

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Mr Matthew Small	Erection of two industrial/warehouse buildings with ancillary offices for use within class B2 (General Industrial) and/or class B8 (storage and distribution) alongside the construction of vehicular access, parking and servicing areas, earthworks, landscape and drainage works. Plot 10, Acanthus Road, Redditch, Worcestershire, B98 9EX	25.12.2015	15/0829

RECOMMENDATION: That planning permission be; GRANTED

Consultations

Natural England; Consulted 22.10.2015

Natural England is satisfied that the proposed development will not damage or destroy the interest features for which the site has been notified. NE encourages the Local Planning Authority to assess local biodiversity and landscape impacts as part of the application along with considering the impact on protected species and biodiversity enhancements. 13.11.15

Aisling Nash County Archaeological Officer; Consulted 12.10.2015

It is noted that Condition 19 of the outline planning application for development of the business park (approved in 1992) required an archaeological evaluation. That report concluded that that 'No significant features or artefactual scatters were noted in the excavated areas'. The overall levels of artefactual recover were notably low; no prehistoric material was retrieved; and only minimal quantities of Roman to post-medieval material were retrieved. No evidence of long term occupation or settlement was noted within the assessed area.

On the basis that significant archaeological remains were unlikely to be present an archaeological condition will not be required. 04.11.15

Highways Department- Worcestershire County Council; Consulted 07.10.2015

No objection subject to conditions and informatives.

Advises use of Planning Obligations to mitigate for the additional demands on the wider transport network that the development will generate, specifically to be used to facilitate junction improvements at the A441 / B4101 Dagnall End Road Junction to provide additional junction capacity. 23.11.15.

Waste Management; Consulted 07.10.2015

No Comments Received To Date

Parks & Green Space Development Officer; Consulted 07.10.2015

Need to consult NE due to relationship of the site to Ipsley Alders Marsh SSSI. Commends tree, hedge and pond retention and supplementary planting of appropriate species, but suggests long term management needed to ensure preservation. Questions adjacent land parcel and relationship to the development site. Requires permeable fencing to allow mammals to move unrestrained across habitats. Suggests loss of open grassland could be mitigated for by bat and bird boxes and creation of deadwood habitats. Concerns about lighting impacts on habitats. 09.10.15

Drainage Engineers Internal Planning Consultation; Consulted 07.10.2015

No objection subject to SuDS management plan 13.11.15

Worcester Regulatory Services- Contaminated Land; Consulted 07.10.2015

The investigation is considered satisfactory and considering the historical use of the land and proposed use, no further investigation is warranted. However a condition is recommended as a precautionary measure.

Worcester Regulatory Services- Noise, Dust, Odour & Burning; Consulted 07.10.2015

No adverse comments to make.22.10.15

Redditch Development Management Department; Consulted 07.10.2015

No objection

Landscape & Tree Officer; Consulted 07.10.2015

I would have no objection to the proposed development subject to conditions relating to tree protection.

Community Safety Team; Consulted 07.10.2015

No Comments Received To Date

Economic Development & Regeneration Service; Consulted 07.10.2015

NWEDR are very supportive of the proposed scheme, which will bring new investment and job opportunities for the Redditch area. We therefore hope the application can be approved without delay to ensure that the interest shown by the company in the 100,000sqft unit is not compromised and the opportunity lost to another area. The granting of permission would also be in line with the presumption in favour of sustainable development, which sits at the heart of the NPPF.

Publicity

Three site notices displayed, expires 11.11.15.
Three neighbours consulted, expires 12.11.15
Press notice displayed, expires 30.09.15.
No responses received.

Relevant Policies

Bromsgrove District Local Plan 2004 (BDLP):

DS13 Sustainable Development
C5 Submission of Landscape Schemes
C17 Retention of Existing Trees
C36 Preservation of Archaeological resources
C37 Excavation Around Archaeological Remains
C38 Development Criteria for Archaeological Sites
C39 Site access for Archaeologists
E9 Criteria for New Employment Development
ES11 Energy Efficiency in Buildings
TR8 Off-Street Parking Requirements
TR11 Access and Off-Street Parking
TR13 Alternative Modes of Transport

Bromsgrove District Plan Proposed Submission

BDP1 Sustainable Development Principles
BDP16 Sustainable Transport
BDP19 High Quality Design
BDP21 Natural Environment
BDP22 Climate Change
BDP23 Water Management

Others:

NPPF National Planning Policy Framework
NPPG National Planning Practice Guidance

Relevant Planning History

10/0212	Erection of two No. B1/B2/B8 units with ancillary car parking and servicing areas - Extension of time for B/2007/0265 (as amended by plans received 28.03.07, 29.03.07, as augmented by letter and plans received 29.03.07 and augmented by Arborocultural Method Statement,	Approved	19.05.2010
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Received 29.03.07)

B/2007/1108	Erection of speculative commercial unit for uses within B1,B2 & B8 with associated parking and service provision.	Approved	06.12.2007
B/2007/0265	Erection of 2 no. commercial units for uses within classes B1, B2 & B8 with associated parking and services provision. Resub of B/2006/1387	Approved	26.04.2007
B/2006/1386	Erection of speculative commercial unit for uses within B1, B2 and B8 with associated parking and service provision	Refused	08.03.2007
B/1991/0233	Development of B1, B2 and B8 uses and associated access works, car parking and landscaping.	Approved	

Assessment of Proposal

Site and surroundings

This Full planning application relates to two adjoining land parcels sited at the northern most tip of the Ravensbank employment area. The sites, which are accessed directly off the northern arm of Acanthus Road, extend to 4.14 hectares in total and are currently undeveloped.

Land levels rise to the north east and mature trees sited along the eastern boundary form an appropriate division from the Green Belt land beyond. Levels reduce along the western boundary and the boundary here is more open. A strong tree line divides the two sites and is protected by virtue of a Tree Preservation Order but otherwise the sites are generally open and devoid of specimen trees. Ponds are associated with the more mature trees along the site boundaries (part of the same TPO). To the west is the existing Heller Tools site with Amco occupying the site opposite on the corner of Acanthus Road and Ravensbank Drive.

The sites are located on land allocated as being for Employment purposes in the Bromsgrove District Local Plan 2004(BDLP) and this continues in the emerging Bromsgrove District Plan.

The proposed development

The application proposes the erection of two industrial/warehouse units with ancillary office space within Class B2 (General Industrial) and/or class B8 (Storage and Distribution) and associated access, parking and servicing, and works.

Plot 1 would accommodate the larger building; this would be occupied by Amco Services for B8 storage and distribution use (11,081 metres squared external area). It is estimated 250 people working on a shift pattern will be employed by this unit. Plot 2 proposes a smaller unit with no end user at present, but given its floor area about 70 jobs are envisaged. This unit would extend to 4,878 metres squared and is proposed for either B2 or B8 dependent upon its first occupation.

Amco currently provide body movement logistics services directly for Jaguar Land Rover as well as providing warehousing, time critical transport, sequencing, rework activities, freight and other logistics services to a large number of its tier 1 and tier 2 suppliers. Automotive sales represent 74% of Amco's turnover in 2014/15, a large element of which ultimately relates to JLR. The automotive sector and the direct/ indirect relationship with JLR is the current focus of the business and is likely to remain so in the future.

The buildings are substantial in terms of length and height. The clear internal operational height being a restriction driving the overall design. With respect to plot 1 the unit is sited parallel to Acanthus Road with the office located at the south western corner and a new access positioned along the western boundary. The unit is made up from portal bays which divide up the unit's depth with slightly curved roofs. Servicing, parking and access will largely take place on the northern side of the unit where loading bays etc. are sited. The building is 130m long, 85m wide and 14.8m high.

Plot 2 is accessed via the new roadway and sits in a roughly north/south orientation in the plot. Parking is located on the north and southern sides of the unit with servicing to the west. This building has a like form to plot 1 using profile cladding sheets, generally within the grey colour range with contrasting panels to provide visual interest and relief. The building is 87m long, 51m wide and 12.5m high.

Both plots are proposed to operate 24 hours a day, seven days per week.

The application is accompanied by a variety of documents including; Design and Access Statement, Landscape plans, section and levels information, Flood Risk and Drainage, Tree survey and constraints, Ecology appraisal, Great Crested Newt Survey, Ground Investigation and Transport and Travel Plan information. Some of these documents have been updated through the live of the application to reflect amendments and changes.

Planning considerations

The sites are allocated as being for Employment purposes in the Bromsgrove District Local Plan 2004, as well as in the emerging Bromsgrove District Plan. With Outline consent dating from 1992 (B/1991/0233) for the Business Park as a whole and detailed applications being approved on the sites in 2007 and 2010, the principle of employment uses on the site is established.

The key matters for consideration in associated with this application centre around; the impacts of the scale and siting of the buildings on the immediate area, on ecology, landscaping, trees and the traffic and highway impacts associated with the scheme. These issues are largely addressed through Policy E9 of the BDLP, but also through relevant policies in the adopted and emerging plan and the NNPF and accompanying Guidance.

Scale and siting

As a key component of sustainable development, the NPPF places significant importance upon high quality design along with the need for the sustainable use of materials. The units are large and occupy a sensitive location on the boundary of the employment site with views into and out of the Green Belt requiring consideration.

The units on the business park are varied in size however plot 1 will appear as a substantial building which sits, relative to the unit to the west (Heller), close to the highway. Furthermore land levels will be altered in a way so as to increase the prominence of this unit when approaching from Acanthus Road. However there will be a degree of landscaped space separating the unit from the highway and attempts have been made to break up the mass and scale of the building through its design, detailing and use of materials, aided further by the siting of the office element in this corner. By placing the building on this part of the plot all associated servicing and lorry parking will be screened from view. There has been a need to site the unit so as to respond to levels, whilst retaining an operational requirement of a level access floor. The consequences of this approach are that at the top of the site, the building sits more comparably with the existing tree belt. The bulk of the building will be screened more effectively therefore when looking into the site from the east.

Plot 2 is a smaller building which is designed using similar principles. Its position in relation to Acanthus Road and the tree belt dividing the two sites means its visual prominence is reduced. It too will sit against mature tree screening along the eastern boundary, which along with additional planting will assist with screening. The boundary to the west is more open and additional planting has been secured here also. The applicant has also stated that the design will incorporate a variety of sustainable design features and initiatives to facilitate energy saving and CO2 reduction.

It is concluded that the proposal responds to the level variations across the sites whilst working to maintain existing tree cover and use it in a way to soften the scale of the buildings. The design of the scheme therefore responds to its local context and protects the visual amenities of the area and is considered to be policy compliant.

Traffic and Parking and access

Policy E9 requires all applications for new employment development to demonstrate compliance with a number of traffic related criteria, including impacts on the local highway network, the construction of internal access roads to appropriate standards, the provision of adequate servicing space, and appropriate car parking provision. Policy TR11 requires all development to incorporate safe means of access and egress appropriate to the nature of the local highway network.

With respect to parking Plot 1 is served by 120 parking spaces and plot 2 by 47 spaces, both units are served by bicycle spaces and shelters. Lorry servicing will be via 12 dedicated bays on plot 1 and 7 dedicated bays on plot 2.

The Applicants have stated;

Whilst this number of spaces is higher than the number prescribed by the published parking standards, this directly responds to the operational needs of AMCO Services (International) Limited, where employees will operate on a shift pattern (comprising 6am-2pm; 2pm-10pm; and 10pm-6am). Taking into account warehouse and office staff, drivers and visitors, the total number of employees likely to be accessing the site for each of these shifts is circa 100 people, with up to 85% of these expected to access the site by car. Allowing for overlap between shift patterns, and future staff expansion, the proposed number of car parking spaces is required in order to safely accommodate cars on site and prevent any overspill onto the public highway in the interests of highways safety.

Reflecting operator requirements when considering parking provision is in line with the NPPF and the advice in the NPPG.

The level of car parking proposed will not undermine attempts to reduce travel to the site by non-car means. As set out above, the site comprises a well-integrated site with links to pedestrian, cycle and bus routes. The application is accompanied by a Framework Travel Plan which will further seek to encourage travel to the site by non-car means.

The promotion of a variety of transport options to serve sites is established in Policy TR13. Development that creates significant travel demands needs to be informed by a Transport Assessment and a Travel Plan, as well as having good access to public transport links.

The applicants Transport Assessment indicates that the local highway network will continue to operate within capacity, after taking account of traffic generated by the proposed development during the future assessment years of 2020 and 2030. A study of accident data demonstrates that there are no particular safety concerns on the highway network surrounding the site that would warrant mitigation as part of the proposed scheme.

Furthermore the site is well located in respect of existing infrastructure, and links in with the existing network of footways, cycle routes and the local bus service that operates within the industrial estate, which also provides access to the local surrounding residential areas as well as Redditch Railway and Bus Stations. The submitted Framework Travel Plan has been amended during the course of the application and will further help to increase access to the site by sustainable means, and to reduce car borne trips in accordance with local and national planning policy aims.

The County Council do not object to the development on the above basis and have recommended appropriate conditions. At the time of writing this report your Officers are still working with colleagues from the County Council with respect to their request for financial contributions as a result of additional trip movements to and from the site. Members will be updated with this information at the meeting.

Ecology and protected species

Policy DS13 of the Bromsgrove District Local Plan requires new development to protect areas of wildlife and ecological value.

The applicants have undertaken a desk and walkover survey in accordance with Phase 1 Habitat Survey methodology. This report examined the proximity of local Nature Conservation Sites as well as examining records of protected and notable species in the area. The sites Habitat types and variety of Fauna were surveyed on site. Recommendations include biodiversity enhancements incorporated through landscaping, retention of existing semi-mature trees and standing water site areas along with site management advice with respect to mammals along with a need for a further survey for Great Crested Newts.

A specific Great Crested Newt Habitat Suitability Index (HSI) assessment has been undertaken for all ponds identified within 500 m of the edge of the proposed development. This report concluded that the ponds had 'poor suitability' and 'poor predicted presence' of being used by Great Crested Newts, or any other newt species, and that no further surveys or mitigation methods were considered necessary.

The Council's Parks and Green Spaces Officer commends the landscaping concepts and the retention of the existing tree, hedge and pond features as they support biodiversity opportunities for the future. Conditions are suggested that mitigate for the loss of open grassland foraging opportunities within the existing site and seek to control lighting, but otherwise there is no objection to the impact of the development on the sites wildlife or ecological value.

The relationship of the site to Ipsley Alders Marsh Site of Special Scientific Interest (SSSI) has generated the requirement to also consult English Nature. Members will note that they do not object to the scheme.

Trees and landscaping

Policy C17 of the Bromsgrove District Local Plan (2004) requires development proposals to retain existing trees wherever possible, and for new planting to be related in scale, size and species to the existing indigenous planting. It is noted that Tree Preservation Orders exist on the site with respect to the boundaries and the tree line.

Existing tree growth is to be retained, apart from the removal of two low quality non protected trees and associated scrub growth in the centre of the site. The retained trees are fully integrated into the Landscaping proposals and the Tree Officer is of the view that the scheme has been sympathetically designed to protect that stock and minimise disruption through level changes. Tree protection will be required as will suitable detail of access roads adjacent to retained specimens; this has been addressed through the submission of revised plans. There were some reservations about detailed planting mixes but revisions have been sought to ensure a suitable and sustainable long term planting scheme is now provided. New tree planting utilises Extra Heavy Standard Planting and this is also acceptable. Overall there are no objections to the impact of the development on existing trees, subject to conditions.

Drainage and flood risk

The site is located within an area of low flood risk (Flood Zone 1 - less than 1 in 1000 annual probability of river or sea flooding) and the development type is defined as being 'less vulnerable' meaning development is appropriate in this location.

A Flood Risk Assessment (FRA) has accompanied the application in which consideration has been given to surface water flooding and ground water flooding, neither of which give cause for concern. An adjacent watercourse and ponds on the site boundaries have been considered as part of overland flows and land drains around the site boundaries are proposed to negate the risk of flooding from overtopping of ponds and third party land. A SUDS scheme is proposed utilising infiltration, porous paving and balancing tanks. Foul drainage will be via public sewers in Acanthus road.

The Drainage Engineer has worked with the applicant to amend the original submission in relation to maximising porous paving areas and ensuring it is under drained and connected onto the storage tanks so that the sub base of the pavement can also be filled during storm events and thus contribute to storage volume. Down pipes are connected to the pavement subbase for the same reason. These revisions have been incorporated into amended drawings so removing the need for a pre commencement drainage condition. Subject to maintenance plan for the drainage systems the Drainage engineer does not object to the proposal.

Other matters

The applicant's Planning Statement also considers the issues of air quality, noise and ground conditions. They note that given the scale of development, its location in relation to noise sensitive receptors, associated trip generation in the context of an allocated employment site, that the development will not result in perceptible impacts on air quality or noise that require assessment and/or mitigation. Furthermore the Site Investigation Report demonstrates that the site is suitable for the proposed uses and construction techniques. The Council shares these views, but recommends a condition should ground contamination be encountered as part of the development.

With respect to Archaeology the Local Planning Authority has a responsibility to protect, either by preservation or record, cultural remains within its jurisdiction, and this is emphasised by the National Planning Policy Framework section 12, paragraph 128 and 141. The NPPF requires the submission of surveys to assess the significance of any heritage assets in a manner proportionate to their importance and the impact of the development upon them.

The site has previously been surveyed with respect to archaeological potential as part of the 1992 Outline consent. The consultees observations on this fact are noted and there is therefore no justification for any archaeological conditions in association with the current scheme.

Conclusions

The application relates to the erection of general industrial/storage and distribution uses (B2/B8) on land allocated for employment purposes in both the adopted and emerging

district plans. The principle of the use is therefore acceptable. The applicant seeks a flexible consent with respect to unit 2 which will maximise the prospects of bringing forward the development of this unit and reflects advice about flexibility as set out in the NPPF. The use of unit 2 will be 'set' as B2 or B8 by the first occupants.

The applicant has submitted a variety of reports including Drainage, Flood risk, Ecology, Tree retention, Contamination, Landscaping, Transport Statement and Travel Plan. Following the receipt of suitable amendments and considering the imposition of conditions or notes, consultees do not raise any objections to the application and no representations have been received from third parties.

The Council are aware of the advice within the NPPF (para 19) which tasks LPA's with stimulating and driving economic growth with 'significant weight' being apportioned to this issue through the planning process. In addition the significance of an existing local employer wishing to expand and provide further job opportunities within the District is also welcomed. The application is therefore recommended for approval.

Your officers continue to work with the applicants and the County Council with respect to potential commuted sums generated as a result of additional trip movements to and from the site. Members will be updated with this information at the meeting.

RECOMMENDATION: That planning permission be; GRANTED

Conditions

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

Reason: Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004

- 2) The proposal shall be carried out as shown on the plans, schedules and other documents listed below;

Planning Statement 41642/JG/RR
Design and Access Statement Sept 2015 Rev B

Flood Risk Assessment 2014-183
Preliminary Ecological Assessment RT-MME-117824
Great Crested Newt Survey March, May June 2015
Ground Investigation Report AG2144-14-U71
Transport Assessment Sept 2015
Framework Travel Plan (updated) November 2015

Site location plan 15-504 F003-001
Proposed site plan 15-504 F003-003 A
Existing site plan overlaid with topo 15-504 A001 C
Proposed site plan overlaid with topo 15-504 F003-002A

Proposed unit 1 office plan 15-504 F003-005

Proposed Elevations unit 1 15-504 F003-008
Proposed Elevations unit 2 15-504 F003-009
Proposed unit 1 warehouse plan 15-504 F003-004
Proposed unit 2 warehouse plan 15-504 F003-007
Proposed unit 1 roof plan 15-504 F003-010
Proposed unit 2 roof plan 15-504 F003-011

Landscape concept plan 1601/15-03C (amended)
Landscape sections 1601/15-04A

Site sections NKO18258-RPS-AR-XX-DR-C-1705 P01
Finished levels NKO18258-RPS-AR-XX-DR-C-1701 P06 (amended)
Surface and foul water drainage strategy NKO18258-RPS-AR-XX-DR-C-1300 P02 (amended)
Tree constraints plan 1601/15-01
Tree retention, protection and removal plan 1601/15-02A
Topographical survey 9005_OGL)

Reason: To make sure the development is carried out exactly as shown on the plans, to ensure that it relates to the area in which it is being built and protects how that area looks, in order to comply with Policy DS13 of the Bromsgrove District Local Plan January 2004.

- 3) The materials, finishes and surfaces indicated on the approved plans shall be used to construct and carry out the development, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To make sure that the development relates to the area in which it is being built and protects how that area looks, in order to comply with Policy DS13 of the Bromsgrove District Local Plan January 2004.

- 4) The development hereby approved shall not be occupied until visibility splays have been provided on each side of the proposed access on a line joining a point 2.4 metres back from the nearside edge of the adjoining carriageway measured along the centreline of the access, to a point 47 metres in each direction measured along the nearside edge of the carriageway from the centre of the new access. Nothing shall be planted, erected and/or allowed to grow which exceeds a height of 0.6metres on the triangular area of land so formed in order not to obstruct the visibility described above.

Reason; To ensure that the site is adequately serviced in the interests of highway safety and in accordance with Policy TR11 of the Bromsgrove District Local Plan 2004.

- 5) Before any other works hereby approved are commenced on site, a specification for;
- a) The construction access to the site and
 - b) The final site access

shall be submitted to and approved in writing by the Local Planning Authority. The construction access shall be implemented on site prior to the development commencing and the final access shall be implemented prior to the occupation of the site and retained as such for the life of the development hereby approved.

Reason; To ensure that the site is adequately serviced in the interests of highway safety and in accordance with Policy TR11 of the Bromsgrove District Local Plan 2004.

- 6) The development hereby permitted shall not be brought into use until the access, turning area and parking facilities shown on the approved plan have been properly consolidated, surfaced, drained and otherwise constructed in accordance with details to be submitted and approved in writing to the Local Planning Authority and these areas shall thereafter be retained and kept available for those users at all times.

Reason; To ensure that the site is adequately serviced in the interests of highway safety and in accordance with Policy TR11 of the Bromsgrove District Local Plan 2004.

- 7) The development shall not begin until parking for site operatives and visitors has been provided within the application site in accordance with details to be submitted to and approved by the Local Planning Authority and such provision be retained and kept available during the construction of the development.

Reason; To ensure that the site is adequately serviced in the interests of highway safety and in accordance with Policy TR8 of the Bromsgrove District Local Plan 2004.

- 8) The development hereby permitted shall not be brought into use until the applicant has submitted to and have approved in writing a travel plan that promotes sustainable forms of access to the site with the Local Planning Authority. This plan thereafter will be implemented and updated in agreement with Worcestershire County Councils Travel plan co-ordinator.

Reason; To ensure that a variety of sustainable transport options exist to access the site, now and in the future, in accordance with Policy TR13 of the Bromsgrove District Local Plan 2004 the NPPF.

- 9) A SuDS management plan which includes details on future management and responsibilities, along with maintenance schedules for all SuDS features and associated drainage systems should be submitted to and approved by the Local Planning Authority prior to the first occupation of the site. This plan shall detail the strategy that will be followed to facilitate the optimal functionality and performance of the SuDS scheme throughout its lifetime. The approved SuDS management plan shall be implemented in full in accordance with the agreed terms and conditions.

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

- 10) Before the approved landscaping scheme is implemented on site, a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing; appropriate biodiversity enhancements (bat boxes, bird nesting boxes and creation of deadwood habitats) to enhance the biodiversity opportunities presented by the site along with a long term management plan for the maintenance of the landscaped areas (This shall include a maintenance schedule for these areas along with details of management responsibilities and long term objectives). The works shall then be installed in accordance with those details and kept as such for the life of the development, unless otherwise agreed in writing with the Local Planning Authority.

Reason; To make sure that the appearance of the area is improved and that new planting is managed and looked after in order to comply with DS13, C12, C17 of the Bromsgrove District Local Plan January 2004. To make sure that the Biodiversity opportunities for the site are maximised, so as to comply with Policy DS13 of the Bromsgrove District Local Plan January 2004 and the advice in the NPPF.

- 11) Before works commence with respect to the retaining walls within the site, a scheme shall be submitted to an approved in writing by the Local Planning Authority detailing the; position, height and design of all retaining features, boundary fences and gates. The development shall then be implemented in accordance with those details and kept as such for the life of the development, unless otherwise agreed in writing with the Local Planning Authority.

Reason To make sure that the development preserves the character of the area which is on the boundary of the Green Belt and to ensure the Biodiversity opportunities for the site are maximised, so as to comply with policy comply with Policy DS13 of the Bromsgrove District Local Plan January 2004 and the advice in Para 125 of the NPPF.

- 12) Prior to its installation, a scheme shall be submitted to an approved in writing by the Local Planning Authority detailing the; position, height, design and Lux levels associated with the external lighting serving all vehicular parking, access roads and servicing areas and pedestrian areas. The development shall then be installed in accordance with those details and kept as such for the life of the development, unless otherwise agreed in writing with the Local Planning Authority.

Reason To make sure that the development preserves the character of the area which is on the boundary of the Green Belt and to ensure the Biodiversity opportunities for the site are maximised, so as to comply with policy comply with Policy DS13 of the Bromsgrove District Local Plan January 2004 and the advice in Para 125 of the NPPF.

- 13) Prior to any ground or engineering works commencing on site, the Tree Protection Barrier indicated on the approved plans shall be erected around all existing tree

stock highlighted for retention and retained in this position in accordance with BS5837:2012 recommendations for the life of the building operations.

Reason; To ensure that the existing Trees on the site are protected during the construction phase of the development so that their visual amenity is safeguarded for the future, in order to comply with DS13, C12, C17 of the Bromsgrove District Local Plan January 2004.

- 14) 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 in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and where remediation is necessary a remediation scheme must be prepared and approved in writing by the Local Planning Authority in advance of the scheme commencing. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority prior to development commencing other than that required to be carried out as part of an approved scheme of remediation.

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.

- 15) The approved landscaping scheme shall be implemented within 12 months from the date when any of the building hereby permitted are first occupied. Any planting 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: In order to ensure the habitat potential of the site is enhanced and the appearance of the site is protected in accordance with Policies DS13 and C17 of the Bromsgrove District Local Plan January 2004.

Informatives

- 1) This permission does not authorise the laying of private apparatus within the confines of the public highway

The applicant should apply to the Worcestershire County Council's Network Control Manager, County Hall, Spetchley Road, Worcester WR5 2NP (telephone 0845 607 2005), for consent under the New Roads and Streetworks Act 1991 to install private apparatus within the confines of the public highway. Precise details of all works within the public highway must be agreed on site with the Highway Authority.

- 2) No work on the site should be commenced until engineering details of the improvements to the Public Highway have been submitted to and approved by the Highway Authority and an agreement under Section 278 of the Highways Act 1980 entered into.
- 3) Drainage arrangements shall be provided to ensure that surface water from the driveway and/or Vehicular turning area does not discharge onto the Public Highway. No drainage or effluent from the proposed development shall be allowed to discharge into any Highway drain or over any part of the Public Highway.
- 4) The applicants attention is drawn to the requirement that, in all cases where an agreement under Section 278 of the Highways Act 1980 is entered into, the street lighting will be designed by the developer of the site in accordance with the design brief agreed with the Highway Authority and their design shall include any necessary amendments to the existing system. The design brief should be discussed with the Highway Authority prior to the commencement of the design.
- 5) 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: Drainage and landscape improvements.

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

- 6) The applicant is advised to be aware of their obligations under the Wildlife & Countryside Act 1981 (as amended by the Countryside & Rights of Way Act 2000) to avoid disturbance of nesting wild birds and protected species such as bats when carrying out these works.
- 7) The development should be implemented in accordance with the recommendations contained within the Preliminary Ecological Assessment dated August 2015 (RT-MME-117824)

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