

26 July 2007

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Job No. 841

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Dear Sirs

Re: Application ref: B/2007/0546
Conversion of storage / warehouse into 6 office units at
Lea End Farm, Hopwood

Further to our recent telephone conversation we were pleased to hear that your Highways Consultant has now confirmed that he will raise no objection to the current planning application to convert the existing agricultural buildings to offices. We note that he has requested a contribution of £7000 to go towards / fund bus shelter works, but we are unclear at the moment as to where and how that money will be spent. Clearly there are two existing bus shelters on both carriageways on the main A441 Redditch Road close to the junction with Ash Lane, which serves the application site. These bus stops have a concrete floor, brick walls with openings and a concrete roof. In any event I have discussed the request for this £7000 provision with our client Mr Curtis and he has confirmed that he is willing to make that contribution, subject to the grant of planning consent. You mentioned a Section 106 would be required relating to the provision of that contribution, but our client would be willing to provide the required funds directly to the Council following the Grant of Consent to save the need for a lengthy and costly Section 106 procedure with final details to be confirmed.

We were disappointed to hear that you had some concerns relating to the sustainability issues on the site which formed a reason for refusal on the previous proposals for B8 use and this might lead you to recommend refusal of this application.

When our original application was submitted to convert the buildings to B8 Storage units your colleague Vicki Neale was supportive and told us that the B8 application would have been recommended for approval had it not been for the highway objection received from your Highway officer who raised concern over HGV's using Ash Lane. We were told that the sustainability reason was added at that time to add weight to the refusal in case our client decided to take the first application to appeal. After we

received the rejection notice we had a number of pre application discussions with the Council concerning the possible uses for the buildings, which as you know had been clearly confirmed as worthy of retention in the Committee Report. We were told within pre application discussions that the re-use of the building for B1 office use would be acceptable and was fully supported by officers and this included strong support from the Councils Economic Development Officer. B1 office use was thought appropriate and followed recently approved applications of a similar type in the area. We also undertook a traffic survey and this detail was forwarded and discussed with the Councils Highways Officer and received his approval, which has now been converted in to a no objection with regard to the actual application.

Again it was disappointing to learn of your concerns regarding how the buildings could be converted without wholesale reconstruction, but as discussed we are very happy that this can be done in a way which would be no different to the conversion of traditional brick and tile roof buildings, which would also require the addition of thermal insulation, services (heating, lighting etc) and internal finishing's including plumbing etc.

Our intention is to build metal stud self supporting partitions within the existing cladded building structure and within these partitions will run services, installation, all as required. There in principle are identical to say dry lining, which would be carried out on the inside walls of traditional brick barns and will be of a similar thickness. Windows will be inserted in a similar manner to that which would be done with traditional barns and ceilings etc would also be done in a similar way including the addition of services and insulation. Again the design of the proposals with the introduction of glazing and openings had been discussed at the pre-application stage with planning officers. The mezzanine floor proposed would be self supporting with columns down to the floor and this is not uncommon with barn conversions where the existing structure or foundations cannot accommodate additional loads.

To help explain how the conversion could be undertaken I have enclosed some copies of typical metal stud free standing partitions from one of the specialists' handbooks. There are a number of manufacturers who provide these details, materials and systems and these include British Gypsum and LaFarge and this type of construction is quite commonly used for conversion work.

Finally attached to this letter is a report prepared by Pegasus Planning Consultants dealing with the sustainability issue and considering recent similar applications approved by the Council on 2005, 2006, and 2007. As can be seen most of these do not have the facilities which our application site has available and bus stops etc are not as accessible, but despite this they were still approved at Planning Committee following an officer recommendation for approval.

We have rechecked the services available to our site and for the avoidance of doubt I would like to reconfirm them as follows –

- i) The bus stop for the 146 and 982 service is accessible on foot on a public footpath without going along the whole length of Ash Lane. This walking distance to the bus service is 0.54km.
- ii) The M42 Service Station facilities are accessible via a footpath and this is 0.45 km from the site.
- iii) The petrol station, shop, public house and bus stop are available by walking or driving up Ash Lane and these facilities are within 0.6 km from the site.
- iv) The M42 Junction 2 is within 1Km of the site.
- v) The Birmingham Conurbation is within 1.7 miles or 2.7 kilometres of the site which is within acceptable cycling distance.
- vi) Barnt Green Railway Station is 1.7 miles or 2.7 kilometers from the site.

We were interested to note that in today's Birmingham Post, Bromsgrove Council had a large Advertisement Feature from which we would like to quote the following:-

"Bromsgrove District Council is playing a key role in creating a successful economy for the district, working on a variety of initiatives with partners at both regional and county level.

The Council works in partnership with Advantage West Midlands and Worcestershire's Local Area Agreement to support a broad strategy, prioritising diverse areas of activity.

The principal objective is to develop and sustain a strong and expanding economy, to which end a great deal has been achieved.

A particular priority is to secure inward investment, with major projects and partnerships, such as the new Bromsgrove Technology Park, being crucial to this.

Indigenous business development, new business start-ups, town centre management and retailing initiatives, **rural economy regeneration** and diversification in education and training have all been major contributions to Bromsgrove's buoyancy and will be ongoing to ensure success in the future."

Clearly this is a project that fits into the Councils positive thinking and should be supported.

We would ask you to consider this site against the others mentioned in the attached report prepared by Pegasus Planning Consultants. These other similar sites have recently received planning approvals from the Council. We would ask you to support an Employment use of the site by recommending approval when writing your Committee Report.

Should you have any queries, or would like to discuss the information in more detail, please do not hesitate to contact me

Yours faithfully

A handwritten signature in black ink, appearing to read 'Michael G Lapworth', with a long horizontal flourish extending to the right.

Michael G Lapworth
The Lapworth Partnership

Enc

Cc Nigel Curtis
Michelle Gallego-Simpson - Pegasus Planning Group
Nigel Vening - Banners Gate (Highways) Ltd

Introduction

Cormet Independent Wall Linings

Cormet Independent Wall Lining systems combine the features of other Cormet metal systems to give high strength and quickly assembled drylining.

They are especially suited to drylining reinforced concrete walls and steel framed walls. As they are fixed clear of the external wall they allow space for services, or for high levels of thermal and acoustic insulation within the cavity. They are also suited to renovation work where the existing wall may form an unsuitable substrate for other systems.

The system uses Cormet I Studs, together with Cormet C Studs and Cormet U Tracks as used in the Cormet Metal Stud Partition system. Mineral wool batts can be inserted into the framing to improve the thermal and acoustic performance of the system.

Performance

The selection of drylining systems, insulation and boarding will depend on the wall height and the performance required for fire resistance, thermal and sound insulation: refer to performance table 2.5.

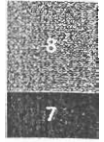
Lafarge plasterboards and components are defined as Class 0 in accordance with the National Building Regulations 1991 Approved Document B1/2/3/4/5 (Fire Safety) and Building Standards (Scotland) regulations 1990, Regulation D2 when tested to BS 476: Part 6: 1989 and Part 7: 1987.

Cormet metal sections and gypsum-based jointing compounds are non-combustible when tested in accordance with BS 476: Part 4: 1970 and Euroclass A1.

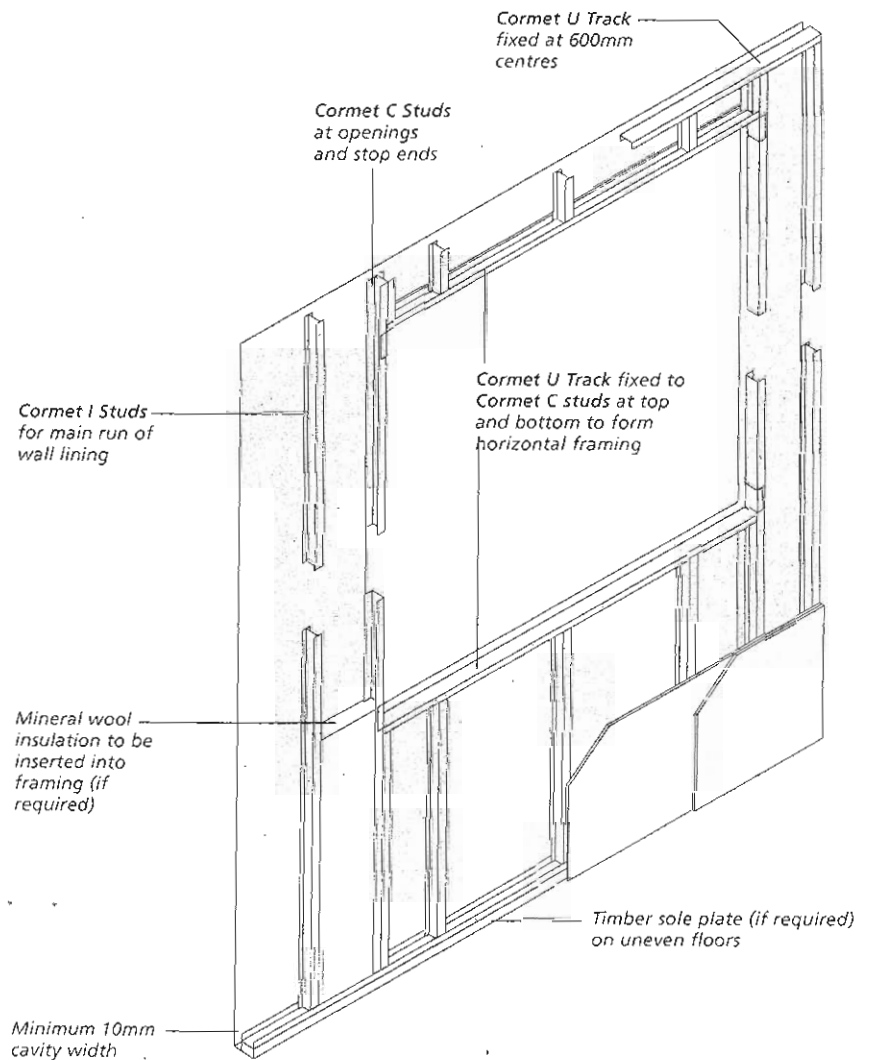
System components:

- Boards
- Compounds
- Screws
- Finishes

See section:



Cormet Independent Wall Lining



Components

Components

The range of Cormet metal components is shown and listed in table 2.12.

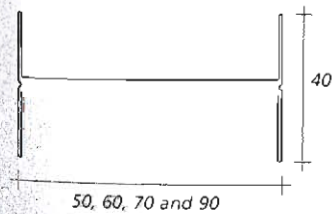
Colour coding is used to identify metal thickness:

- Red (R) 0.5mm
- Blue (B) 0.7mm
- White (W) 0.9mm

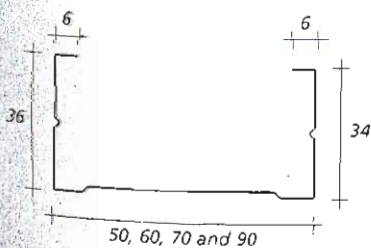
Table 2.12 Cormet Independent Wall Lining Components

Component	Product code	Width (mm)	Lengths (mm)
I Stud	IS50/R	50	2400, 3000
	IS60/B	60	3600, 4200
	IS70/B	70	3600, 4200
	IS90/B	90	6000, 7200
C Stud	CS50/R	50	2400, 2700, 3000, 3600
	CS60/R	60	2400, 2700, 3000, 3600, 4200
	CS70/R	70	2400, 2700, 3000, 3300, 3600, 4200, 4800
	CS90/R	90	2700, 3000, 3600, 4200
	CS90/W	90	4800, 6000, 7200
	U Track	UT52/R	52
	UT62/R	62	3000
	UT72/R	72	3000
	UT92/R	92	3000
U Track Deep Flange*	UDT52/B	52	3000
	UDT62/B	62	3000
	UDT72/B	72	3000
	UDT92/B	92	3000
Extra Deep U Track*	UXT72/B	72	3000
	UXT92/W	92	3000
Lafarge Intumescent Acoustic Sealant	ACOUSTIC (INTU)		0.9 litre cartridge
	ACO 38 (INTU)		0.38 litre cartridge
Drywall Self-tapping screws		25 to 76	

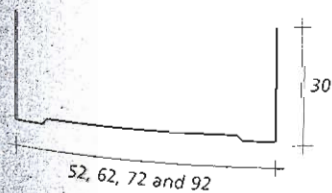
Cormet Independent Wall Lining components



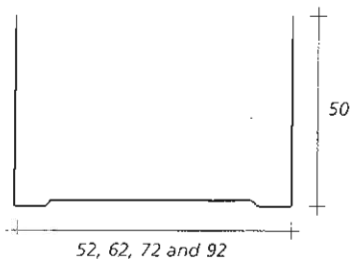
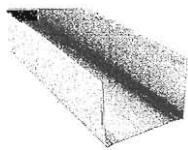
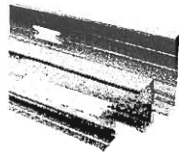
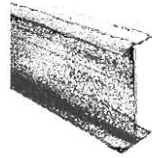
I Stud



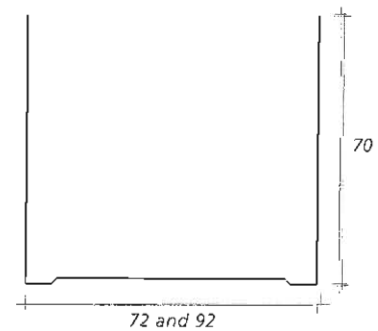
C Stud



U Track



U Track Deep Flange



Extra Deep U Track

* For linings over 4.2m high, deep or extra deep tracks are recommended
Component specifications may vary from those shown.

Application details

System assembly

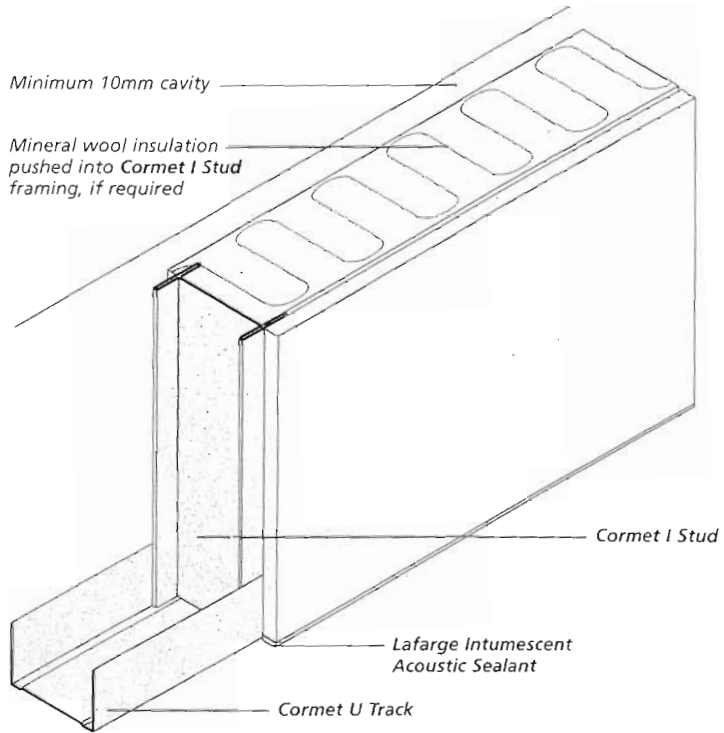
Framing

Set out the **Cormet Independent Wall Lining** system, allowing a minimum cavity width of 10mm between the external wall and the adjoining face of the drylining system, taking into account the thickness of the insulation which may be greater than the width of the framing.

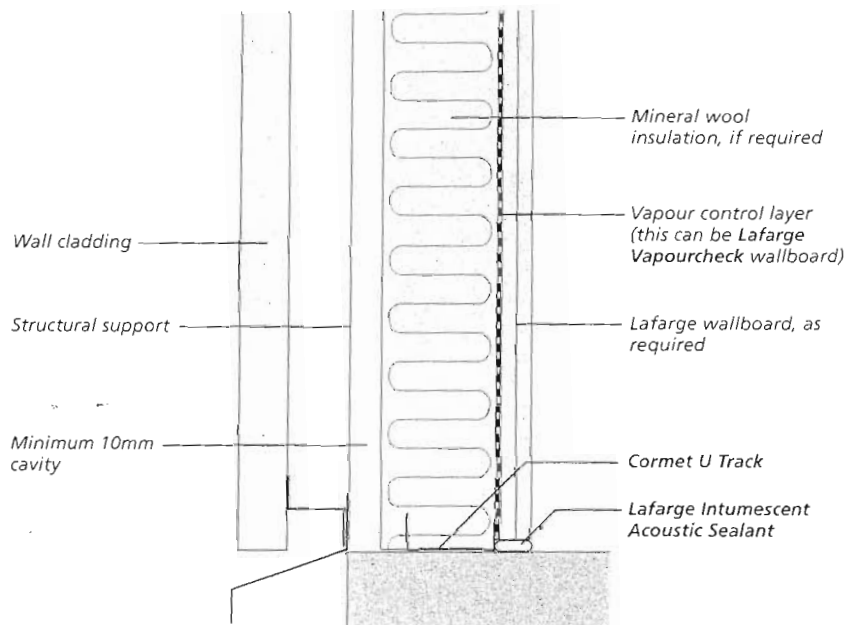
Fix **Cormet U Track** to the floor and the structural soffit at 600mm centres. If applying the floor track direct to new concrete, the concrete must be dry, and a damp proofing membrane should be used. On uneven floors a timber sole plate may be required.

Cut **Cormet Studs** 5mm shorter than the floor to soffit height to allow for floor variations. Insert the studs into the floor and head tracks and twist to lock, positioning them at up to 600mm centres. Arrange the framing so that board widths of less than 300mm are avoided. Use **Cormet I Studs** for the main run of the wall lining, with **Cormet C Studs** at abutments, openings and corners.

Detail of construction



Base detail



Application details

Insulation

Insert mineral wool insulation into the framing within the flanges of the studs and the tracks. Where insulation is thicker than stud width, ensure insulation is installed as the diagram opposite. Ensure that they are fully inserted into the framing, and that the cavity between the lining and the external wall is maintained. Where insulation is thicker than the framing width, fit the insulation with its exposed face level with the inner face of the framing, and so that the edges of the insulation is split by the flanges of the studs and tracks at the back.

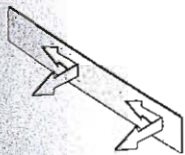
Narrower batts and all quilts should be suspended on Cormet Insulation Hold Strips 150mm from top and at 1200mm vertical centres down the lining.

Boarding

Cut plasterboard 5mm shorter than the floor-to-soffit height, butt firmly against the ceiling and fix to the framing with Lafarge Drywall Screws. Align wallboards, leaving a nominal 3mm gap between each other and centre edges of the plasterboard over the studs.

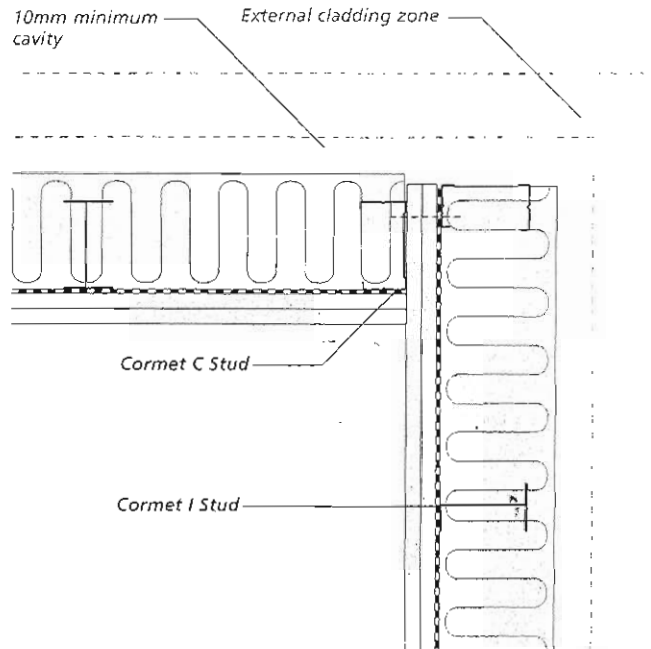
If sound insulation is required, apply a 6mm bead of Lafarge Intumescent Acoustic Sealant around the perimeter of the framing or the outer layer of wallboard.

For fixtures to linings see Section 8 Sitework, table 8.3.



Cormet Insulation Hold Strip

Internal corner



Junction with partition

