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**6<sup>th</sup> December 2023**

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**Planning Application 23/00940/FUL**

**Part-demolition of existing buildings, followed by: construction of 4 no. new Class E(g)(iii)/B2/B8 buildings with ancillary office space; extension to existing building to provide additional office space, provision of parking, landscaping and other ancillary works.**

**Burnt Meadow Road, Moons Moat North Industrial Estate, Redditch,  
Worcestershire, B98 9HJ,**

**Applicant: DV4 Coltham (Redditch) Ltd  
Ward: Church Hill Ward**

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

The case officer of this application is Emily Darby, Planning Officer (DM), who can be contacted on Tel: 01527 881657 Email: emily.darby@bromsgroveandredditch.gov.uk for more information.

**Site Description**

The site is located within the Moons Moat North Industrial Estate in Redditch. It is bounded by Thornhill Road to the north, Ravensbank Drive to the east, and Burnt Meadow Road to the south. Access to the site can be obtained via Thornhill Road or Burnt Meadow Drive. The site comprises five existing buildings with a total floor space of approximately 12,616m<sup>2</sup>. These buildings are used for office, general industry, and storage and distribution purposes. The surrounding area predominantly accommodates industrial uses, with a mix of E, B2 and B8 classes and ancillary office uses. The site falls within a Primary Employment Area and is not located within the Green Belt.

**Proposal Description**

The proposed development consists of partial demolition of the existing buildings onsite and construction of new commercial buildings with a total floor space of approximately 12,604sqm. These buildings will be used use classes E g) iii), B2, and B8 with ancillary office space.

The Use Classes proposed include;

- E(g) uses which can be carried out in a residential area without detriment to its amenity:
  - E(g)(iii) Industrial processes
- B2 General industrial - use for industrial process other than one falling within class E(g) (previously class B1) (excluding incineration purposes, chemical treatment or landfill or hazardous waste)
- B8 Storage and distribution – This class includes open air storage.

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The existing building to be retained (unit 2) and proposes a single storey extension 60sqm to provide office space. Units 1 and 3 provide office space on a mezzanine floor within the unit. The site layout includes two further smaller units (4 and 5) parking areas, service yards, and circulation routes to support the new buildings. The site currently has a total of 425 car parking spaces, including 12 disabled parking bays and 22 electric vehicle charging spaces.

**Unit 1:**

- Haunch height: 10m (ridge height 12.9m)
- Total floor space: 3,500sqm GIA single volume unit

**Unit 3:**

- Haunch height: 12m (ridge height 15.3m)
- Total floor space: 6,827sqm GIA single volume unit

**Unit 4:**

- Haunch height: 8m (ridge height 10.8m)
- Total floor space: 929sqm GIA single volume unit

**Unit 5:**

- Haunch height: 8m (ridge height 10.8m)
- Total floor space: 1,068sqm GIA single volume unit

The reason for redeveloping the site is to create a functional development that meets modern commercial needs and keeps the business in its existing site in Redditch. The redevelopment aims to provide flexible spaces for various commercial uses, including office accommodation and welfare facilities. The goal is to enhance the site's infrastructure, improve security measures, and optimize the use of available land. Additionally, the redevelopment project aligns with the applicants requirements for achieving a BREEAM rating of 'Outstanding' and targeting net-zero carbon buildings.

**Relevant Policies :**

**Borough of Redditch Local Plan No. 4**

Policy 1: Presumption in Favour of Sustainable Development

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 36: Historic Environment

Policy 39: Built Environment

Policy 40: High Quality Design and Safer Communities

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**Others**

NPPF National Planning Policy Framework (2023)  
NPPG National Planning Practice Guidance  
Redditch High Quality Design SPD

**Relevant Planning History**

2007/315/FUL	Reconfiguration Of Existing Industrial Unit To Suit Requirements Of New Tenant	Approved	22.08.2007
2007/392/FUL	Creation Of 20 No. Car Parking Spaces To Existing Car Park	Approved	18.10.2007

**Consultations**

**North Worcestershire Water Management**

No objection subject to a condition requiring the submission of a scheme for a surface water drainage strategy for the proposed development.

**WRS - Contaminated Land**

The proposal is supported by a Ground Investigation report dated April 2023. The assessment to date doesn't indicate the site to be significantly contaminated but given the extra investigation recommended and required, WRS would consider an appropriately worded condition is required for a Phase 1 study.

**WRS - Noise**

WRS have reviewed the noise report and concur that there should not be a significant impact during construction or operation on the residential properties. As no provision for external plant has been predicted. A noise impact assessment for any external fixed plant or equipment shall be submitted to and approved by the local planning authority prior to operation.

**WRS - Air Quality**

WRS have reviewed available records and documents in consideration of the impact from the operational activities of the proposed development on local air quality.

WRS note the proposals include additional EV charging spaces. Additionally the conclusions within the Air Quality Assessment provided are noted. Considering all

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available information WRS have no adverse comments in respect of impacts from the development (operational activities) on local air quality.

## **WRS- Light Pollution**

WRS have reviewed the External Lighting Layout and raised no objections.

## **Worcestershire Archive and Archaeological Service**

The Archaeological Desk Based Assessment assesses the proposed development area (PDA) as having low potential for Prehistoric and Roman remains. Therefore, no objection is raised to the proposed development from an archaeological point of view and no further investigations are required by condition on this occasion.

## **Arboricultural Officer**

The proposed site is currently covered by Redditch New Town No. 6 TPO, 1965. No objection is raised subject to conditions on, Tree Protection, details of service routes, a Landscape Plan and retention of Lime Trees.

## **Worcestershire Highways - Redditch**

Worcestershire Highways confirm that there are no justifiable grounds for objection to the application, subject to certain conditions and financial obligations. The comments highlight the need for a Framework Workplace Travel Plan and the transfer of the plan to Modeshift STARS. It also outlines targets for reducing single occupancy private vehicles and suggests additional incentives for promoting sustainable modes of transportation. The comments further provide recommendations for the submission of a Travel Plan, an Employment Travel Welcome Pack, and a Construction Environmental Management Plan. Overall, the Highway Authority supports the development proposal with the specified conditions and obligations.

## **Bromsgrove District Council**

No Objection

## **Active Travel England**

No Objection

## **Public Consultation Response**

- 38 letters sent 1<sup>st</sup> September 2023 (expired 25<sup>th</sup> September 2023)
- Site notices posted 7<sup>th</sup> September 2023 (expired 1<sup>st</sup> October 2023)

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- Press notice published in Redditch Standard 8<sup>th</sup> September 2023 (expired 25<sup>th</sup> September 2023)

No third-party comments have been received as a result of this public consultation.

## **Assessment of Proposal**

### **Principle of Development**

The site is situated in an area that is designated as a Primarily Employment Area (Policy 24) within the Borough of Redditch Local Plan No.4 (BoRLP4). As such the proposed development is acceptable in principle.

### **Design**

BoRLP4 Policy 40.2 states that “All development, including proposals for individual buildings, public and private spaces and wider development schemes will be expected to: - be of a high quality design that reflects or complements the local surroundings and materials” The layout, scale, design and external appearance of the building which proposes main grey cladding panels to be framed in blue trim to match the Fly by Nite company livery details of the existing buildings. The design will reflect the commercial use and is considered to be acceptable in this business and industrial area.

### **Highways**

The applicant has provided 206 car parking spaces, 22 electrical vehicle charging points, 12 disabled bays and 92 cycle parking spaces. In addition, an associated lorry space has been provided for each unit. Appendix E of the Transport Statement contains drawings that show vehicle tracking analysis. The analysis includes tracking of both site accesses and internal movements within the site. It assesses the movements of a large car and an articulated HGV.

The existing site has 425 parking spaces however it is suggested the majority of these are not used and it is proposed to reduce the number of spaces, based on operational need. The Transport Statement (TS) advises parking has been considered for both B2 and B8 land uses. Based on WCC parking standards, B2 use would require 355 car spaces and 86 cycle spaces, whilst B8 use would require 69 car spaces and 43 cycles spaces. The TS states that, given the flexible land use permission sought and based on operator’s experience of similar schemes, it is proposed to provide (i) 206 car spaces; (ii) 12 disabled bays across the site; (iii) 22 ULEV spaces across the site; (iv) 92 cycling spaces across the site and (v) associated lorry parking with each unit.

A parking accumulation assessment has been undertaken and the results suggest each unit would have spare capacity at all times. The Highway Authority have acknowledged the parking proposals, and deemed them to be reasonable. Actual parking use will depend on the use of each unit but operator experience of similar schemes is helpful. The

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Transport Information Note (TIN) states the additional 484m<sup>2</sup> floor area would increase the parking level required from a policy position. For B2 use, this would result in ten additional spaces whilst B8 use would result in two additional spaces. The TIN confirms there is no intention of amending the site layout, in order to provide additional parking, as it is concluded the previous parking accumulation assessment shows there is sufficient spare capacity to accommodate the theoretical increase. The Highway Authority is content to accept this reasoning. It is also noted that although the proposal results in a net loss of parking spaces, currently the site does not benefit from disabled spaces or any electrical vehicle charging points and therefore the provision provided with this development is an improvement.. Worcestershire County Council (WCC) Highways has therefore confirmed that this provision and layout is acceptable.

Worcestershire County Council have highlighted the need for a Framework Workplace Travel Plan. The plan should be transferred to Modeshift STARS, an online travel planning website used by the Worcestershire County Council. This is to ensure the development promotes sustainable modes of transportation and provides additional incentives for visitors to make informed travel choices. This matter can be controlled by condition.

The Highways Authority have requested the following financial contributions to mitigate the proposed development.

*Footway Improvements*

Specific Purpose - The proposals will generate additional pedestrian movements in this locality and the inclusion of a Travel Plan providing staff welcome packs to new staff can encourage further mode shift. The Highway Authority seeks a contribution towards improving pedestrian provision at a number of locations, to enhance the pedestrian route/s from the site and improve pedestrian safety and accessibility.

Contribution – The following contributions are sought in order to provide dropped kerbs and tactile paving at the following locations:-

- Dropped kerbs and tactile pavings at Ravensbank Drive/Burnt Meadow Road junction - £3,000; and

- Dropped kerbs and tactile pavings at Ravensbank Drive/Thornhill Road junction - £3,000.

Trigger – Implementation of works.

*Walking and Cycling Route Signage*

Specific Purpose – The proposals will generate new walking and cycling trips to and from the site that are linked to external routes. In order to help direct pedestrians and cyclists, it is desirable to erect appropriate directional walking and cycle signage within the surrounding area to encourage such trips.

Contribution – A contribution of £5,000 is requested.

Trigger – Implementation of works.

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### *Public Transport Infrastructure Improvements*

Specific Purpose - The proposals will generate additional bus trips in this locality and the inclusion of a Travel Plan providing staff welcome packs to new staff can encourage further mode shift. The Highway Authority seeks a contribution towards improving the bus stop infrastructure at the nearest bus stop to the site, which is located on Ravensbank Drive, by enlarging the existing hardstanding waiting area to improve conditions for waiting passengers.

Contribution – A contribution of £4,000 is requested.

Trigger – Implementation of works.

### *Traffic Regulation Order*

Specific Purpose – A fee to process a TRO application is requested in this location, believing that there may be a future requirement to introduce new waiting restrictions on Burnt Meadow Road if subsequent on-street parking interferes with visibility at the widened site access.

Contribution - A contribution of £4,500 for processing the associated TRO.

Trigger – Prior to occupation. If the TRO is not required, the contribution would be returned to the Applicant after a set timescale.

Based on the analysis of the information submitted, the Highway Authority concludes that there would not be an unacceptable impact on the local highway network and therefore there are no justifiable grounds on which an objection could be maintained.

## **Trees**

The proposed site is currently covered by Redditch New Town No. 6 TPO, 1965. The submitted Arboricultural report highlights that most of the trees on site are not covered under this order with only T86, T91 and T127 (all Oaks) covered under the TPO as they date back to 1965 when the order was made. All other trees on site were planted as part of the landscape on the original building construction in the 1980s. The development seeks to remove most of these trees to facilitate the new development. No objection is raised to this subject to suitable mitigation. However, G20 consists of several Lime trees that offers screening to the building from Ravensbank Drive these have been historically managed as pollards and could be retained under any new development.

T86 has been classified as a Veteran tree and must be retained under any development, the report highlights that the tree will benefit from removal of current hard standing within its R.P.A to soft landscaping by a total of 36%. This is welcomed, it is also noted that to the north of this tree there will need to be some construction within the R.P.A, this will need to be carried out sensitively and supported by a detailed Arboricultural Method Statement which should also cover all other retained trees on site.

T127 (Oak) will be retained under the new development however there will be a need for some remedial pruning.

No objection is raised subject to conditions on, Tree Protection, details of service routes, a Landscape Plan and retention of Lime Trees.

### **Drainage**

The proposed development site is situated in the catchment of the Church Hill Brook. The site falls within flood zone 1 and it is not considered that there is any significant fluvial flood risk to the site. The EA's flood mapping also indicates that there is some low-risk surface water flooding on the site, with some higher risk patches around the proposed Unit 3. There is no record of any historical flooding that supports the extent of the risk shown. But even so correctly designed drainage will mitigate any flood risk from surface water on the site and in the surrounding area.

A Flood Risk Assessment and detailed drainage plan has been provided with the application, it provides details of the attenuation provided for the scheme and the proposed off site flow rate. This has been attenuated to an acceptable level up to the 1 in 100 year storm level with a 40% allowance for climate change. This is supported by accompanying calculations.

The proposed drainage strategy proposes a cellular attenuation system, while this attenuates flow, it does not provide any other benefits. Given that the use of the site there needs to be a simple index approach assessment to ensure the water quality of the site runoff is appropriately treated. Almost certainly other features will be required to ensure that pollutants associated with trafficking of heavy goods vehicles are retained on site.

Details of the maintenance of all drainage features on the site should be detailed in a management plan and included in the normal operating procedures of the site. This should also indicate the company/ operator who is responsible for this maintenance. This can be secured by condition.

### **Archaeology**

The Archaeological Desk Based Assessment assesses the proposed development area (PDA) as having low potential for Prehistoric and Roman remains, although notes that this may reflect low incidence of prospection in the wider landscape, low to moderate potential for Early Medieval remains and moderate potential for Medieval remains - notably the park pale of the medieval deer park. It is agreed that the potential for below ground archaeology of significance ' with the exception of the park pale ' is low. The PDA is away from recorded areas of settlement, the managed ponds (to the west) and known environmental deposits. Archaeological earthworks associated with the medieval/post medieval landscape will have been impacted by the 20th century development, as will shallower archaeological deposits (I note the made ground to the depth of 0.6-0.9m). Given the low potential for earlier remains, on this occasion, further investigations are not proportionate. Any potential below ground remains associated with the park pale are likely to run alongside the edge of the road, which doesn't appear to be changing to a large extent. Therefore, no objection is raised to the proposed development from an



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archaeological point of view and will not be recommending further investigation by condition on this occasion.

**Ecology**

The applicant has submitted an Ecological Appraisal by FPCR Environment and Design Ltd dated April 2022. The assessment of the site buildings and surrounding features revealed that the buildings were in good structural condition and well-maintained. There were no external features that could be utilised as roosting locations for bats, and no evidence of roosting bats was found within the buildings or in association with external features. The buildings had flat roofs with no roof voids, and no gaps were identified in any of the external features. The surrounding areas of the buildings were also in good condition, with no gaps present and well-maintained.

The report outlines a number of enhancement measures including planting of grassland and native shrubs, installation of bat, bird and insect boxes and creation of hedgehog routes. These enhancements aim to enhance biodiversity, provide suitable habitats for various species, and maximize the nature conservation value of the site. This can be secured by condition.

**Conclusion**

Overall it is considered the proposed development is in accordance with the relevant policies of the Borough of Redditch Local Plan No.4 and can be properly characterised as sustainable development for the purposes of the NPPF. The application is therefore recommended for approval.

**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 an appropriate legal mechanism ensuring that contributions (up to a value of £19,500) are sought on the following matters;**

- Footway Improvements
- Walking and Cycling Route Signage
- Public Transport Infrastructure Improvements
- Traffic Regulation Order

**a) Conditions as below:**

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**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, materials as outlined on Elevations and documents:

20-065-PA-HR-01B - Site Location Plan  
20-065-PA-HR-03P - Site Plan - As Proposed.  
20-065-PA-HR-04F - Site Sections - As Proposed  
20-065-PA-HR-05B - Typical cycle shelter detail  
20-065-PA-HR-06A - Typical paladin fence detail  
20-065-PA-HR-10G - Unit 1-Floor Plans-As Proposed.  
20-065-PA-HR-11H -Unit 1 - Elevations & Sections - As Proposed.  
20-065-PA-HR-012F - Unit 1 - Roof Plan - As Proposed  
20-065-PA-HR-25C - Unit 2 - Floor Plans - As Proposed  
20-065-PA-HR-26D - Unit 2 - Elevations - As Proposed  
20-065-PA-HR-27C - Unit 2 - Roof Plan - As Proposed  
20-065-PA-HR-30G - Unit 3 - Floor Plans - As Proposed.  
20-065-PA-HR-31G - Unit 3 - Elevations & Section - As Proposed.  
20-065-PA-HR-32F - Unit 3 - Roof Plan- As Proposed.  
20-065-PA-HR-41B - Unit 4 - Floor Plans - As Proposed.  
20-065-PA-HR-42B - Unit 4 - Elevations - As Proposed.  
20-065-PA-HR-43C - Unit 4 - Roof Plan - As Proposed.  
20-065-PA-HR-51B - Unit 5 - Floor Plans - As Proposed  
20-065-PA-HR-52B - Unit 5 - Elevations - As Proposed  
20-065-PA-HR-53C - Unit 5 - Roof Plan - As Proposed  
41338-T-REV0 - Topographical survey  
7883.LS.1.0. Landscape Strategy Plan  
2022-102 300 T2 Drainage Layout  
1886-ESC-00-ZZ-DR-E-2100 T3 External Lighting Plan  
BREEAM NC 2018 Pre-Assessment  
BREEAM NC 2014 Pre-Assessment

Transport Statement by Mode  
Transport Informative Note by Mode  
Framework Workplace Travel Plan by Mode  
Sustainability Statement by Engineering Services Consultancy Ltd  
Air Quality Assessment Air and Acoustic Consultants  
Noise Assessment by Air and Acoustic Consultants

Ground Investigation report by Applied Geology  
Ecology Appraisal by FPCR Environment and Design Ltd  
Asbestos Reassessment Report 2023 by Search Environmental Ltd  
Demolition Asbestos Survey Report 2023 by Search Environmental Ltd  
Archaeological desk-based assessment by Archaeology Warwickshire  
Arboricultural Impact Assessment by Aspect Arboriculture  
Construction Environmental Management Plan by Benniman Construction Group

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

- 3) The Development hereby approved shall not be occupied until the site access works have been implemented, as shown on Drawing No.20-065-PA-HR-03/O, together with the proposed external highway works, comprising the construction of a section of new footway on Thornhill Road. The mouth of each widened vehicular access shall also include dropped kerb crossing points, together with tactile paving, installed to the satisfaction of the Local Highway Authority. The new external footway shall be subject to a separate S278 Agreement.

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

- 4) The development hereby approved shall not be occupied until 'cyclist dismount' signage has been installed at the entrance of the site to the cycle shelters. The signage shall then be retained for the lifetime of the development.

REASON: In the interests of highway safety to seek appropriate cycle access within the site, with the objective of seeking to reduce potential conflicts between cyclists and motorised vehicles, especially HGVs.

- 5) The Development hereby approved shall not be brought into use until the Applicant has submitted a Travel Plan using Modeshift STARS Business. They must meet green level accreditation before occupation and bronze level accreditation within 12 months of occupation.

REASON: To reduce vehicle movements and promote sustainable access

- 6) The Development hereby approved shall not be occupied until the Applicant has submitted to and had approval in writing from the Local Planning Authority an employment Travel Welcome Pack promoting sustainable forms of access to the development. The pack shall be provided to each member of staff at their work induction.

REASON: To reduce vehicle movements and promote sustainable access.

- 7) No works in connection with site drainage shall commence until a scheme for a surface water drainage strategy for the proposed development has been submitted to, and approved in writing by the Local Planning Authority. The strategy shall include details of surface water drainage measures, including for hardstanding areas, and shall include the results of an assessment into the potential of disposing of surface water by means of a sustainable drainage system (SuDS). If a connection to a sewer system is proposed, then evidence shall be submitted of the in principal approval of Severn Trent water for this connection. The scheme should include run off treatment proposals for surface water drainage. Where the scheme includes communal surface water drainage assets proposals for dealing with the future maintenance of these assets should be included. The scheme should include proposals for informing future owners or occupiers of the arrangements for maintenance of communal surface water drainage assets. The approved surface water drainage scheme shall be implemented prior to the first use of the development and thereafter maintained in accordance with the agreed scheme.

Reason: In order to ensure satisfactory drainage conditions that will not create or exacerbate flood risk on site or within the surrounding local area

- 8) Unless otherwise agreed by the Local Planning Authority development, other than demolition and that required to be carried out as part of an approved scheme of remediation, must not commence until conditions 1 to 6 have been complied with:
1. A preliminary risk assessment must be carried out. This study shall take the form of a Phase I desk study and site walkover and shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and any other relevant information. The preliminary risk assessment report shall contain a diagrammatical representation (conceptual model) based on the information above and shall include all potential contaminants, sources and receptors to determine whether a site investigation is required and this should be detailed in a report supplied to the Local Planning Authority. The risk assessment must be approved in writing before any development takes place.
  2. Where an unacceptable risk is identified a scheme for detailed site investigation must be submitted to and approved in writing by the Local Planning Authority prior to being undertaken. The scheme must be designed to assess the nature and extent of any contamination and must be led by the findings of the preliminary risk assessment. The investigation and risk assessment scheme must be compiled by competent persons and must be designed in accordance with the Environment Agency's "Land Contamination: Risk Management" guidance.

3. Detailed site investigation and risk assessment must be undertaken and a written report of the findings produced. This report must be approved by the Local Planning Authority prior to any development taking place. The investigation and risk assessment must be undertaken by competent persons and must be conducted in accordance with the Environment Agency's "Land Contamination: Risk Management" guidance.

4. Where identified as necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to identified receptors must be prepared and is subject to the approval of the Local Planning Authority in advance of undertaking. The remediation scheme must ensure that the site will not qualify as Contaminated Land under Part 2A Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

5. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority.

6. Following the completion of the measures identified in the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval of the Local Planning Authority prior to the occupation of any buildings.

7. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where necessary a remediation scheme must be prepared, these will be subject to the approval of the Local Planning Authority. Following the completion of any measures identified in the approved remediation scheme a validation report must be prepared, which is subject to the approval in writing of the Local Planning Authority prior to the occupation of any buildings.

**REASON** To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This is a pre-commencement condition due to the fact there is potential for contamination to exist on the site. The degree and extent of contamination is currently unknown. More information relating to ground conditions is required to determine whether or not remediation will be required.

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- 9) Prior to occupation of the development hereby proposed, details of any external fixed plant or equipment installed shall be first submitted to, and approved in writing, by the Local Planning Authority. The equipment shall then be installed in accordance with the approved details.

Reason: To ensure Noise does not become a nuisance.

- 10) Prior to the commencement of any works on site including any site clearance, demolition, excavations or import of machinery or materials, the trees or hedgerows which are shown as retained on the approved plans both on or adjacent to the application site or any within influence of any ground or development work on any adjoining land shall be protected with fencing around the root protection areas. This fencing shall be constructed in accordance with the guidance in the British Standard BS5837:2012 and shall remain as erected until the development has been completed.

Reason: To protect the trees onsite. This condition is required to be pre-commencement given the impact any works could have on the tree roots.

- 11) All works in accordance with British Standard BS: 5837.12 document 'Guide for trees in relation to Construction 2012'. All tree management pruning work should be carried out in accordance with recognised good practice by reference to British Standard 3998 (2010).

Reason - To ensure the protection of the tree onsite.

- 12) Prior to commencement of ground works a detailed Arboricultural method statement to expand on Appendix c in submitted Arboricultural Report to include service routes should be submitted to, and approved in writing, by the Local Planning Authority. The equipment shall then be installed in accordance with the approved details.

Reason - To ensure the protection of the tree onsite.

- 13) Prior to first occupation, a detailed Landscape plan shall be submitted with clear indications of size, species and location to mitigate for the loss of trees on site. The plan shall be approved in writing and the landscaping carried out in accordance with the approved plan in the first available planting season following occupation. Any trees/shrubs/hedges removed, dying, being severely damaged or becoming seriously diseased within 5 years of the date of the original planting shall be replaced by plants of similar size and species to those originally planted.

Reason - To ensure the protection of the tree onsite.

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- 14) The works hereby approved shall be carried out in accordance with the recommendations set out in the Ecology Appraisal by FPCR Environment and Design Ltd including the mitigation and enhancement measures outlined in the report. Details of the proposed mitigation and enhancement measures are to be submitted to and approved in writing by the LPA before development commences on site and implemented in accordance with a timetable specified in that report.

Reason:- To ensure the creation of wildlife habitat and wildlife corridors within development and minimize impact of the development on the biodiversity

**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 / Industrial floorspace) and it requires a S106 Agreement, and as such the application falls outside the scheme of delegation to Officers.