

Name of Applicant Type of Certificate	Proposal	Map/Plan Policy	Plan Date
Redman Heenan Properties Limited 'A'	Industrial and warehouse units with use classes B1(a) and (c), B2 and B8 with associated access, parking, service yards and landscaping: outline - Part Cofton Centre, Groveley Lane, Cofton Hackett - (as amended by transport assessment received 10.05.2007, letter received 25.06.2007 and plans received 25.06.2007)	EMP	B/2007/0356 02.08.2007

RECOMMENDATION: that subject to the receipt of the satisfactory views of the WCC(HP), the determination of the application be **DELEGATED** to the Head of Planning and Environment Services upon the expiry of the publicity period on 19th July 2007. **MINDED TO APPROVE**

Consultations

WCC (HP)	<p>Consulted - views received 31.01.2007: Recommends application is deferred for the following reasons:</p> <ul style="list-style-type: none"> • The Transport Assessment has been passed to the appropriate officer for consideration, but I am unable to comment on the impact of the development on the network until I have received the results of the audit of the Transport Assessment. • The application indicates a proposed B1, B2 and B8 usage, however the drawings provided appear to indicate B2 and B8 with ancillary offices. There is no separation in parking standards for the various elements of B1, therefore in worst case scenario the development could have a parking need of 934 parking spaces, therefore the applicant is requested to clarify the usage types and areas for each category to determine the required parking provision. • It is therefore recommended that this application be deferred pending the receipt of comments from representatives of the Highway Authority and clarification of the land usage types and areas for the proposed development. • I am collecting information relating to the Section 106 contributions required for network and service enhancement. I will respond to you detailing the level of the requested contribution when I am in receipt of this information.
ENG	<p>Reconsulted on additional information 27.06.2007: views awaited Consulted - views received 01.06.2007:</p> <ul style="list-style-type: none"> • No objection subject to Conditions
Planning Policy	<p>Consulted 03.05.2007: views awaited</p> <ul style="list-style-type: none"> • The proposal is for new employment uses on land currently identified as employment land in the BDLP and as such

guidance contained in PPG4 and policies PA1 of the RSS, WCSP polices on employment land are not particularly relevant to this application, particularly relevant BDLP polices are E9 and TR8. The Preferred Option Longbridge Area Action plan is also relevant in this instance.

- The general principle of new employment development on this site is acceptable in terms of the existing development plan and is supported by the emerging Area Action Plan for the whole of the former MG rover works. The preferred options draft of the AAP is looking to reallocate this site for employment uses beyond the life span of the currently adopted planning policy. This AAP has been through extensive public consultation, and is backed up by a substantial amount of technical baseline evidence.
- I do have a number of concerns especially the lack of sustainable technologies/design within the proposal, and also the lack of any infrastructure contributions for development of the wider Longbridge area.
- It is envisaged the redeveloped Longbridge site will become an exemplar of sustainable development principle 2 of the AAP states *"Longbridge will demonstrate best practice in sustainable development through design, construction and management of buildings and supporting infrastructure with the aim of showcasing best practise in all forms of sustainable development."*
- It is unclear from the current proposal how this has been addressed, if at all.
- Similarly under principle 13, the AAP is proposing *"The plan will ensure that all appropriate on and off site infrastructure and facilities to serve the development and measures to compensate for the impact of the development are addressed."*
- Whilst I accept the policy is in its infancy this is a clear statement of intent that all new development should contribute to the delivery of a suite of improvements across the full extent of the site and beyond. The current proposal again does not address this issue.
- The validity of the Transport Assessment should be evaluated at by Worcestershire county council and if necessary, works or financial contributions to enhance the highway network should be requested.

Tree Officer	Consulted - views received 22.05.2007: <ul style="list-style-type: none">• No objection
EHO	Consulted - views received 16.05.2007:
Contaminated Land	<ul style="list-style-type: none">• No objection

- EDO Consulted - views received 09.05.2007:
Economic Development supports the application
- Network Rail Consulted - views received 16.05.2007:
- No objection
- EA Consulted - views received 02.07.2007:
No objection subject to Conditions
However would make the following comments:
- (a) Groundwater/Contaminated Land:
- The site has been used for the storage of new cars and crash test cars. The soil contamination profile appears to mirror this land use. Based on the information provided there appears to be no significant total soil or leachable contamination within re-worked and in-situ ground analysed from this site. There is limited longer chain hydrocarbon and VOC contamination at low concentrations within deeper groundwater within the Triassic Sherwood Sandstone. The groundwater contamination profile does not appear to be representative of low level soil contamination identified in soils analysed from this site. It is possible that the identified groundwater contamination has originated from an off-site source. The groundwater flow direction and hydraulic gradient have not been determined, this information would have been useful to aid interpretation. Therefore, based upon the information provided, it would appear that remedial treatment is not required at this site, in order to ensure appropriate protection of Controlled Waters.
 - We are currently in various stages of discussion with St Modwen Developments and their agents regarding the assessment and remediation of other areas of the former works. Notably the East Works/Powertrain, where the aim is to investigate and remediate contamination originating from this site and to investigate and remediate dissolved phase hydrocarbon contamination from a large scale fuel spill up-gradient of the site (Flight Shed).
 - In addition, remediation of the large scale light non-aqueous phase liquid (LNAPL) plume under the Flightshed, consisting predominantly of unleaded petrol. The remediation of this LNAPL plume is well advanced, a full-scale product recovery system was commissioned in August 2006. The successful assessment and treatment of these two areas of the site may therefore deal with the source of deeper groundwater contamination identified at the Cofton Centre site.
- (b) Flood Risk/Surface water drainage
- The site is located in Flood Zone 1 (little or no risk, <0.1% annual probability of flooding). PPS25: Development and Flood Risk para E9 states " For major developments in Flood Zone 1, the FRA should identify opportunities to reduce the

probability and consequences of flooding".

- The drainage strategy submitted states that there will be no increase in surface water discharge to the River Arrow. We are presently requiring developers to incorporate a 20% decrease in the amount of water discharged from any development site and would expect this to be investigated as part of the surface water proposals. We note that the discharge of surface water is controlled by Environment Agency consent.
- We recognise that it is intended to increase the size of the balancing pond in order to cater for a 1 in 30 storm event. Whilst we support the use of a balancing pond we expect any site to be protected from a 1 in 100 storm event and contain sufficient capacity to store an additional 20% in order to account for climate change. In accordance with PPS25 flooding from all sources must be considered and the sustainable management of rainfall is an essential element of reducing future flood risk. We recognise that there appears to be sufficient scope to increase attenuation on site.
- We therefore would require a plan showing what will happen to the excess water in the 100 year storm event to ensure that the units and third parties will not be at risk from flooding. As stated in Paragraph 4.7 of the PPS25 Practice Companion Guide, no flooding of property should occur in 100 year events and this should include an appropriate allowance for climate change.

(c) Waste management

- Only clean, uncontaminated rock, subsoil, brick, rubble and crushed concrete should be used as fill material on site.
- Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed off site operations is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

(d) Nature Conservation Enhancements

- The magnitude of the Longbridge redevelopment site provides considerable scope for nature conservation enhancement to be incorporated into all phases of the proposed scheme. This can be achieved through management and protection of any existing mature features, appropriate ecological design and management of newly created habitats within the re-developed site.
- Nature Conservation Management Plan (NCMP). It is essential longer-term protection of the areas designated and set aside for the benefit of wildlife are protected from future anthropological impacts by robust ongoing site

management plans agreed in writing with the Local Planning Authority.

- Given the magnitude of the Longbridge site re-development and the significant change in land use, we would strongly recommend an ongoing Nature Conservation Management Plan (NCMP) is prepared for the whole site.
- The NCMP should seek to limit future anthropological impacts on the sites wildlife species, review ecological impacts and monitoring enhancement opportunities at pre-development, construction and post development phases.

BW Consulted 03.05.2007: views awaited

HSE Consulted 03.05.2007: views awaited

Ramblers Consulted 03.05.2007: views awaited

Association

Rights of Way Consulted 03.05.2007: views awaited

AWM Consulted 18.06.2007: views awaited

Natural Consulted 29.06.2007: views awaited

England

Birmingham Consulted - views received 02.07.2007:

CC No objection to the principle of development subject to the following comments:

- The Cofton Centre area of the Longbridge Area Action Plan (LAAP) includes a number of opportunities both on and off site to enhance green wildlife corridors, as well as pedestrian access to the countryside for local employees and residents. Any planning application approval should be conditioned to include a plan with an implementation schedule for improving both wildlife corridors and countryside access.
- There are substantial concerns that the transport assessment submitted contains a number of factual inaccuracies and flawed assumptions. For example, the base scenario contains inaccurate information about 'consented development' and essentially underplays base scenario traffic flows. It is recommended that a further review of the transport assessment is undertaken before a recommendation is made on the application.
- Under Principle 13 (Delivery of Infrastructure Improvements) of the LAAP the emerging policy states that 'All new developments' will contribute proportionally to the implementation of public transport, walking, cycling and highways improvements - achieved through legal agreements including s.106 and s.278 agreements'. It also states that all new development will contribute proportionally to other infrastructure and facilities to serve the development including:
 - Improvements to Cofton Park and recreational areas

- Other public realm and environmental improvements
- Measures to compensate for impact of development (e.g. ecological mitigation)
- Local employment and training agreements
- Provision for local community and sport development
- There are concerns that unless each new AAP development scheme contributes proportionally to infrastructure and other costs then this will leave later stage developments to pick-up a disproportionate level of infrastructure and other costs. This may have the impact of jeopardising the future delivery of the LAAP. It is therefore recommended that Bromsgrove District Council should consider requiring the developer to enter into a S.106 obligation, or apply another mechanism such as a Grampian Condition to secure infrastructure and other off site improvements.

Cofton
Hackett PC
Publicity

Consulted - views received 24.05.2007:

- No objection

3 letters sent 08.06.2007: (expire 29.06.2007)

2 site notices posted 28.06.2007: (expire 19.07.2007)

1 press notice published 18.05.2007 (expires 08.06.2007)

2 letters received:

- Concern development will lead to reduction in storm water that feeds reservoir
- Visual prominence of development

The site and its surroundings

The application relates to a plot of land some 11.8 hectares located to the south of Groveley Lane. The site forms part of the former MG Rover works at Longbridge known as the Cofton Centre and is accessed via Groveley Lane, with this access shared with the existing buildings (storage and distribution uses) to the northern aspect of the Cofton Centre. The site is bounded to the west by the main Birmingham to Bristol railway line, beyond which is the former East Works which is currently undergoing site clearance. To the east and south is open countryside located in designated Green Belt. To the north of the site across Groveley Lane, the site adjoins the main outer urban area of Birmingham, including to the north west across a railway bridge, other parts of the former Longbridge works site, much of which in this part of the site is occupied by the Nanjing Automotive Company.

The application proposals relate to the southern most part of the Cofton Centre which is almost entirely hard surfaced and was previously used for the storage of completed motor vehicles prior to despatch and distribution. The site is formed by two plateaus with a narrow landscaping strip of limited quality and value separating the two. Much of the site is surrounded by an existing landscaped bund.

The site is located in an employment zone.

Proposal

The application relates to an outline application for industrial and warehouse units within Use Classes B1(b) (research and development of products or processes) and B1(c) (for any industrial process), B2 and B8. The scheme does not relate to the provision of B1(a) offices, other than those ancillary to the principal uses.

All matters are reserved for future consideration except access to the site and except the full details of the first phase of the proposed development comprising the two employment units 3 and 4.

For the reference of Members, if at least one Reserved Matters is reserved for future consideration by the LPA the application is considered to be made in outline, although where details are submitted with the application on a matter which could have been treated as a Reserved Matter the LPA must not reserve its approval unless the applicant withdraws the details. These are known as hybrid applications. On this basis I consider the scheme to represent a hybrid application.

The total development proposed amounts to 27,928 square metres of which 21,000 square metres is proposed in outline and 6,928 square metres in full detail (with Units 3 and 4 providing for 2,515 square metres and 4,413 square metres respectively).

The eastern part of the site is shown illustratively to accommodate Units 5 and 6 providing nearly 21,000 square metres of building for B1, B2 or B8 uses with ancillary offices, 172 parking spaces, turning and service yards. The proposals for this part of the site are entirely illustrative and would be the subject of future reserved matters submissions. An illustrative layout has been submitted for this aspect.

The western part of the site, adjacent to the site access is proposed to accommodate two buildings, Units 3 and 4, providing for 2,515 square metres and 4,413 square metres respectively for B1, B2 and B8 purposes with ancillary offices, 88 parking spaces, turning and service yards as well as proposed areas for landscaping. The proposals for this part of the site are set out in full for detailed planning approval and would not be the subject of further reserved matters submissions.

Unit Three

The building has dimensions 64.3 metres by 40 metres with a height to ridge of 12.4 metres. The schedule of accommodation relates to 2391 square metres of warehousing and 124 square metres of ancillary office accommodation. The building would be externally finished with a mix of brick cladding, composite panels and vertical cladding. The roof contains rooflights and horizontal cladding. Industrial access doors are located to the southern elevation facing the service yard. The southern elevation also contains extensive glazing to serve the ancillary office accommodation.

Unit Four

Unit Four is located to the south of Unit Three to the southern boundary of the site. The building has dimensions 63.1 metres by 71 metres with a height to ridge of 12.4 metres. The schedule of accommodation relates to 4181 square metres of warehousing and 232 square metres of ancillary office accommodation. The building would be externally finished with a mix of brick cladding, composite panels and vertical cladding. The roof contains rooflights and horizontal cladding. Industrial access doors are located to the southern elevation facing the service yard. The southern elevation also contains extensive glazing to serve the ancillary office accommodation.

Access to the site would be via the established access onto Groveley Lane, utilising the shared access drive which passes and also serve the existing buildings 1 and 2 on the northern part of the Cofton Centre. The access road from Groveley Lane would continue along the western boundary as far as Phase 1 (Units 3 and 4) and then continue eastwards to served Phase 2.

Additional planting is proposed to the perimeter of the site.

There is a change in level within the site. A full application has been received that deals solely with proposed earthworks, including cutting and filling (planning application B/2007/0539). Given this application relates to an outline, such works cannot form part of the appraisal of this scheme.

A number of documents have accompanied the application including an environmental report (covering archaeology, ecology, landscape, noise and air quality issues), drainage strategy, geo-environmental audit report, transport assessment, design and access statement and supporting planning statement. These are available in the relevant planning file should Members wish to view them.

Relevant policies

WMSS	QE1, QE2, QE3, QE6, QE7, QE9, PA1, PA5,
WCSP	SD.2, CTC.1, CTC.10, CTC.12, CTC.13, CTC.14, CTC.19, CTC.20, T.1
BDLP	C4, C10a, C11, C17, DS13, E1, E2, E3, E4, E5, E9, ES1, ES2, ES4, ES5, ES6, ES7, ES8, ES14, ES16, TR1, TR11, TR12
Others	PPS1, PPG4, PPS9, Circular 06/05, Longbridge Area Action Plan: Issues and Options Report

Relevant planning history

B/2007/0539 Earthwork regrading: pending

Notes

The main issues to consider in the determination of this application are:

- (i) The appropriateness of the development in this location

- (ii) Highway safety and egress and amenity issues
- (iii) Environmental and ecological effects

Policy E4 of the Bromsgrove District Local Plan sets out a number of criteria that proposals for the expansion, consolidation or expansion to existing commercial uses in non-Green Belt locations should meet. These relate to issues such as the appropriateness of the scale and nature of the activity to the area, traffic and parking implications, landscaping and environmental disturbance to nearby residences. Paragraph 11.5 of Policy E4 states that such schemes can offer an increased source of employment and thus contribute to a more sustainable pattern of land use. Such schemes, however, must not conflict with other land use objectives.

Policy E9 of the Bromsgrove District Local Plan reflects the guidance contained in Policy E4 for new employment development. These relate to issues such as the appropriateness of the scale and nature of the activity to the area, traffic and parking implications, landscaping and environmental disturbance to nearby residences.

Appropriateness of the development

The site is located in a designated employment zone and is bounded by the established Cofton Centre buildings to the north. As such it is my view that in principle the erection of commercial units for B1, B2 or B8 uses would not be so demonstrably harmful in this location.

The functional design of the buildings would be reflective of other commercial buildings located within the vicinity. I note that the modern style of the proposed units is generally utilitarian with a mix of glazing and profile cladding sheeting. I consider it pertinent, however, to impose a suitable Condition relating to the submission and approval of external facing materials.

The eastern, southern and western boundary of the site forms the edge of designated Green Belt as detailed in the Local Plan. Paragraph 3.15 of PPG2 states that the visual amenities of the Green Belt should not be injured by proposals for development within or conspicuous from the Green Belt which, although they would not prejudice the purposes of including land in Green Belts, might be visually detrimental by reason of their siting, materials or design. Members will note this site is contained within a landscaped bund and this will enable the development to be softened by enhanced perimeter planting. Given this landscaping, the employment status of this site and the lower level designed buildings, I am of the view that the scheme would have limited harm to views out of the Green Belt in this location. Members should also be aware of the current lack of planning conditions on external storage in this location (materials, scale, stacking heights).

Highway and Amenity Issues

Policy E9 resists development that would overload the capacity of the highway network and seeks to ensure adequate loading, off-loading, manoeuvring and parking space for cars is made available.

The WCC(HP) has raised concern over the application. These views have been put forward to the applicant and the applicant's Agent has responded. I have reconsulted the WCC(HP) and I am currently awaiting a response. I will update Members at your Committee on this issue.

Given that the site is located some distance away from the nearest residential property, I find the application would not raise any issue of adverse residential amenity.

Landscaping

The perimeter of the site is formed by a landscaped bund. The site contains minimal landscaping on no merit. The Tree Officer has raised no objection to the scheme.

Conclusions

I note the views of the Council's Policy Officer in relation to concerns over the lack of any infrastructure contributions for development of the wider Longbridge area. This is reflected in the consultation response from Birmingham City Council. However, Members will note that the Longbridge Area Action Plan does not form part of the Development Plan and the Policy Officer accepts that this policy is in its infancy. Given this weak policy base as such I consider it would be difficult to insist on any form of monetary contributions for improvement across the full extent of the Longbridge site and beyond on the back of any approval on this site at this stage. Furthermore I have no tangible information as to what monetary amounts are required and for what purpose. Members will note the WCC(HP) has not suggested any form of monetary contributions towards highway improvements works.

Subject to the receipt of the satisfactory views of the WCC(HP), I consider the application to be acceptable and I am mindful to approve the scheme. I note the publicity period does not expire until 19 July 2007. I would therefore request delegated powers be granted to the Head of Planning and Environment Services to determine the application on expiry of the publicity period.

RECOMMENDATION that subject to the receipt of the satisfactory views of the Environment Agency, the determination of the application be **DELEGATED** to the Head of Planning and Environment Services upon the expiry of the publicity period on 19 July 2007.