an electric vehicle charging point in accordance with the Worcestershire County Council Streetscape Design Guide. The electric vehicle charging points shall be retained for the lifetime of the development unless they need to be replaced in which case the replacement charging point(s) shall be of the same specification or a higher specification in terms of charging performance.

REASON: To encourage sustainable travel and healthy communities.

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

Reason: To reduce vehicle movements and promote sustainable access.

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

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

The measures set out in the approved Plan shall be carried out and complied with in full during the construction of the development hereby approved. Site operatives' parking, material storage and the positioning of operatives' facilities shall only take place on the site in locations approved by in writing by the local planning authority.

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

**Procedural matters**

This application is being reported to the Planning Committee because the application is for major development, has had more than two objections received for the scheme, and requires a S106 Agreement. As such the application falls outside the scheme of delegation to Officers.