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25th May 2010

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**PLANNING APPLICATION 2010/071/FUL**

**ERECTION OF HOTEL (WITH ANCILLARY USES), REPLACEMENT OF VEHICLE TURNING HEAD AND PROVISION OF FOUR CAR PARKING SPACES, ASSOCIATED ACCESS, ENGINEERING AND LANDSCAPING WORKS.**

**LAND BETWEEN CAR PARK 1 AND CAR PARK 3, REDDITCH RINGWAY**

**APPLICANT: SCOTTISH WIDOWS PLC AND  
SCOTTISH WIDOWS UNIT FUNDS**

**EXPIRY DATE: 12TH JULY 2010**

**WARD: CENTRAL WARD**

The author of this report is Ailith Rutt, Development Control Manager, who can be contacted on extension 3374 (e-mail: [ailith.rutt@redditchbc.gov.uk](mailto:ailith.rutt@redditchbc.gov.uk)) for more information.

**(See additional papers for Site Plan)**

**Site description**

Grassed area between two multi storey car parks adjacent to and west of the Redditch Ringway. The site is steeply sloping, with Station Way at the bottom, almost parallel with the Ringway at this point. Residential properties line the western side of Station Way. These are two and three storey Victorian terraced properties. The site includes a turning bay for Station Way, because it leads to the bus station and only some traffic is allowed to continue north – residents use this to turn in order to enter and leave from the south. Station Way is largely used by buses and residents.

The site is bounded to the north by a low hedge, and contains some semi-mature trees to the northern end. At the eastern side it is adjacent to the exit slip from car park 1 and flattens, as it does to the bottom (west).

The site is on the periphery of the town centre, between two large car parks that serve town centre users, and in close proximity to both the bus and train stations. It is also possible to access the Kingfisher Shopping Centre close to this site.

**Proposal description**

This application proposes a hotel with 92 bedrooms over 3781m<sup>2</sup> of total floor area, the re-provision of a turning head onto Station Way to replace the current one, the provision of four car parking spaces and associated access and landscaping works.

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The hotel would have three connected wings, one fronting the ringway, with one along the southern boundary of the site adjacent to car park three, and one wing at a slight angle towards car park one, at some distance from it. The hotel would accommodate a reception area and restaurant/bar at ground floor on the ringway frontage, and due to the sloping nature and changing levels of the site, the bedrooms would be accommodated at a range of levels above and behind.

The hotel would be no more than four storeys in height at any point, due to the stepped down nature of the design, and the way that the wings and elements of the building have been broken up in order to provide architectural interest. (Due to the levels on site, there would be seven different floor levels – basement, lower ground, ground and 1-4.) The lower levels would be brick faced, with render to upper levels. To the front the render would be in two colours to provide detail and interest. The rooms have been designed to look out into the courtyard, and out over the frontage of the hotel into the town centre.

Externally, there would be a zig-zag path at the northern side to link Station Way with the main entrance to the hotel, as well as to a side entrance facing car park one. To the rear of the built form a courtyard would be formed, with landscaping and ponds which would form part of the sustainable drainage infrastructure for the development. A turning head would be provided for residents of Station Way to use and four additional resident parking spaces perpendicular to the road.

To the front, the hotel would face the Ringway and the access arrangements currently used for car park three would be altered a little. A lay-by would be provided to the front of the hotel for drop offs and deliveries, and a vehicular entrance into car park one, where 87 spaces and 16 disabled spaces would be available for use by hotel guests, at the same level as the hotel entrance would lead off the existing slop road where cars exit car park three currently and would continue to do so. A footpath link would also be provided from the car park to the hotel. Provision for ten cycle parking spaces between car park three and the hotel are proposed.

The proposal would create 5 full time and 45 part time employment opportunities.

The application is supported by a Design & Access Statement, a noise assessment, a travel plan, a transport assessment, an ecological appraisal, an arboricultural survey, a climate change statement, a planning statement, an economic statement, a land quality assessment, a flood risk assessment with drainage strategy, a completed West Midlands Sustainability Checklist showing a 'good' rating, a secured by design statement and a statement of community engagement.

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## **Relevant key policies:**

All planning applications must be considered in terms of the planning policy framework and all other relevant material considerations (as set out in the legislative framework). The planning policies noted below can be found on the following websites:

[www.communities.gov.uk](http://www.communities.gov.uk)

[www.wmra.gov.uk](http://www.wmra.gov.uk)

[www.worcestershire.gov.uk](http://www.worcestershire.gov.uk)

[www.redditchbc.gov.uk](http://www.redditchbc.gov.uk)

## ***National planning policy***

PPS1 (& accompanying documents) Delivering sustainable development

PPS4 Planning for sustainable economic growth

PPG13 Transport

## ***Regional Spatial Strategy***

QE3 Creating a high quality built environment for all

PA11 The network of town and city centres

## ***Worcestershire County Structure Plan***

SD4 Minimising the need to travel

SD9 Promotion of town centres

RST14 Tourism development

RST16 Tourist accommodation

## ***Borough of Redditch Local Plan No.3***

CS4 Minimising the need to travel

CS7 The sustainable location of development

S1 Designing out crime

B(BE)13 Qualities of good design

B(BE)19 Green architecture

E(TCR)1 Vitality and viability of the town centre

E(TCR)2 Town centre enhancement

E(TCR)4 Need and the sequential approach

E(TCR)12 Class A3 uses

C(T)12 Parking standards

The site is unallocated within the local plan and appears not to be previously developed, although it may well have been re-graded in connection with the construction of the ringway and/or the adjacent car parks.

The core strategy element of the emerging LDF is still in preparation, however the evidence base for the document is largely compiled and available for reference in this case.

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***Supplementary Planning Guidance / Supplementary Planning Documents***

Designing for community safety

***Other relevant corporate plans and strategies***

Redditch Sustainable Community Strategy (SCS)

Town Centre Strategy (TCS)

Redditch Economic Development Strategy

**Relevant site planning history**

None

**Public Consultation responses**

None received at time of writing, any received before the meeting will be reported on the Update paper

**Consultee responses**

***Development Plans team***

Comments awaited

***Arboricultural officer***

Comments awaited

***Drainage Officer***

Comments awaited

***Economic Development Team***

Comments awaited

***Environmental Health***

No objection subject to conditions regarding contaminated land survey and mitigation

***County Highway Network Control***

No objection subject to conditions and Informatives

***County Planning Team***

Comments awaited

***Bromsgrove District Council***

Comments awaited

***Stratford on Avon District Council***

Comments awaited

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***Crime Risk Manager***

No objection subject to condition regarding details such as security systems

***Severn Trent Water***

Comments awaited

***Network Rail***

No objection

**Procedural matters**

This application is reported to Planning Committee for determination because it is a 'major' application within the performance target definitions and is recommended by Officers for approval.

The consultation period does not expire until 21st May 2010, and therefore any further representations received between writing/publishing this report and the Planning Committee meeting where the application is determined will be reported separately on the Update paper.

**Assessment of proposal**

The key issues for consideration in this case are as follows:

**Principle**

The site is unallocated and lies within the defined town centre, but it is not considered to be of sufficient quality to be considered as incidental open space which is worthy of retention, given that the proposed use is considered to be an appropriate use to be located in the town centre. There is an identified need for such a use within the evidence base for the emerging core strategy, and therefore all these factors are considered to combine to provide support for the principle of the proposal both in local and national policy terms.

**Design and layout**

The proposed hotel is of a modern and sustainable style and design, and would not look out of character within the surroundings of the adjacent multi storey car parks and the large massing and scale of the shopping centre and bus station complex. The materials would complement the site and surroundings. The location proposed is such that the hotel would address the ringway frontage, in compliance with the aspirations of the town centre strategy, as well as providing legible access routes to pedestrians arriving from the bus and train stations to the 'rear' of the site.

The proposed building has been broken down into different elements so that its visual impact, and particularly its bulk and scale, have been minimised, and this combined with the location of the built form within the site is considered to be sufficient that it would not cause any detrimental impacts on the nearby residents. Whilst it is accepted that their outlook and view would be different,

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it is not considered that it would be any more harmful than the current appearance of the site, or that of the surrounding built form, in terms of its scale, its design, its proximity or its overlooking. The separation distances between proposed and existing windows comply with those suggested as minimums in the Council's residential design guide SPG, and taking this as a guide are therefore considered to be acceptable in this case, especially when taking levels into account.

It is acknowledged that the proposed hotel would alter the outlook and view from the residential properties on the opposite side of Station Way/Oakly Road, however it is considered that the development would be at a sufficient distance that the impact would not be overbearing to the extent that it would cause significant harm to amenities. The separation distances are also considered to be sufficient that no overlooking or loss of privacy would occur, particularly given the internal layout of the proposed hotel. As such, it is considered to comply with the relevant policy objectives.

The gaps between the proposed hotel and the other adjacent built forms, particularly the car parks, are also considered to be acceptable, such that no detrimental impacts would occur between existing and proposed uses.

**Landscaping**

The proposed landscaping, including the creation of a garden area for guests, is considered to be a good use of the space on the site, in that it enhances the amenity of the facility proposed, it enhances the biodiversity opportunities in a town centre location and softens and reduces the impact of the built form on the residents opposite.

The proposal includes the retention of many of the existing trees on site, as well as acknowledging that some of those to the southern end of the site have the future potential to cause harm to the structure of car park three, and therefore it is opportune to remove these and provide alternative, more appropriate specimens in suitable locations.

The inclusion of sustainable drainage solutions within the landscaping, as a feature, to provide ponds which are functional, is in compliance with policy and guidance as well as an attractive feature for guests and residents alike.

Whilst it is accepted that a landscaping scheme such as this can take a while to take hold and have its full effect, it is considered that in time it would mature to be very effective and as such would make a positive contribution to the visual amenity of the site and its surroundings.

**Highways and access**

The proposal includes the maximum cycle parking provision requirement for a hotel of this size, almost the maximum car parking standard and in excess of

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the maximum disabled parking provision, and as such it is considered to be acceptable in this regard, as well as in compliance with the spirit and detail of local planning policy.

Whilst this includes the use of existing parking that is available in the town centre, surveys have shown that this area of car park 1 is sufficiently under used that its loss to hotel guests would not have a detrimental impact on town centre parking provision at all, and is therefore considered to be a more efficient use of the existing car park and a sustainable alternative to the provision of additional parking as a result of the proposed facility.

The transport assessment and travel plan are considered to be acceptable, subject to their implementation, and the proposal would include adequate and safe provision for vehicular and pedestrian access, deliveries and not impede the course of other traffic in the area.

Sustainability

The sustainability checklist as completed for the proposed development resulted in a good rating, which suggests that the development would be to a high standard of sustainability as encouraged through local and national planning policy, and this is welcomed. The inclusion of ecological elements and the re-use of existing parking provision in lieu of further provision is also welcomed in terms of its sustainability, and finally the town centre location in such close proximity to public transport services is as sustainable as it could possibly be.

Other issues

Other matters raised by consultees are considered appropriate to be dealt with through the imposition of conditions, such as the potential for land contamination, and as such are recommended below as appropriate.

Conclusion

It is considered that both the principle and detail of the proposed development is both in compliance with the local and national planning policy framework, and also of benefit to the town of Redditch, and as such it is considered that the proposed development would not cause significant harm to safety or amenity and as such is acceptable.

**Recommendation**

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

1. Time limit for commencement of development
2. Materials

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3. Fencing/railings/walls details – location, design and finish to be agreed/maintained
4. Highways conditions
5. Landscaping to be implemented and maintained
6. Contaminated land conditions
7. Secured by design requirements
8. Travel plan to be implemented with development
9. Approved plans specified

**Informatives**

1. Encourage development to be of high sustainability – best possible BREEAM rating
2. Advertisement consent application needed separately for any signage