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**21st February 2024**

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**Planning Application 23/01058/FUL**

**Proposed replacement of 6 existing industrial units following fire**

**Land At South Moons Moat, Padgets Lane, Redditch, Worcestershire,**

**Applicant: United UK 2019 Propco 6 Ltd  
Ward: Winyates Ward**

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

The case officer of 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 application site is located in Winyates Ward within the existing South Moons Moat Industrial Estate. It extends to approximately 0.88 hectares and is bounded by Padgets Lane to the north and west. The southern boundary of the site adjoins Blacksoils Brook while to the east lies the existing shared access and yard serving the adjoining terraced industrial units (Nos. 7 - 13 Padgets Lane). The existing industrial building on the site, which was subdivided into six units, was destroyed by fire in May 2022. The previous buildings on the site have been removed. Public footpath Redditch No. 640 is located to the south of the site.

The access to the site will be via the existing access from Padgets Lane which joins the B4497 Battens Drive. Battens Drive comprises a lit, single carriageway which runs between the A4189 Warwick Highway to the south and the A4023 Coventry Highway to the north. The topography of the site is relatively flat. The site benefits from existing car park access to Padgets Lane at the south western site boundary, and an existing car parking and service yard access at the northern end of the site. There are a number of mature trees at the western and southern boundaries of the site with an area wide Tree Preservation Order (Redditch New Town No. 9, 1965). The surrounding area predominantly comprises industrial uses, with a mix of Classes E, B2, B8 and ancillary office uses. The site falls within a Primary Employment Area of the Borough of Redditch Local Plan No. 4.

**Proposal Description**

The seeks approval for the redevelopment of this site for a terrace of six units in the B2/B8 use class with associated office space totalling 3,690sqm with parking, services, and landscaping. The proposal replaces an existing terrace of industrial units largely on the same footprint which was destroyed by fire.

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There are six industrial units within the proposed with the following schedule of accommodation:

Accommodation	Sqm -
- Warehouse	3,070
- Office (First Floors)	600
- Total	3,670

There would be 6 level access delivery points located on the east elevation. The footprint of the proposed terraced units is 3,690sqm resulting in an approximate site density of 42%. The remaining areas of the site will be used as service yards/loading areas, car & lorry parking and landscaping. Each of the six proposed units would have an identical layout with the large open plan warehouse areas on the ground floor with the offices above provided in a first floor mezzanine. A vertical circulation core will connect each floor and the associated office accommodation, housing the staircase, and WC provisions with an area identified for potential future lift installation.

The warehouse areas will be clad in a vertical profile built up cladding system in a mid grey tone from the ground floor up to the transition strip at haunch height. Above that is a lighter grey horizontally laid profile cladding up to the parapet capping. The entrances to each unit would be framed with a blue portico feature cladding with offices clad in a grey horizontal composite cladding system. The proposed vehicle loading and personnel doors are coloured in the same blue as the portico cladding.

The access to the site would be provided in two locations, in keeping with the previous industrial units on the site. A car park access would be provided to Padgets Lane in the south west of the site, and a parking and service yard access, shared with the neighbouring industrial unit would be provided in the north of the site.

The proposal would provide 37 No. customer car parking spaces while the shared yard accommodates 25 No. car parking spaces. There would be 8 No. accessible spaces included in the parking which are positioned closest to the entrance into the proposed units. The development is targeting a 'very good' BREEAM rating.

The application is accompanied by a Design and Access Statement, Tree Constraints Report, Ground Investigation Report, Climate Change Statement, Part L Report - Energy Generation and Efficiency, Transport Statement, Framework Travel Plan, Noise Assessment, Preliminary Ecological Appraisal, BREEAM Pre Assessment and Flood Risk Assessment.

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**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

National Planning Policy Framework (2023)

**Relevant Planning History**

2003/429/FUL	1.8m High Vertical Steel Railings	Granted	02.12.2003
1990/281/FUL	Construction of Additional Car Parking Spaces	Granted	04.09.1990
1989/772/FUL	Change of Use of Factory to Storage (Unit 3)	Granted	01.02.1990
1987/573/ADV	Advertisement - 2 Non Illuminated Name Signs	Granted	22.10.1987

**Consultations**

**Environment Agency**

We have no objections to the proposals on flood risk grounds.

*Flood Risk:* The site lies within Flood Zone 3 (High Probability) of the Blacksoils Brook on our Flood Map for Planning (Rivers and Sea) which is defined in Table 1 of the Planning Practice Guidance (PPG) as land having a 1% or greater annual probability of river flooding. However, the Flood Zones appear to be misaligned from the watercourse at this location on the Flood Map for Planning (Rivers and Sea).

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There is no model available for the Blacksoils Brook and the flood zones at this location are based on JFLOW. This is a national, generalised flood mapping technique which is best available information for this location but it does ignore the presence of structures such as culverts and bridges which may act to throttle flows.

Flood Risk Vulnerability Classification: The proposed used at the site is Less Vulnerable as defined in Annex 3 of the National Planning Policy Framework (NPPF) consisting of 6 light industrial/storage units. These are to replace 6 units which had been affected by fire damage. A Flood Risk Assessment (FRA) for the application has been produced by Logika dated 12 May 2003 (Document Ref: 14124A-30-R01-01).

Proposed Development: Based on the FRA, this is virtually a like for like replacement with demolition then reconstruction of the new units but with slightly improved access to the watercourse as the units are moved slightly further north away from the Blacksoils Brook which is classed as an ordinary watercourse and is a tributary of the River Arrow. The Lead Local Flood Authority (LLFA) will be in a position to comment on the suitability of the easement.

Ground Raising and Floodable Structure: The FRA has confirmed that there will be no raising of ground levels and the ground floor of the units will be floodable internally and be of a similar footprint. Flood resilient techniques are to be used in the ground floor building design and offices of the units will be located on the first floor. The FRA has not mentioned whether there has been historical flooding of units previously and if so to what height. Given the near identical rebuilding of the 6 units we would not seek hydraulic modelling on this occasion.

Flood Resilient Measures: This is an opportunity to incorporate improved flood resilient techniques (eg electrics raised to greater heights) given the potential impacts of climate change on flooding and also to review the Flood Management plan for the site. As stated in Section 3.1 of the FRA there is a Flood Alert for this area (River Arrow and River Alne).

In summary, the development will be allowed to flood internally but will incorporate resilient techniques and is almost identical to the current layout. We therefore have no objection provided works are carried out in accordance with the approved FRA submitted to accompany the application.

West Midlands Area - Guidance Note for Local Planning Authorities - Sites Affected by Land Contamination has also been provided (see details on Public Access)

**Worcestershire Highways - Redditch**

No objection subject to conditions in relation to EV Charging Points, Construction Environmental Management Plan and Employment Travel Plan.

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**North Worcestershire Water Management**

After reviewing the FRA and other available information I feel there is no reason to withhold approval of this application on flood risk grounds and I do not deem it necessary to recommend attaching a drainage condition.

**Arboricultural Officer**

The site falls within the TPO area order Redditch New Town No. 9 TPO, 1965. The Tree Constraints Report submitted by Beechland has highlighted that T12, T16, T17, T23 and T36 should be removed due to poor condition, I would have no objection to this provided suitable mitigation is provided.

Trees along Black Soils Brook are a valuable habitat corridor and help to screen the industrial units from the public pathway, I would envisage that some remedial pruning will be needed to facilitate the proposed new units. I would have no objection to this, all pruning works should be in accordance with BS3998 2010 tree work recommendations.

The most valuable tree indicated within the report is T43, a mature Oak tree to the north of the site. This tree falls outside the development boundary and should be unaffected by the proposed new development.

No objection subject to the submission of an Arboricultural Impact Assessment report, showing how trees will be protected under all phases of construction also details on any mitigation that will be needed for the loss of trees highlighted within the report.

All retained trees should be protected under BS5837 during all phases of construction.

**Worcestershire Wildlife Trust**

We note the findings and recommendations set out in the Preliminary Ecological Appraisal by Midland Ecology and that the site is adjacent to the Blacksoils Brook and close to the Ipsley Alders SSSI and Arrow Valley Local Wildlife Site (LWS).

Provided that appropriate steps are taken in line with the recommendations in the PEA mentioned above to mitigate for ecological impacts, protect nearby ecological features and prevent pollution during construction we do not think that there will be any overriding ecological constraints and we do not wish to object to the application.

1. CEMP – to include protection for retained ecological features and prevention of pollution during construction, especially in relation to any direct harm, runoff, noise, extraneous light or dust risks to the Blacksoils Brook, other nearby habitats, retained trees and hedgerows. Appropriate consideration for protected species, especially bats and birds, will also be needed.

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2. Lighting – To ensure that the development, both during construction and once operational, does not cause harm to nocturnal wildlife using the site, and commuting to and from nearby habitats. This is especially valid here given the value of the brook corridor as a commuting and potential foraging route through this part of the town. It connects to high value habitat and so needs to be treated with especial care.
3. SUDS and foul drainage – to ensure that long-term drainage of the site does not cause harm to receiving waterbodies or nearby habitats and delivers biodiversity enhancements in line with good practice guidance.
4. LEMP – to include biodiversity enhancement in line with planning policy and recommendations in the submitted ecological reports, together with long term management of that enhancement where required. The LEMP here will therefore be an essential consideration in delivering policy compliant development regarding measurable biodiversity net gains and so the relevant condition should be carefully worded and robustly enforceable.

Appropriate model wording for ecological conditions can be found in Annex D of BS42020:2013 Biodiversity – Code of practice for planning and development.

**WRS - Contaminated Land**

Generally, WRS would be looking for justification for soil screening criteria adopted, especially in the absence of any soil organic content analysis, however it is unlikely to influence the conclusion of report on this occasion. The report and conclusions appear acceptable.

We recommend the following as a precautionary measure, a condition in relation to the Reporting of Unexpected Contamination

**WRS - Noise**

Noise: The submitted noise assessment (ENVIRONOISE 21883R01PKSW 31.7.23 1st Issue) appears satisfactory. The cumulative noise impact of any external plant/equipment associated with the proposed development should not exceed the levels specified in Table 4.1 of the assessment when assessed in line with BS4142:2014+A1:2019, this should be conditioned.

**WRS - Air Quality**

WRS has considered the impact on local air quality from the development. Below are our standard recommendations for a development of this size to mitigate the cumulative impact on local air quality from all development. As it seems cycle storage is already

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included in the planning documents for this site, you may wish to pay particular attention to the EV charging point recommendation.

No objections subject to conditions to provide secure cycle parking and the provision of electric vehicle charging spaces (10% as a minimum).

## **WRS- Light Pollution**

The proposed external lighting scheme appears acceptable in terms of light spill. Therefore, no objection to the application in terms of light nuisance.

## **Hereford & Worcester Fire and Rescue**

No Comments Received to date.

## **Worcestershire County Council Countryside Service**

No comments.

## **Public Consultation Response**

13 letters sent 30.10.2023, expired 23.11.2023.

Site Notices posted 09.01.2024, expired 02.02.2024.

Press Notice posted Redditch Standard 03.11.2023, expired 20.11.2023.

One representation received (from the occupier of units 7 and 8, opposite) summarised as follows:

The proposed plans are different to the existing. The scheme will have an impact on working these areas by reducing the original service yard. All these original units have rear gated service yards, the new plans have pushed out some of the buildings by 10m, these gated rear yards have been removed to extend some of the original buildings in size, and then take about 10m into the service yard, creating open access and some additional parking spaces.

Some of these unit's house lots of staff and vehicles, which when the units around this area are fully occupied causes lots of cars and vehicle movements.

## **Assessment of Proposal**

### **Principle**

Planning decisions must be made in accordance with the Development Plan currently the Borough of Redditch Local Plan No.4 (BoRLP4), unless material considerations indicate otherwise. (Section 38(6) Planning and Compulsory Purchase Act 2004 and Section

70(2) of the Town and Country Planning Act 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 employment purposes and as such, in principle, the proposal would comply with the policies of the Local Plan. The proposal would provide new employment opportunities during the construction and operation phases of the development, including related supply chain jobs according with the economic objectives of the Local Plan and NPPF.

### **Design**

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 (Section 6.2) provides detailed advice in relation to the scale, massing, lighting, parking, landscaping and boundary treatments for new commercial buildings. The proposed units would have a haunch height of 6.5m, a parapet level of 9.3m and an overall ridge height of 10.3m. The hipped roof arrangement assists in breaking the massing of the proposed roof in accordance with paragraph 6.2.3 which 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 framed entrances on the west elevation (facing Padgets Lane) break up the massing of the facade and provide visual rhythm and an active frontage along this more visible elevation. The proposed lighting scheme comprises mainly wall mounted LED lights appropriate for the operation of the commercial units.

The submitted plans indicate that the proposal would replace the existing building along a similar footprint. The immediate area is characterised by employment units of various sizes with a variety of materials. Whilst the design and materials differ from the adjoining units at Nos. 7 - 13 Padgets Lane, the proposal has been designed as a new modern facility and given the variety in the scale and materials of the immediate area, the design is considered acceptable. There is mature landscaping along Blacksoils Brook and residential development further to the south. The proposed scheme would retain the majority of the trees around the site notably to the west and south of the building and a provision of a landscaping scheme has been conditioned. The submitted Design and Access Statement shows that the proposal would reflect the guidance of the SPD (including through the use of materials, lighting and landscaping) to achieve good design in accordance with the augmented design provisions of the NPPF (2023).

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**Highways**

The Applicant intends to maintain the existing 53 car parking spaces and 28 cycle parking spaces to serve the 6 industrial units. As per the provisions of the Streetscape Design Guide, the Applicant would be required to provide 81 car parking spaces and 20 cycle parking spaces.

As the existing car parking provision falls short of that required by the Streetscape Design Guide, the application is accompanied by a parking accumulation survey (contained within the Transport Statement - Appendix B) which determined that a maximum of 38 car parking spaces (72% of the total car park) were occupied at any one time.

Since permission for a like-for-like replacement of the 6 industrial units, the Highway Authority accepts the existing 53 car parking spaces. There would be 10% of the site's total car parking provided as EV charging spaces and an appropriate condition is attached to enable compliance with policy 15 of the BoRLP4. The proposal will provide 8 accessible car parking spaces and 6 motorcycle parking spaces exceeding the requirements of the Streetscape Design Guide.

The location is considered accessible in terms of public transport with bus stops on Winyates Way, approximately 220m from the site. The stops are served by the 57 Redditch East Circular service, operated by Diamond Buses, which provides services every 10 minutes Monday-Saturday and every 15 minutes on Sundays. The 57 service provides direct connections to proximate residential areas and Redditch Town Centre. There have been no objections raised by Worcestershire Highways in relation to matters such as trip generation, network safety or the submitted Framework Travel Plan. There are conditions recommended in relation to the provision of Electric Vehicle Charging Points, submission of a Construction Environmental Management Plan (CEMP), and an Employment Travel Plan.

**Trees**

The site is covered by Redditch New Town TPO, No. 9, 1965. The application is accompanied by a Tree Constraints Report which has highlighted that a number of trees namely T12, T16, T17, T23 and T36 which should be removed due to their poor condition. The Report highlights that the most valuable tree is T43, a mature Oak tree to the north of the site. This tree falls outside the development boundary and should be unaffected by the proposed new development.

There are no objections from the Tree Officer subject to the submission and approval of an Arboricultural Impact Assessment which demonstrates how the trees would be protected during all stages of construction. There are suitable conditions attached to ensure tree protection and a Landscaping Scheme to mitigate the loss of the trees identified in the Tree Constraints Report and enable the retention of the valuable habitat corridor along Black Soils Brook to the south.

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## **Flood Risk and Drainage**

The site lies within Flood Zone 3 (High Probability) of the Blacksoils Brook (an ordinary watercourse) which is defined in Table 1 of the Planning Practice Guidance (PPG) as land having a 1% or greater annual probability of river flooding. The proposed use would be defined as Less Vulnerable as defined in Annex 3 of the National Planning Policy Framework (NPPF) comprising 6 industrial units. The application has been accompanied by a Flood Risk Assessment (FRA) which outlines that the building would replace an almost identical footprint of built development and would be located slightly further north (1.6m) of the brook than the previous building. The building has been designed with flood resilience in mind such as raised electric points and location of offices at first floor level. In the context of these measures and the existence of a flood warning system on the River Alne/River Arrow catchment, the potential for the internal flooding of the building has been evaluated and mitigation measures can be employed. There are no objections from the Environment Agency or North Worcestershire Water Management provided that the works are carried out in accordance with the FRA submitted to accompany the application. A suitably worded condition has been applied.

## **Ecology**

The application has been accompanied by a Preliminary Ecological Appraisal (PEA). The site adjoins Blacksoils Brook which forms an important corridor connecting Ipsley Alders SSSI and Arrow Valley Local Wildlife Site (LWS). The PEA recommends that as much existing vegetation is retained as possible throughout the site, and that the woodland and stream on the southern site boundary are protected from any accidental damage, pollution or lighting. Further surveys are not considered necessary however nocturnal bat surveys would be required in the event that a tree with moderate bat potential on the southern boundary requires felling or significant works. Impact avoidance measures are required for a number of protected species, including precautions for nesting birds during the nesting season (March-August inclusive), lighting precaution for bats and supervision should two trees with low bat potential require removal or works.

The recommendations for enhancement include installation of bat and bird boxes, wildlife friendly planting within any new soft landscaping, creation of habitat piles along the southern edge of the site and the incorporation of bat friendly lighting. There have been no objections raised by Worcestershire Wildlife Trust subject to conditions requiring a Construction Environment Management Plan (CEMP), Lighting, SUDS and a Landscape Environment Management Plan (LEMP). These would fulfil the Councils Biodiversity Duty under Section 40 of the Natural Environment and Rural Communities (NERC) Act, 2006 and the NPPF.

## **Other matters**

There have been no objections raised by Worcestershire Regulatory Services in relation to air quality or noise subject to conditions. One Third Party representation has been received in relation to the increase in the footprint of the proposed replacement units and

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the attendant impact on the servicing of the units and the adjoining commercial units to the east. It should be noted that the principle of an increased footprint would be acceptable in the urban area and the proposed use of the building would accord with policy 24 of the Borough of Redditch Local Plan No. 4. There have no objections raised by Worcestershire Highways in relation to the impact of the increased footprint of the building on the capacity of the site for either parking or manoeuvring vehicles.

**Conclusion**

In summary, it is considered the proposed development is in accordance with the relevant policies of the Borough of Redditch Local Plan No.4 in the replacement of employment units which were lost to fire. The proposal would generate new employment and economic development opportunities amounting to sustainable development for the purposes of Local Plan and the NPPF. The application is therefore recommended for approval.

**RECOMMENDATION:**

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

13073-AEW-SI-XX-DR-A-0501\_Site Location Plan  
13073-AEW-SI-XX-DR-A-0502\_Existing Site Plan  
13073 -AEW-SI-XX-DR-A-0503 Rev P05 Proposed Site Plan  
13073-AEW-SI-XX-DR-A-0504\_Proposed External Works Plan  
13073-AEW-B1-ZZ-DR-A-0510 Rev P03 Proposed GA Floor Plan  
13073-AEW-B1-01-DR-A-0511 Rev P03 Proposed GA Office Plan  
13073-AEW-B1-RF-DR-A-0512\_Proposed GA Roof Plan  
13073-AEW-B1-XX-DR-A-0513\_Proposed Elevations  
13073-AEW-B1-XX-DR-A-0514\_Proposed Section  
13073-AEW-B1-XX-DR-A-0515 Rev P01 Proposed GA Office Plan Units 3 and 4  
13073-AEW-B1-XX-DR-A-0516 Rev P01 Proposed GA Office Plan Units 5 and 6

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

- 3) 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 immediately to the Local Planning Authority. The applicant is advised to immediately seek the advice of an independent geo-environmental consultant experienced in contaminated land risk assessment, including intrusive investigations and remediation.

No further works should be undertaken in the areas of suspected contamination, other than that work required to be carried out as part of an approved remediation scheme, unless otherwise agreed by the Local Planning Authority, until requirements 1 to 4 below have been complied with:

1. Detailed site investigation and risk assessment must be undertaken by competent persons in accordance with the Environment Agency's 'Land Contamination: Risk Management' guidance and a written report of the findings produced. The risk assessment must be designed to assess the nature and extent of suspected contamination and approved by the Local Planning Authority prior to any further development taking place.
2. 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.
3. The approved remediation scheme must be carried out in accordance with its terms prior to the re-commencement of any site works in the areas of suspected contamination, other than that work required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority.
4. Following completion of measures identified in the approved remediation scheme a verification 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 on site.

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.

- 4) The Development hereby approved shall not be brought into use until electric vehicle charging spaces identified on the Site Plan (Ref: 13073-AEW-SI-XX-DR-A-0503-S2- Rev P05) have been provided in accordance with a specification which

shall be submitted to and approved by the Local Planning Authority and thereafter such spaces and power points shall be kept available and maintained for the use of electric vehicles as approved.

Reason: To encourage sustainable travel and healthy communities.

- 5) 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
  - Identification of "biodiversity protection zones and practical measures (both physical measures and sensitive working practices) to avoid or reduce ecological impacts during construction
  - The location and timing of sensitive works to avoid harm to biodiversity features.
  - The times during construction when specialist ecologists need to be present on site to oversee works.
  - The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
  - Use of protective fences, exclusion barriers and warning signs.

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 and protection of biodiversity.

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

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Reason: To reduce vehicle movements and promote sustainable access.

- 7) 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 which form an important part of the amenity of the site.

- 8) The development hereby approved shall be carried out in accordance with British Standard BS: 5837.2012 'Trees in relation to Design, Demolition and Construction. All tree management pruning work shall be carried out in accordance with recognised good practice outlined within British Standard 3998 (2010).

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

- 9) Prior to commencement of ground works (excluding demolition) a detailed Arboricultural Impact Assessment shall be submitted to and approved in writing by the Local Planning Authority showing how trees will be protected under all phases of construction also details of mitigation that will be needed for the loss of trees highlighted within the submitted Tree Constraints Report.

Reason: To ensure the protection of trees which form an important part of the amenity of the site.

- 10) 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 that appropriate tree planting mitigates any loss arising from the removal of existing trees.

- 11) The development hereby approved shall be carried out in accordance with the mitigation and enhancement measures set out in the Preliminary Ecology Appraisal by Midland Ecology, dated 10th May 2023. Details of the proposed mitigation and enhancement measures shall be submitted to and approved in

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writing by the LPA before development (excluding demolition) commences on site and implemented in accordance with a timetable specified in that report.

Reason: To ensure the retention and enhancement of the adjoining wildlife corridor and minimize impact of the development on biodiversity.

- 12) Prior to the occupation of any of the employment units hereby approved, a Flood Management Plan shall be submitted to and approved in writing by the Local Planning Authority detailing the implementation of appropriate flood resilience measures outlined in the submitted Flood Risk Assessment (Logika Group Consultants, dated 12th May 2023) and clearly setting out all personnel safety procedures to be adopted prior to and during flooding event.

Reason: In order to mitigate the risks associated with flooding on the site in accordance with policy 17 of the Borough of Redditch Local Plan No. 4.

- 13) Prior to the occupation of the building hereby approved, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and be approved in writing by, the Local Planning Authority. The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

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

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- 14) The cumulative noise impact of any external plant/equipment associated with the proposed development should not exceed the levels specified in Table 4.1 of the submitted Noise Impact Assessment (Ref: 21883R01PKSW).

Reason: In order to ensure a satisfactory noise environment.

- 15) Within 6 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 13073 South Moons Moat / Padgets Lane BREEAM Pre-assessment Summary Report, dated 13th Oct 2023.

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

**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 as such the application falls outside the scheme of delegation to Officers.