

**PLANNING
COMMITTEE**

22nd June 2022

Planning Application 22/00070/FUL

Proposed demolition of existing buildings, erection of new commercial unit delivering up to 5,575 sq.m GIA of development falling within Use Classes B2, B8, E(g)(iii) including ancillary offices, access improvements, drainage, landscaping, vehicular parking, boundary treatments and associated works.

Alto House, Ravens Bank Drive, Redditch, Worcestershire, B98 9NA

**Applicant: Custodian REIT PLC
Ward: Church Hill Ward**

The case officer for this application is David Kelly, Planning Officer (DM), who can be contacted on Tel: 01527 881666 Email: david.kelly@bromsgroveandredditch.gov.uk for more information.

Site Description

The site (Alto House) is located within Ravensbank Industrial Estate, north of the A4023 and approximately 4km east of Redditch Town Centre. The site extends to 1.46 hectares and is bound to the north and east by Ravensbank Drive, to the south by commercial/ employment buildings and to the west by a watercourse and light industrial units beyond. The existing building comprises a 5,500sqm industrial building and includes ancillary offices. The building is served by a car park and commercial vehicle parking area. There are existing mature trees and hedges around the perimeter of the site especially towards the western and southern boundaries. The site currently has separate vehicle and pedestrian accesses.

Proposal Description

The proposal is a full planning application for the demolition of the existing buildings at Alto House, Ravens Bank Drive, Redditch and the construction of new commercial accommodation of 60,000sqft (5,574sqm) along with associated parking, service yards and circulation. The application is for B2(General Industry), B8(Storage and Distribution), E(g)(ii) (Research and development of products or processes) and E(g)(iii) (defined as any industrial process, which can be carried out in any residential area without causing detriment to the amenity of the area) with ancillary office accommodation.

The proposed building which would have a ridge height of 15.3m and a haunch height of 12.5m. In terms of the proposed materials, the building would consist of grey metal profiled wall cladding laid horizontally and vertically. The office element to the south (fronting the car park) would consist of anthracite flat panelling laid horizontally. The proposed development would seek to retain the existing mature trees and landscaping and complement these with additional native tree and shrub planting. The hard landscaping within the site will comprise a mix of Macadam, tegular and herringbone

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concrete block paving and concrete surfacing. There would an existing Gas Meter House to the south of the site retained. The service yard area of the site would be enclosed by a 2.4m high paladin fence. There would be widening and upgrading works to the entrance including the provision of fabricated steel gates.

The application is accompanied by the following documents: Design and Access Statement, Ecology Phase 1 Survey, Air Quality Assessment, Noise Assessment, Desktop Ground Investigation, Transport Assessment, Framework Workplace Travel Plan, Asbestos Survey, Archaeology Assessment, Landscape Strategy Plan, Tree Survey & Arboricultural Impact Assessment, Energy Statement, Lighting Assessment, Utilities Statement, Flood Risk Assessment and Sustainable Drainage Strategy.

The proposal has been subject to screening under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 Part 2 Regulation 6.

Relevant Policies:

Borough of Redditch Local Plan No. 4

Policy 1: Presumption in Favour of Sustainable Development

Policy 5: Effective and Efficient use of Land

Policy 15: Climate Change

Policy 16: Natural Environment

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 39: Built Environment

Policy 40: High Quality Design and Safer Communities

Others

Redditch High Quality Design SPD

NPPF National Planning Policy Framework (2021)

Relevant Planning History

2005/179/FUL	Erection of a Temporary Bolt Down Storage Marquee on existing Industrial site	Approved	25.05.2005
2001/089/FUL	Extension	Approved	22.05.2001

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1997/313/FUL	Gates at Entrance to Site	Approved	30.10.1997
1996/423/FUL	Security Change of Use from B2 General Industrial to B1 Light Industrial B2 B8 Warehouse and Distribution	Approved	18.12.1996
1982/331/FUL	Extensions to provide New Factory Area	Approved	09.11.1982
1980/281/FUL	Erection of a Storage Building	Approved	03.07.1980

Consultations

Red Kite Network (Ecology)

The presence of a bat roost was confirmed in a single storey garage building adjoining the existing service yard. It is recommended that the details of further nocturnal bat surveys are provided to determine the presence of bat species roosting in the existing building. It is understood that the additional surveys have been undertaken and Members will be updated in relation to this matter.

North Worcestershire Water Management

No objection subject to a pre commencement condition in relation to the approval of a scheme for surface water drainage which shall include the results of an assessment into the potential of disposing of surface water by means of a sustainable drainage system (SuDS) and shall provide an appropriate level of runoff treatment. The approved scheme shall be completed prior to the first use of the development

Arboricultural Officer

The assessments made within the Aspect Arboriculture Report are considered appropriate in respect of the quality of the trees and vegetation on site. No objection subject to the submission and approval of an Arboricultural Method statement to include the recommendations stipulated in the Arboricultural Impact Assessment report.

WRS - Contaminated Land

WRS has reviewed the Ground Investigation Reports Ref: AG3313-21-AN13 and has no objection to the proposal subject to the inclusion of the following bespoke planning condition:

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1. A written discovery strategy detailing how any unexpected contamination will be dealt with during the development, shall be submitted and approved by the Planning Authority prior to commencement of the development. All requirements shall be implemented according to the discovery strategy and completed to the satisfaction of the Planning Authority prior to the development being brought into use.
2. Prior to the development first being brought into use a verification report must be submitted to the Local Planning Authority demonstrating that works undertaken as part of the discovery strategy have been carried out.

WRS - Noise

The submitted noise assessment appears satisfactory and predicts a negligible noise impact at the nearest sensitive receptors from site activities.

In order to minimise any nuisance from noise / vibration and dust emissions during the demolition and construction phases the applicant should refer to the WRS Best Practice Guidance and ensure its recommendations are complied with.

WRS - Air Quality

The submitted Air Quality Assessment Report is considered appropriate and WRS agree with the methodology and conclusions. The provision of Secure Cycle Parking and Electric Vehicle Charging Points are recommended.

Worcestershire County Council Countryside Service

No comments in relation to any impact on public footpaths.

Ramblers Association

No response received to date.

Worcestershire Archive and Archaeological Service

No objection subject to the submission and approval of a programme of archaeological work including a Written Scheme of Investigation prior to the commencement of development.

Climate Change Officer

In reviewing the BREEAM pre-assessment and the application, the proposal would have good sustainability credentials, including solar photovoltaic, electric vehicle spaces, etc. The proposed Excellent rating does seem commensurate with that.

In respect of demolition, if an existing building can be kept and repurposed to a building that can be run sustainably, this does reduce the materials required and therefore the carbon emissions involved. It may be that the size of the existing building or its performance is not adequate.

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If a building is being demolished, how the waste is managed and repurposed can minimise the associated carbon footprint. They are aiming for maximum credits for responsible construction management. It may be useful to see their Resource Management Plan/ Site Waste Management Plan and Pre Demolition audit.

Highways Redditch

Worcestershire Highways have considered the proposal in the context of the submitted Transport Statement (TS), Travel Plan (TP) and Design and Access Statement (DAS). Further information had been requested in relation to the access proposals, parking provision, and network safety. The applicant's Transport Consultant provided a detailed response to the Highway Authority dated 23rd March. The response provided addresses the matter of the safety and appropriateness of the pedestrian crossing of the access, additional details in respect of dedicated, illuminated routes linking the parking areas with the main staff entrance, provision of a dedicated goods vehicle route from the warehouse to enable a single point of access/ egress and equivalent or reduced trip generation compared with the existing lawful use. The proposed 60 car parking spaces and 20 dedicated cycle parking spaces are considered appropriate.

Worcestershire Highways raise no objections subject to conditions in relation to the implementation of appropriate off site highway improvement works, provision of appropriate vehicular visibility splays, a construction environmental management plan and the following planning obligations:

- 1) a Contribution £2,400 to upgrade the bus stop at Ravensbank Drive, 110m to the south of the site to include the provision of hardstanding and a link to public footpath.
- 2) a contribution of £5000 for the upgrade of the Moons Moat Drive bus stop to provide hardstanding on both sides of the road, dropped kerbs with tactile, pole and flag

Public Consultation Response

13 Neighbour letters sent 02/02, expired 26/02. Site Notice posted 02/02, expired 26/02. Press Notice posted 04/02, expired 21/02.

No public comments received.

Assessment of Proposal

Principle of development

The Council is required to make a decision in accordance with the Development Plan, unless material considerations indicate otherwise. (Section 38(6) PCPA 2004 and Section 70(2) TCPA 1990). The National Planning Policy Framework (NPPF) is a material consideration.

The site is within an area designated as a Primarily Employment Area in the Borough of Redditch Local Plan No.4 (BoRLP4) (2017) and Policy 24 is applicable which seeks to safeguard employment sites. The application seeks the redevelopment of the site for

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employment purposes and as such, in principle, the proposal would comply with the policies of the Local Plan.

Design and Layout

Policy 39 of the BoRLP4 states that all development in the Borough should contribute positively to the local character of the area, responding to and integrating with the distinctive features of the surrounding environment, particularly if located within a historic setting. The policy also requires the incorporation of green infrastructure and climate resilience. Policy 40 requires new development be of a high quality design that reflects or complements the local surroundings and materials. The Redditch High Quality Design SPD provides detailed advice in relation to the scale, massing, lighting, parking, landscaping and boundary treatments for new commercial buildings. Para 6.2.3 states that development should be in scale with surrounding developments and not be visually intrusive due to its scale, massing and use of materials.

The proposed building would have a very substantial footprint in excess of 5,500sqm but it is noted that it would replace a building of a similar scale in terms of height and floorspace. Whilst the area to the south and west of Ravensbank Drive (including Brooklands Drive) consist of smaller commercial units, there are very similar large employment units to the north off Hedera Road. The site and immediate area benefit from substantial mature landscaping which will be retained and augmented with buildings set away from the street which enables them to be absorbed into the streetscene. Overall, the scale of the building is considered appropriate in the context of the character of the area. In terms of material finishes, the building will comprise a mix of Alaska and Goosewing Grey with antracite colour to the active southern facade. Noting the colour and character of surrounding buildings notably on Hedera Road, the proposed colour palette is considered acceptable. In terms of architecture, the proposal would have a restricted palette of neutral colours to effectively reduce the mass and volume of the building and the simple segmented portions and glazing to the southern elevation would provide variety and rhythm on this active frontage.

Whilst the current building has a substantial extension to the northern side, the proposal would provide a single building increasing the circulation space towards the northern side of the site. The access to the site would be from the north and there would be large area of hardstanding provided to the north of the building to accommodate HGV parking and manoeuvring. The proposed car and cycle parking would be provided to the north eastern and eastern side of the building. The general arrangement is similar to the present arrangement with the addition of further hardstanding in the area to the north of the building effectively bringing the HGV parking closer to the boundary with Ravensbank Drive than at present. The proposed Landscape Strategy (as outlined below) seeks to mitigate this impact. The position of the proposed building would be closer to Ravensbank Drive providing for a more active frontage as required by paragraph 6.2.4 of the SPD.

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Large buildings are commensurate with buildings to be used for B8 (storage and distribution) purposes and there are a number of large industrial buildings located on Ravensbank Drive to the northwest of the site.

The application is accompanied by a Lighting Assessment and an External Lighting Layout plan and both column mounted lights and building mounting lights are proposed (ranging in height from 2.7m to 10m). The higher column lights would be located to the rear of the premises and would illuminate the service area. All of the elevations of the building would have wall mounded lights. The Assessment demonstrates that the external lighting has been designed to prevent upward light pollution and light spill to neighbouring areas in the context of energy efficiency and ecological protection.

Landscaping

Policy 16 of the BoRLP4 seeks to ensure that a high quality natural environment and landscape is retained in the Borough. Paragraph 6.2.12 of the Redditch High Quality Design SPD states that landscaping proposals should enhance the existing built and natural environmental features already present in the location through the careful retention of healthy trees to provide a sense of maturity to a new development. It encourages the use of native species having regard to soil conditions, drainage, shelter and space.

The site is subject to a Tree Preservation Order (TPO No.13, dated 1965). The Arboricultural Impact Assessment (AIA) submitted with the application identifies that protected trees comprise early mature to mature examples of oak (*Quercus robur*) and ash (*Fraxinus excelsior*) along the site's north-western, south-western and southern boundaries which correspond with the historic field boundaries on the site. The remainder of the trees post date the designation the TPO and comprise the landscaping scheme for the original site. There is an Arboricultural Impact Assessment and Tree Protection Plan accompanying the application and the proposal would result in the loss of one single tree, an alder, to facilitate the entrance alterations. There would be an area of existing trees partially located along the eastern boundary of the site removed alongside smaller areas of formally semi mature planted landscaping within the current site parking and servicing areas. The areas subject to the TPO on the southern and western boundaries would be retained with supplementary planting where appropriate.

The application is accompanied by a Landscape Strategy Plan which has been informed by the AIA. The Strategy proposes new tree and shrub planting along the north eastern boundary to partially replace the semi mature vegetation being removed and provide a linkage with the existing mature vegetation to the retained on the north western boundary. Tree planting along this boundary would provide effective screening of the proposed HGV parking in respect of Ravensbank Drive. There would also be standard tree planting provided along the existing hedgerow to be retained on the eastern boundary towards Ravensbank Drive. The proposal would result in minor incursion into the Root Protection Areas (RPA's) of a number of retained trees and groupings to facilitate the provision of the building or new hardstanding. There are also areas of existing hardstanding that would be removed and topsoil replaced under arboricultural supervision. The indicative

planting proposed in the Landscape Strategy relate to native species such as maple, hawthorn and alder and this is considered appropriate in the context of the existing vegetation and the amenity of the area. There are no objections from the Councils Tree Officer and an appropriate condition has been attached requiring the submission of a detailed Arboricultural Method Statement. In respect of boundary treatments, it is proposed that a section of the curtilage of the site would be enclosed in a 2.4m high weld mesh panel fence which would enclose the HGV parking and manoeuvring areas from the remainder of the site. The type of fencing proposed is not uncommon in a commercial setting with a similar type of fence evident on Hedera Road. The proposed tree planting outlined in the Landscape Strategy Plan would assist in mitigating the impact of the fence which would be along a portion of the curtilage on the north east boundary. It is accepted that the proposed refuse store area would exceed the 30m distance from the entrance, as specified in the SPD. However, the selected site for the bin store would be relatively inconspicuous, adjoining the building in the north east corner of the site. It is concluded that the requirements of policy 16 of the BoRLP4, the adopted High Quality Design SPD and the NPPF are acceptable in respect of landscaping.

Ecology

The Ecological Appraisal accompanying the application confirms that generally the site is of low conservation value and the loss of the identified habitats is not considered to pose a constraint to the development of the site. However, the field surveys carried out have uncovered a potential bat roost in a single storey garage on the site. The Ecological Appraisal recommends that three nocturnal bat surveys are conducted at the site in the appropriate season (May onwards). These surveys have been conducted. The report and further views of the Ecologist are awaited. In the event that the presence of bats is confirmed, a pre commencement condition will be imposed to require the applicant to obtain a European Protected Species License from Natural England.

Noise

The application is accompanied by a Noise Assessment. In terms of residential amenity, the closest residential properties would be located to the south of the A4023, some 360m away from the proposal. Given the mix of intervening commercial uses, it is not considered that the proposal would have any discernible impact in respect of residential amenity. There are no objections from Worcestershire Regulatory Services in respect of noise.

Drainage and Flood Risk

In terms of flood risk, the site is located within Flood Zone 1 (low risk of fluvial flooding). Given the scale of the proposal, the application is accompanied by a Flood Risk Assessment and Drainage Strategy. Policy 17 of the BoRLP No. 4 requires the incorporation of water efficiency measures and appropriate Sustainable Drainage (SuDS) techniques that utilise retention methods. Policy 18 requires suitable land to be allocated in order to incorporate SuDS techniques within the drainage design for the development, limit the discharge rates and provide sufficient on-site attenuation for the 1% annual probability of flooding or 1 in 100 chance in any year plus an allowance for climate change. In terms of SuDS, the proposal would utilise porous paving and provide an

underground attenuation tank. The objective would be to reduce surface water runoff in a 1 in 100 year event + 20% allowance for climate change in accordance with the Redditch Borough and Bromsgrove District Strategic Flood Risk Assessment (SFRA) Level 2. The comments received from North Worcestershire Water Management (NWWM) are noted and recommend the paving sub base be used for a greater portion of the attenuation volume to enable a reduction in the size of the attenuation tank. It is also recommended that features such as tree pits could be used alongside the paving and attenuation to the ditch line on the southern boundary of the site. In summary, further information is required in respect of the specific drainage measures to be employed and an appropriate pre commencement condition has been applied.

Sustainability

Policy 15 of the BoRLP4 states that new developments must have regard for the need to be climate resilient. This includes the requirement to be in an accessible location and consider matters such as position and orientation to reduce energy demand. The use of locally sourced and recycled materials must also be demonstrated and all new non-domestic development must be assessed against the BREEAM (Building Research Establishment Environmental Assessment Method). The application is accompanied by a BREEAM pre assessment. The assessment shows that the scheme intends to target a rating of BREEAM 'Excellent'. The views of the Councils Climate Change Officer are noted. The target of 'excellent' is an ambitious one and additional information has been sought from the applicant in relation the carbon cost of the removal of the existing building and the potential for the reuse of the material and a Resource Management Plan/Site Waste Management Plan has been sought. The potential use of air source heat pumps for heating has also been explored. Overall, given that Policy 15 does not specify a BREEAM rating, the proposal would be considered to accord with the policy subject to conditions to ensure implementation in accordance with the submitted BREEAM Pre Assessment.

Transport and Highways

Policies 19 and 20 of the BoRLP No. 4 set out the transport and accessibility requirements for new developments and the application has been accompanied by a Transport Statement and Travel Plan.

There would be 60 car parking spaces provided, comprising 5 No. disabled parking bays, 5 No. electric vehicle charging spaces, 3 No. car sharing spaces and 47 standard car parking spaces. Disabled parking bays would be provided close to the main entrances where surfaces would incorporate appropriate dropped and transition kerb sections and areas of tactile paving.

Worcestershire Highways originally expressed a number of concerns in relation to the proposal including the proposed alterations to the access and the impact on pedestrian safety, details in relation to the geometry of the movements of vehicles within the site and the adequacy of the level of cycle parking proposed. The applicant proposed 20 spaces and the WCC Design Guide required a level of 139 cycle parking spaces.

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The applicant's Transport Consultant submitted a response in the form of a Technical Note to Worcestershire Highways in relation to the above matters on 23rd March. The note incorporated detailed plans of the proposed vehicle tracking through the site and the proposed pedestrian visibility splays. The applicant highlighted that Census (2011) Travel to Work (JtW) data identified a bicycle mode share of 3%. The proposal would provide for on site showers, lockers and changing facilities.

WCC are now satisfied with the level of car and cycle parking provision which would align with the HCA Employment Density Guide (2015). The HCA employment density guide is an industry-wide point of reference for projected job creation and is used by local authorities, developers and surveyors. The guide includes up to date information about how many jobs you can expect to accommodate in modern properties of different types, from industrial units to commercial offices.

In terms of public transport infrastructure, WCC have requested contributions towards the improvement of bus stops on Ravensbank Drive and Moons Moat Drive totalling £7,400. Your Officers consider that the request is necessary, reasonable in the context of the development proposal and reasonable in scale and kind to the development. Therefore, they would accord with the CIL Regulations and the advice of the Planning Practice Guidance.

It was accepted that the level of trip generation, taking the existing lawful use into account, would not have a severe impact on the local highway network and, as such, there was no requirement to carry out detailed junction modelling.

Conclusion

The proposal would result in the development of a new employment unit on previously developed land in a sustainable urban location in accordance with policy 24 of the Borough of Redditch Local Plan No. 4. It would make a significant contribution to the supply of employment land in Redditch. There would also be economic and employment benefits during the construction and operation of the building which carries weight in the context of the adopted Local Plan and the National Planning Policy Framework. The proposal is considered acceptable subject to the appropriate planning obligations and conditions as set out below.

RECOMMENDATION:

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

- a) The satisfactory completion of a Planning Obligation (Unilateral Undertaking) ensuring the provision of (i) a financial contribution of £2,400 towards the upgrade of the bus stop at Ravensbank Drive, 110m south of site and (ii) a**

financial contribution of £5000 towards the upgrade of the bus stop at Moons Moat Drive

b) Conditions and informatives as summarised below:

Conditions

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

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

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

21-061-PL-01G Site Location Plan
21-061-PL-01G Existing Site Layout Plan (OS Based)
21-061-PL-03G Existing Site Layout Plan (Topographical Survey based)
21-061-PL-04L Proposed Site Layout Plan
21-061-PL-06J Proposed Elevations
21-061-PL-05G Proposed Floorplans
21-061-PL-07G Proposed Roofplan
21-061-PL-08G Proposed Site Sections
7728/ASP3/LSP Rev B Landscape Strategy Plan

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

- 3) The development hereby approved shall be carried out in accordance with an Arboricultural Method Statement (AMS) which complies with the recommendations of the Arboricultural Impact Assessment Ref: 11194_AIA.001 Rev A dated December 2021 and the AMS shall be subject to the approval in writing of the Local Planning Authority prior to the commencement of works to trees within or on the boundaries of the application site.

Reason: In order to protect the trees which form an important part of the amenity of the site.

- 4) a) A written discovery strategy detailing how any unexpected contamination will be dealt with during the development, shall be submitted and approved by the Planning Authority prior to commencement of the development. All requirements shall be implemented according to the discovery strategy and completed to the

satisfaction of the Planning Authority prior to the development being brought into use.

b) Prior to the development first being brought into use a verification report must be submitted to the Local Planning Authority demonstrating that works undertaken as part of the discovery strategy have been carried out.

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) The planting of the soft landscaping, as detailed on approved landscape Drawing No. 7728/ASP3/LSP Rev A Landscape Strategy Plan shall be completed within 12 months of first use of any of the buildings hereby approved.

Reason: To safeguard and enhance the character and amenity of the area, and to provide ecological, environmental and biodiversity benefits.

- 6) No works or development shall take place until a scheme for surface 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 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.

- 7) Within 3 months of occupation of any of the building hereby approved, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full compliance with the BREEAM NC 2018 Pre-Assessment Alto House, Redditch, dated September 2021.

Reason: In order to ensure that climate resilience measures are in place in accordance with the requirements of Policy 15 of the Borough of Redditch Local Plan No. 4.

- 8) The Development hereby approved shall not be occupied until the highway improvements/offsite works/site access works comprising:

- Works as shown on Mode Transport Planning drawing J32-6158-PS-003-A have been constructed and completed.

Reason: To ensure the safe and free flow of traffic onto the highway.

- 9) The Development hereby approved shall not be occupied until the visibility splays shown on Visibility Splay Drawing J32-6158-PS-003-A dated 3rd May 2022 have been provided. The splays shall always be maintained free of level obstruction exceeding a height of 0.6m above adjacent carriageway.

Reason: In the interests of highway safety

- 10) 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:
- o Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway
 - o Details of site operative parking areas, material storage areas and the location of site operatives' facilities (offices, toilets etc).
 - o The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring.
 - o Details of any temporary construction accesses and their reinstatement.
 - o 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.

- 11) No development shall take place until a programme of archaeological work including a Written Scheme of Investigation, has 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

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f) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (1) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: In accordance with the requirements of paragraph 205 of the National Planning Policy Framework.

Informatives

- 1) In dealing with this application the local planning authority have worked with the applicant in a positive and proactive manner, seeking solutions to problems arising from the application in accordance with the NPPF and Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The authority has helped the applicant resolve technical issues such as:
 - o the impact of the proposal in respect of access and highways
 - o the sustainability aspects of the proposal

The proposal is therefore considered to deliver a sustainable form of development that complies with development plan policy.

- 2) Demolition & Construction Nuisance: In order to minimise any nuisance from noise / vibration and dust emissions during the demolition and construction phases the applicant should refer to the WRS Best Practice Guidance (attached) and ensure its recommendations are complied with.
- 3) The granting of this planning permission does not remove any obligations on the applicant to undertake a technical design check of the proposed highway works with the Highway Authority, nor does it confirm acceptance of the proposal by the Highway Authority until that design check process has been concluded. Upon the satisfactory completion of the technical check the design would be suitable to allow conditions imposed under this permission to be discharged but works to the public highway cannot take place until a legal agreement under Section 278 of the Highways Act 1980 has been entered into and the applicant has complied with the requirements of the Traffic Management Act 2004. The applicant is urged to engage with the Highway Authority as early as possible to ensure that the approval process is started in a timely manner to achieve delivery of the highway works in accordance with the above-mentioned conditions. The applicant should be aware

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of the term "highway works" being inclusive of, but not limited to, the proposed junction arrangement, street lighting, structures, and any necessary traffic regulation orders

- 4) The applicant's attention is drawn to the need to ensure that the provision of the visibility splay(s) required by this consent is safeguarded in any sale of the application site or part(s) thereof
- 5) The attention of the applicant is drawn to Section 59 of the Highways Act 1980 which allows the Highway Authority to recover additional costs of road maintenance due to damage by extraordinary traffic. Before any work is commenced upon the development hereby approved representatives of Worcestershire County Council, as the Highway Authority and the applicant, shall carry out a joint road survey/inspection on the roads leading to this site. Any highlighted defects shall be rectified to the specification and satisfaction of the Highway Authority before work is commenced on the development hereby approved. A further joint survey/inspection shall be undertaken following completion of development hereby approved and any necessary remedial works shall be completed to the specification and satisfaction of the Highway Authority within 1 month or other agreed timescale.
- 6) Any work involving the removal or disturbance of ground or structures supporting or abutting the publicly maintained highway should be carried out in accordance with details to be submitted to and approved in writing by the Highway Authority.
- 7) It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but reference is made to "respecting the community" this says: Constructors should give utmost consideration to their impact on neighbours and the public:
 - o Informing, respecting, and showing courtesy to those affected by the work.
 - o Minimising the impact of deliveries, parking, and work on the public highway.
 - o Contributing to and supporting the local community and economy.
 - o Working to create a positive and enduring impression and promoting the Code

The CEMP should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues. Contractors should ensure that courtesy boards are provided, and information shared with the local community relating to the timing of operations and contact details for a site coordinator in the event of any difficulties.

Procedural matters

This application is reported to Planning Committee for determination because the application is for major development (more than 1000 sq metres of new commercial /

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Industrial floorspace), and as such the application falls outside the scheme of delegation to Officers.