



**BROMSGROVE DISTRICT COUNCIL**

**MEETING OF THE PLANNING COMMITTEE**

MONDAY 1ST AUGUST 2016  
AT 6.00 P.M.

PARKSIDE SUITE, PARKSIDE, MARKET STREET, BROMSGROVE, B61 8DA

:

**SUPPLEMENTARY DOCUMENTATION**

The attached papers were specified as “to follow” on the Agenda previously distributed relating to the above mentioned meeting.

4. Updates to planning applications reported at the meeting (to be circulated prior to the start of the meeting) (Pages 1 - 8)

Parkside  
Market Street  
BROMSGROVE  
Worcestershire  
B61 8DA

K DICKS  
Chief Executive



## Bromsgrove District Council Planning Committee

### Committee Updates 1st August 2016

#### **16/0572 Glenfield House Nursing Home, Middle Lane, Wythall**

Email received from occupier of Glenfield Farm received 31 July 2016:  
Due to unforeseen personal circumstances I will be unable to attend the Planning Committee meeting

My objections remain as follows:

- Total loss of privacy
- I can see straight into the window with a television on the wall and into the room. If I can see in they can see over our property being a roof height window.

For the reference of Members:

**Condition 4** attached to 09/0509 states:

Within 3 months of the date of this approval, the 1.5 metre wide landscape strip illustrated on Drawing Number: L014 Revision B shall be planted in accordance with the details provided in the email from Cahal Grant of the 9 September 2009. Any trees/hedgerows removed, dying, being severely damaged or becoming seriously diseased shall be replaced by plants of similar size and species to those originally planted.

**Condition 5** attached to 09/0509 states:

The trees/hedgerow required under Condition 5 shall be maintained at a height no less than the top of the ground floor windows to the north-east elevation of the extension hereby approved and no greater than the eaves height of the approved extension.

#### **16/0449 Land At Bromsgrove Retail Park, Birmingham Road**

Further Representations

Climate Change Officer

Objection

There has not been sufficient justification that BREEAM 'Very Good' cannot be met. There are however some features which should be minimum requirements even if BREEAM 'Very Good' was not achievable:

Energy efficiency

- o Energy consumption not worse than CIBSE Energy benchmarks for building type.
- o Low energy lighting. Where technically appropriate, LED with an L70 lifetime and B10 lifetime of minimum 50,000 hours. Good quality LED lighting has energy and maintenance cost advantages and improves aesthetics for staff and customers.
- o Appropriate lighting controls
- o manual switching - gives staff control of lighting
- o lighting should be batched so that each area that may be used separately has lighting that can be controlled separately
- o absence control override apart from on shop floor
- o daylight dimming for lighting batches near the glazed windows (otherwise there is no energy efficiency advantage of the extensive glazed areas and natural light)

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- o External lighting -
- o Warm white LEDs would meet both energy efficiency aims and ecological recommendations regarding bats.
- o Photocell controlled with an additional timer.
- o The location falls within an area prioritised for further investigation of district heating within a current Worcestershire heat-mapping and master-planning study. Engagement with an upcoming follow on feasibility study for district heating would be welcomed, with connection if timely or at least consideration of future proofing for future connection if not.
- o High energy efficiency condensing natural gas boilers with a target efficiency of 90% (if connection to a district heating system not feasible).
- o Low-emissivity glass to prevent overheating or increased air conditioning needs due to the extensive glazed areas.
- o Passive cooling if temperature and humidity control is not critical; and otherwise mixed mode ventilation.
- o U values above building control standards for walls and roof (considering re-use of existing footplates could limit insulation opportunities for the floor).
- o BEMS system, with suitable zoning, stratification and segregation of internal spaces
- o Heating fuel and electricity monitoring
- o User-friendly energy monitoring and targeting software for each unit, with at least monthly data
- o Commissioning after building occupation and annual re-commissioning of energy efficiency equipment.
- o Low energy appliances, variable speed motors.
- o Consideration of solar photovoltaic panels.

## Water efficiency

- o High efficiency toilets and showers. Automatic shut off taps. (Note that low flow taps may not to be more efficient, as people run them for longer.)
- o Energy efficient instant hot and cool water dispensers instead of kettles and bottled water.
- o Consideration of rainwater harvesting.

## Sustainable travel

- o Mandatory Framework Travel Plan for end users.
- o (A car-sharing scheme could take advantage of the existing Worcestershire Liftshare scheme <https://worcestershire.liftshare.com/> .)
- o For cyclists: Showers, clothes drying area and full length clothes lockers (for storage of office/ work clothes).
- o Consider cycle lockers for staff with more expensive bikes.
- o The inclusion of infrastructure for an electric vehicle charging point is welcomed. It is suggested that if and when charging points are installed should be at least 'fast' (charging equipment rated 7kW), or if there is a 3 phase electricity supply, then 22kW could provide additional future-proofing without significant extra cost. Pay as you go functionality and an RFID card/ tag reader to allow authorised use as part of membership/pay as you go schemes would be advised.

## Waste

- o It would be preferred if the Construction Environmental Management Plan could be agreed with the Waste Policy Officer and the Climate Change Officer. Re-use of construction waste onsite and from and by other development sites can be highly cost effective to the developer.
- o Dedicated external storage for recyclables.

## Biodiversity

- o Planting of habitats which will be of value to wildlife could also have significant aesthetic benefit for the area.
- o Climate change adaptation and trees:
- o Planting of trees from suitable climates need to be balanced with the biosecurity risks of importing stock from areas where tree pests and diseases are prevalent.
- o Planting in appropriate type and sufficient depth of substrate with adequate root protection and perhaps a water duct to direct surface water around the plants roots is important to prevent water deprivation in hot summers and to prevent waterlogging in wetter winters.

## Worcestershire Regulatory Services - Air Quality

The inclusion of low NOx boilers should be a standard requirement for areas where Air Quality is a concern eg Bromsgrove, our recommendations state, these conditions are to assist in pollution creep.

The condition states "Details shall be submitted to and approved by the local planning authority prior to the first occupation of the development for the installation of Ultra-Low NOx boilers with maximum NOx Emissions less than 40 mg/kWh. The details as approved shall be implemented prior to the first occupation of the development and shall thereafter be permanently retained"

## Officer Comments

The comments of the Climate Change Officer are considered to be addressed either by recommended conditions in the agenda / update sheet or via separate legislation (Building Regulations). Your officers consider that the proposed retail development will be substantially more energy efficient than the previous structures and the applicant's intention is to ensure that Part L Building Regulation requirements are met through the building fabric without a reliance on the use of renewable or low carbon energy technologies.

The removal of the petrol filling station and particularly the associated traffic represents a significant gain in air quality. The internal fitting and operational parameters would be designed to meet tenant specifications and your officers consider that a prescriptive condition regarding heating of the units in the absence of an objection from the Worcestershire Regulatory Services Air Quality team to the application as proposed would not be reasonable or necessary. Where such conditions are recommended, your officer's usually add these as informative notes.

IM Properties has confirmed that the car park operation / management will be reviewed in line with future tenant requirements, however the intention is to keep this as open as possible (similar to the existing arrangement) which is 2 hrs free parking.

## Recommendation

**That Planning Permission be GRANTED subject to the conditions in the agenda and update sheet.**

## Amended Condition

## Plan numbers

- 2) The development hereby permitted shall be carried out in accordance with the Approved Plans/ Drawings listed in this notice:  
Drawing Numbers:  
15230-2001 REV 7 PROPOSED SITE PLAN  
15230-2004 REV B PROPOSED FLOOR PLANS UNITS 3, 4 AND 5

15230-2005 REV B PROPOSED FLOOR PLANS UNITS 1 AND 2  
15230-2007 REV A PROPOSED GA ELEVATIONS UNITS 3, 4 & 5  
15230-2009 REV A PROPOSED GA ELEVATIONS UNITS 1 & 2  
15230-2011 Site Location Plan  
15-6503-SK005 Rev P1 Drainage Attenuation Proposals

Reason: For the avoidance of doubt and in the interests of proper planning.

## Soft Landscaping

- 5) With the exception of demolition and site clearance, before any other development commences, a scheme of landscaping shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include a plan detailing the disposition of planting, cross referenced to a schedule listing the species, size and number of plants proposed and a tree planting specification. The approved scheme shall be carried out concurrently with the development and completed prior to the first occupation of the development.

If within a period of five years from the date of the planting of any tree/shrub/hedge planted pursuant to this condition (including any replacement), is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree/shrub/hedge of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written approval to any variation.

Reason: To ensure the environment of the development is improved and enhanced in accordance with policies DS13, E4 and C5 of the Bromsgrove District Local Plan January 2004.

## Additional Condition

### External Storage of Recyclables and General Waste

- 24) Before the site is brought back into use, details of the means of separate storage for recyclable materials and general waste generated as a consequence of use by operators and the public, shall be submitted to and approved in writing by the Local Planning Authority. These details shall include a plan identifying the location of such facilities in addition to a specification of the means of storage.

Reason: To safeguard amenity and mitigate the risk of contamination of the watercourse in accordance with policies DS13 and E4 of the Bromsgrove District Local Plan January 2004 and Policy WCS 17 of the Waste Core Strategy.

## Additional Informative

### Low Emission Boilers

The applicant is encouraged to install of Ultra-Low NOx boilers with maximum NOx Emissions less than 40 mg/kWh in the interests of air quality.

### Trolley Management

The applicant is encouraged to utilise an appropriate mechanism for trolley management to prevent trolleys from being able to leave the site.

## 16/0085 Land To The West Of , Frankley Water Treatment Works

Additional representation received 11 July 2016:

Further to our telephone conversation of 5th July, I have attached an email from Nigel Stead of STWA Community Liaison Group. As you will be aware, the full planning committee meeting of BDC set aside a decision to pass application 16/0085 based on safety concerns regarding the traffic flow of HGV's entering & exiting the mouth of Putney Lane (as shown in the attached).

The STWA CLG had already considered the existence of such an issue & had been working to provide an alternative option best designed to mitigate potential safety issues at this junction. The design attached has been endorsed by Steve MacKellar of STWA consultants; Jacobs. Steve MacKellar sits on the STWA CLG.

To explain the logistics:

- o HGV traffic leaving J4 of the M5 on-route to the BPT will turn into the construction site (B4551 - Bromsgrove rd.) at a newly constructed temporary road; & through an existing gateway (as shown in attached picture). Blue broken lines show the route & path of the roadway. The yellow arrows highlight the entrance & path.
- o The proposed amendment also provides a far greater line of site for traffic entering the proposal.
- o Please be aware that the Putney lane entrance is just a few metres from a national speed limit declassification of the highway. Therefore under the current proposal traffic will either be accelerating out of the 30mph limit & into the national speed limit; or decelerating from the national speed limit into a 30mph speed limit.
- o The proposed plan would provide for all traffic using this temporary road to operate on a one way system.
- o Therefore traffic leaving the BPT site would exit out onto Bromsgrove road at the mouth of Putney lane.
- o Using this system, HGV traffic would only be turning left onto Bromsgrove road to track back to J4 of the M5 (no HGV traffic through Romsley village).
- o No HGV traffic at this junction would have to cross the carriageway.
- o Further Steve MacKellar confirmed that such a design would remove the need to widen Putney Lane by 6 metres to accommodate HGV's passing each other. Mr MacKellar also confirmed the junction would only need to be widened by 400mm; thus providing further & substantial screening mitigation during the construction phase to properties 1 -7 Bromsgrove road & passing traffic.
- o It has been confirmed that there is a variance in the gradient of the proposed temporary road to that compared to Bromsgrove road. However it is considered that the 4000 cubic metres of the hillside that has to be excavated to accommodate the BPT could in part be used to provide material for infill for the temporary road, if needed.

I hope the above is of assistance. We as the community liaison for residents, see this option as by far the safest method of HGV transport access & exit. I have also included Nigel Stead's amendments to the BDC planning agenda of 4th July, item 5, page 15. These are the design change dimensions as applied for on 3rd - 6th June 2016.

Email received from applicant's agent 27 July 2016 in response:

Amended drawings for the Break Pressure Tank were submitted on 6 June 2016. These resulted in a reduction in the height of the silos (referred to as silos in the Committee Report). The correct terminology is silos (not hoppers) for the large PAC storage vessels.

In terms of dimensions, we have reviewed each of the points made by Mr Buckley below:

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- o Mr Buckley refers to the typical working width drawing. This drawing states on it that it should not be scaled and that only written dimensions should be read from it. It doesn't include a width of the working area so we presume Mr Buckley has measured it assuming it is a scaled drawing. Therefore Mr Buckley is incorrect. The typical working width of approx. 50m referred to in the Committee Report is correct;
- o PAC hopper (Report should refer to silo, not hopper) at the highest point is now 5.65m (6.3m - 0.65 height reduction). Not 5.180m as suggested by Mr Buckley;
- o Silo height as above;
- o PAC silo above existing ground level should be 1.55m (2.2m - 0.65 height reduction). Not 1.640m as suggested by Mr Buckley.

Secondly, in response to Mr Buckley's temporary access route idea, this now appears to have been overtaken by events. Mr Buckley was at the Romsley liaison group meeting last week, when this was raised again. It was explained that this is not a practical proposal as additional trees would have to be felled and the traffic at the new point may be travelling even faster than at Putney Lane. Also, Barhale have pointed out that the proposal would mean more traffic movements since a stone haul road would have to be installed and the probability of lorries becoming stuck would be greatly increased due to the steepness of the field. Furthermore, Barhale are not in favour of Mr Buckley's proposal as they wish to use a gap in the hedge off Putney Lane and take advantage of more gradual slope of the field in this location. At the meeting, the liaison group seemed convinced by this argument, which led to a discussion over temporary traffic lights (which we know County Highways are opposed to).

Worcestershire Highway: views received 19 July 2016  
No objection to the content of the Construction Management Plan

Rambler's Association: views received 25 July 2016  
No objection  
Concern regarding the alignment of the diverted Footpath FK-537

Romsley Parish Council: views received 24 July 2016  
Thank you for the updated version of the CTP. It has progressed significantly from the first version and I also note that the Highways Authority for the area have confirmed their satisfaction. From my perspective I feel it is a much more balanced document that now addresses many of the issues I fed back to you on.

I am still slightly confused by its coverage and would like confirmation as to whether this plan applies to all construction areas within Romsley Parish or do I need to review any sections of the Construction Environmental Management Plan prior to the planning meeting, if so could you forward these to me.

There are also a couple of areas I would still like to see more detail on, but I'm happy to address these after the planning meeting, as conditions as I know there is an urgency on your side, if I have your assurances that we will address them more fully in the coming weeks

For your reference these outstanding concerns include;

- > Access and egress to the other main pipeline construction areas in the Parish. In particular site entrance locations, the width of the minor roads needed to reach these sites, the tightness of corners on these roads as well as whether one way routes are required to avoid unnecessary disruption to residents.
- > A visual representation (a map) of the Traffic plan, showing all traffic management, signage, site access and routes.



- > Breakdowns, I recognise you make high-level reference to having arrangements in place in the plan. But in one of the projects I have been involved in at Highways England at a very similar location, we had a HGV with its breaks locked-on whilst it was attempting to turn right into the site compound. It effectively blocked the opposing carriageway, it was 4pm, winter and it started to snow, because of the gradients at the location vehicles became stuck and neither gritter's nor recovery vehicles could access the location, so we effectively gridlocked the area for several hours. I still bare the scars from this one and given Romsleys winter climate, I'm slightly paranoid about events such as this occurring and as such I need the plan to be absolutely specific on this matters.

However, as I said I'm happy to support the CPT at the planning next Monday on the basis that we will continue to discuss these matters after the planning meeting and make any necessary changes if required.

Please thank everyone involved for their efforts, I appreciate there is still a lot to be finalised in the design and a number of these unknowns will have affected the drafting of the CTP.

Applicant's response to the response from Romsley Parish Council:  
For clarity, I have listed a few key responses to your note below:

- o Coverage of Plan - this plan ONLY covers the management of construction traffic involved with the Break Pressure Tank and the nearby pipe crossing of the B4551.
- o Coverage/Management of all other Construction Areas - all other construction areas will be managed through the wider 'Construction and Environmental Management Plan (condition 7)' i.e. access and egress to all other pipeline construction areas in Romsley and elsewhere. We will submit details to discharge condition 7 further down the line once permission is in place and we have been able to put all of that information together.
- o Traffic Plan Map - this is being completed and will be attached with the submission of the final plan shortly
- o Breakdowns - the final plan will include more detailed coverage of how we would react to any vehicle breakdowns
- o Commitment to Continued Liaison and Consultation - Within the plan we commit to regular reviews and action where required to best manage the impacts of this project on Romsley. You have my assurance that this is absolutely the case.

We met with the liaison group last week and agreed a few further revisions to the plan with them as well. These will also be included in the final version and I have copied the group in to this update for completeness.

Final Romsley Construction Management Plan (relating to the break pressure tank and pipeline crossing to the B4551 near Romsley) and accompanying Traffic Signage and Route Restriction Plan submitted 27 July 2016

Briefing Note emailed to all Members of Planning Committee by the applicant's agent on 27 July 2016 outlining the work we have done to address concerns over construction traffic management near Romsley. This note summarises the consultation the applicant has undertaken with County Highways, Romsley Parish Council, the Romsley Community liaison group and your Planning Officer.

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In light of the Construction Management Plan, additional condition:

- The construction works solely relating to the Break Pressure Tank and pipeline road crossing to the B4551 near Romsley village shall be undertaken and implemented in accordance with the approved Construction Traffic Management Plan (CTMP) submitted on 27 July 2016 without deviation, unless agreed in writing with the Local Planning Authority.

This together with Condition 7 for the overall CEMP (as worded in the Committee report) should cover all construction matters.