

**PLANNING
COMMITTEE**

18th July 2012

PLANNING APPLICATION 2012/117/FUL

**PROPOSED 1095 SQ M FREEZER EXTENSION, INCLUDING THE
CONSTRUCTION OF A 30 SQ M LINK CORRIDOR TO AN EXISTING
COLDSTORE FACILITY AND VARIOUS SITE WORKS.**

UNIT 45 HEMING ROAD, WASHFORD, REDDITCH

**APPLICANT: MRS OWRID
EXPIRY DATE: 30TH JULY 2012**

WARD: MATCHBOROUGH)

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(See additional papers for Site Plan)

Site Description

The site was formerly the Arrow Valley Social Club that has since been demolished. The site comprises of a hardstanding area where the club building used to be. A substantial linear tree planting buffer of a varying width 13 – 21 metres exists to the north of the site, some of this tree belt forms part of the application site. The western boundary and what would have been the eastern boundary of the club site also has perimeter tree planting. Most of the tree planting would have been planted at the time this area of the New Town was developed. Pedestrian access to the former club was off Matchborough Way, whilst vehicular access to the former club was off Hemming Road.

The application site also includes an existing industrial building (unit 45) that has vehicular access off Hemming Road. The building is two storey height (7 metres) and has a red brick and brown clad finish. The existing use of the unit is for the cold storage of goods and its distribution.

To the north beyond the application boundary is a residential area, whilst to the east, west and south of the site, the area is predominantly industrial / commercial.

Proposal Description

Permission is sought to extend unit 45 to provide a freezer extension. The extension measuring approximately 36 x 31 metres (1125 square metres) would be a detached building with an overall height of 13 metres. The building would be located to the south of the site but would be situated behind the western tree planting area. The building would comprise of a pitched roof that would be a profiled metal clad panels to be finished in a Goosewing Grey

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colour. The walls would comprise of composite panels of two colours, the low level walls to be finished a grey /white colour, whilst the high level walls would be a silver finish. Some detail would be provided on the western elevation of the building creating some interest to the streetscene. Personnel doors would be provided around the extension, however, two loading bays would be provided on the north elevation.

A 3 metre wide corridor would be provided to link the extension to the existing unit and would be 4.3 metres high and comprise of composite panels finished in a grey / white colour.

A new vehicular access would be provided off Matchborough Way to serve the extension, a roadway connection would be provided to link the two sites. Staff and disabled car parking will remain as existing and accessed off Hemming Road. A total of 23 car parking spaces plus two disabled spaces would be provided. A cycle shelter is also proposed and would be located close to the car parking bays. A 2.4 metre high security fence that would have a green powder coated finish is proposed along the Matchborough Way boundary of the site.

The proposal would result in the removal of several trees to the south of the proposed access road. Also the tree planting located on the former eastern boundary of the social club (located in the centre of the application site) would be removed.

The application is supported by a Design & Access Statement which explains that the existing unit operates at full capacity and the company currently rent additional freezer storage facilities off site. This has introduced various inefficiencies and additional costs into the operation of the business. The proposal will allow the company to operate from a single site and will rationalise their delivery and despatch. The size of the extension has been determined by the need to provide an efficient racking layout within a compact enclosure. Providing a compact building shape reduces to a minimum the refrigeration heat losses through the fabric of the building. The new entrance onto Matchborough Way also provides a pedestrian access to allow easy access between the nearby bus stops and the buildings. The site operating times are normally 08:00 – 17:30 and between 08:00 – 20:30 hours during peak times (August through to December).

The application is supported by a Transport Statement which states that at present there are 5 deliveries a day accessed off Hemming Road and spread throughout the day. There are 4 HGV despatch lorries that leave the site between 05:00 – 07:00 hours. All lorries return between 11:00 -17:00 hours and are loaded up for the next day between 15:00 – 17:00 hours and then parked overnight. The proposed delivery operations would remain the same off Hemming Road, whilst the proposed despatch arrangements would be via the new access off Matchborough Way, and would be loaded in the same way

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as at present, however, once loaded two of the lorries would be parked overnight in the service yard of the existing unit whilst the other two loaded lorries would be parked overnight next to the proposed loading bays.

Relevant Key Policies:

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

www.communities.gov.uk

www.wmra.gov.uk

www.worcestershire.gov.uk

www.redditchbc.gov.uk

National Planning Policy Framework

The NPPF supports existing business sectors, taking account of them expanding or contracting in order to encourage sustainable development and building a strong and competitive economy. The proposal would contribute towards economic prosperity as it involves the expansion of an existing business and as such will assist towards building a strong, responsive, sustainable and competitive economy. Therefore, the proposal would comply with the relevant aims of the NPPF.

Regional Spatial Strategy (RSS) and Worcestershire County Structure Plan (WCSP)

Whilst the RSS and WCSP still exist and form part of the Development Plan for Redditch, they do not contain any policies that are directly related to or relevant to this application proposal. Therefore, in light of recent indications at national level that Regional Spatial Strategies and Structure Plans are likely to be abolished in the near future, it is not considered necessary to provide any detail at this point in relation to the RSS, or the WCSP.

Borough of Redditch Local Plan No.3

S.1	Designing Out Crime
B(BE).13	Qualities of Good Design
B(BE).14	Extensions and Alterations
E(EMP).2	Design of Employment Development
E(EMP).3	Primarily Employment Areas
E(EMP).3a	Development Affecting Primarily Employment Areas
C(T).2	Road Hierarchy
C(T).12	Parking Standards
R1	Primarily Open Space

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The site is mainly within an area designated for Primarily Employment Uses in the Borough of Redditch Local Plan No.3, a linear strip to the north of the application site (varying width 4 – 8 metres) is within an area designated as Primarily Open Space in Local Plan No.3 whilst Matchborough Way is designated as Local Distributor Road in Local Plan No.3.

Supplementary Planning Guidance / Supplementary Planning Documents

Borough of Redditch Designing for Community Safety Supplementary Planning Document

Borough of Redditch Employment Land Monitoring Supplementary Planning Guidance

Borough of Redditch Encouraging Good Design Supplementary Planning Guidance

Relevant site planning history

Appn. no	Proposal	Decision	Date
2004/559	Change of use to cold storage of goods and distribution	Approved	24th Nov 2004

Public Consultation responses

Responses against

Two comments received raising the following points:

- Potential to generate more noise, at present freezer units left running outside 24/7, more noticeable during summer evenings.

Consultee Responses

County Highway Network Control

Recommend conditions.

Worcestershire Regulatory Services

No objections to the proposal.

Arboricultural Officer

No protected trees or any others of individual note, the barrier mix on the northern and western boundaries are very important for screening the development. Therefore, this should be retained intact as far as possible during and following development. Plans show an access point off Matchborough Way that could impact on existing tree planting, however, no details submitted to clarify this matter.

Crime Risk Manager

No comments submitted.

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Severn Trent Water

No objection subject to a condition regarding drainage details.

Assessment of Proposal

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

Principle

The site is within an established employment area that is zoned for Primarily Employment Uses in the Borough of Redditch Local Plan No.3. Therefore, an extension to provide cold storage (Class B.8 use) facilities would be acceptable and comply with policies E(EMP).3 and E(EMP).3a of the Borough of Redditch Local Plan No.3, as well as core planning principles identified in the National Planning Policy Framework.

The northern edge of the application site is within an area designated as Primarily Open Space in the Borough of Redditch Local Plan No.3 although the area concerned is heavily tree planted. Policy R.1 would apply and discourages the total or partial loss of Primarily Open Space. The proposed access road would cut into two corners of this designated area, but would not result in the removal of trees in this location of the site. 57.5 square metres of Primarily Open Space would be lost as a result of the access road. It is considered that the loss of these small areas of the Open Space would not have a detrimental impact on the environmental and amenity value of the area concerned which in this case, serves to provide a substantial tree buffer between two environmental areas, therefore the proposal does not conflict with Policy R.1 of Local Plan No.3.

Design and Layout

The proposal makes the best use of the site with the building footprint being located behind an established row of tree planting when viewed from Matchborough Way. Whilst the building would be quite tall, the proposal would be in scale with the neighbouring buildings including unit 45 and due to the detail and cladding proposed, the extension would create interest into the streetscene. The proposal would comply with Policies B(BE).13, B(BE).14 and E(EMP).2 of the Borough of Redditch Local Plan No.3.

Whilst the proposed elevations would have a silver / grey / white finish to it, the existing building has a brown colour finish. Officers have requested clarification as to whether the applicant intends to replace the cladding on the existing building in order to provide a uniform finish for the building when extended.

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Landscaping and Trees

Established tree planting exists on the site, none of it is protected by the Area Tree Preservation Order that covers this area of the borough, however, the tree planting provides an important buffer between the industrial areas and the residential areas, as well as screening. Several trees and some shrub planting will be removed to construct the new vehicular access. However, it is likely that the trees concerned would be those to the south of the vehicular access and not those within the area designated as Primarily Open Space.

The row of tree planting that currently divides the former social club site and unit 45 (middle of application site) would be removed. The Arboricultural Officer has no objections to the removal of these trees.

Highways and Access

The proposed layout of the site as extended would provide a total of 23 car spaces and 2 disabled car parking spaces, exceeding the Council's car parking requirements. The proposed car parking provision complies with Policy CT.12 of the Borough of Redditch Local Plan No.3. County Highway Network Control has no objection to the proposed vehicular access and car parking, and recommends conditions which are considered reasonable to impose.

In addition, a cycle shelter is proposed within the site for staff to use. Also, a footpath link shall be provided within the site to enable improved pedestrian access to a regular bus service on Matchborough Way.

Other Issues

Objections have been received from residents of Haseley Close and Frankton Close stating that they experience a droning/humming noise from the industrial units during the summer nights. Having considered this matter on site, there was a noticeable noise from the air conditioning units that serve unit 45, however, due to their positioning; it is unlikely that they would generate a noise issue to the residents concerned. However, there was a noticeable noise from units off Bartleet Road. As a result of the consultation process, Worcestershire Regulatory Services has no objection to the proposal and did not raise noise issues.

Officers have requested more information regarding the potential positioning of air conditioning units for the extension, and also more information regarding the overnight parking of refrigerated lorries in front of the proposed loading bays.

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Statements submitted suggest that there may be a possibility in the future that the site as extended may be sub-divided. Due to the orientation of the car parking to the extension, there would be concern that the car parking provision would not be adequately subdivided as a result. Therefore, it is considered prudent to impose a condition requiring that should the application site be split that prior approval be sought.

Conclusion

The proposal would be an acceptable use in this location given that is in a Primarily Employment Area and would comply with the relevant policies of Local Plan No. 3. The design of the extension would enhance the streetscene and would comply with relevant policies. Adequate car parking and access arrangements would be satisfactory and the proposal is considered to be acceptable.

Recommendation

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

- 1 Development to commence within 3 years.
- 2 Materials to be used on walls and roofs to be submitted and approved.
- 3 Plans approved specified.
- 4 Boundary treatment to be submitted and approved.
- 5 Hours of work during construction to be limited.
- 6 Car parking provision during construction.
- 7 Access, turning and parking.
- 8 Tree protection to be provided and existing trees to be retained except for those indicated to be removed.
- 9 Landscape scheme to be submitted and implemented.
- 10 Prior planning approval be sought to subdivide the application site in the future to ensure adequate parking for each part.

Informatives

- 1 Private apparatus within the highway.
- 2 Alteration of highway to provide new or amend vehicle crossover.
- 3 Drainage plans for the disposal of surface water and foul sewage to be submitted and approved.

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 also because the application has generated 2 letters of objection under the consultation process and as such the application falls outside the scheme of delegation to Officers.