

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Commercial Buildings Bromsgrove Ltd	Erection of warehouse building George Road, Bromsgrove Enterprise Park, Bromsgrove, B60 3GT,	16.05.2016	16/0120

RECOMMENDATION: That planning permission be Granted subject to Conditions

Consultations

Highways Department- Worcestershire County Council Consulted 17.02.2016

More information requested regarding parking levels, access, site use and vehicle tracking. Further comments are awaited and will be reported.

Worcester Regulatory Services- Noise, Dust, Odour & Burning Consulted 17.02.2016
No objection – advisory note re considerate construction for demolition and construction phase.

Economic Development & Regeneration Service Consulted 17.02.2016
No Comments Received To Date

North Worcestershire Water Management Consulted 17.02.2016

The site falls entirely within flood zone 1 (low risk of fluvial flooding).

No objection subject to conditions : Foul and Surface Water Drainage

Western Power Distribution Consulted 17.02.2016
No Comments Received To Date

Neighbouring Responses

9 Individual and detailed Responses Received to the scheme they are summarised as follows:

- Concerned about the proximity of the development to the houses and the impact of light to the houses. Building is considered oppressive and overpowering at this distance away from the boundary.
- Little thought into the design, layout especially about need to move building further away and introduce thoughtful landscape buffer to soften development.
- Concerned about the noise from the site in relation to the activities on site, machinery and to hours of work when this is close to houses 06:30 is considered too early and will disturb residents.

- Potential for light pollution from activities and buildings.
- Quality of the design and use of material and standardised build. Concerns regarding Fire risk from materials.
- The proposed use as a flooring warehouse is completely inappropriate and deviates significantly from the initial aspirations of a technology park.
- Appears to be an element of retail through the provision of a trade counter area. Again, as proposals are not clearly set out it is hard to know what scale this will be, however the proposals include provision for 54 cars (and notably no LGVs), which suggests that the applicant expects a lot of traffic, presumably for trade sales. The site is not allocated for retail, and we believe the application should therefore be refused.
- Traffic generation caused by the development and congestion. Overspill of parking and poor traffic management in this location and the access to the site being made through the residential element to the site.
- There is no information regarding the number of existing or proposed employees, so there is no indication of what value the proposals would add to the local community in the form of increased employment. This is an employment site after all, and should benefit the community as such. Either way, do they really need 54 parking spaces? They haven't justified the parking provision at all.
- Other issues have been raised which are not material planning consideration.

Relevant Policies

Bromsgrove District Local Plan 2004 (BDLP):

DS3 Main Locations for Growth
DS13 Sustainable Development
E3 Employment Land for Remainder of District
E9 Criteria for New Employment Development
C5 Submission for landscape schemes
TR8 Off-Street Parking Requirements
TR11 Access and Off-Street Parking
ES6 Use of Soakaways
ES11 Energy Efficiency of Buildings
ES14A Noise Sensitive Development

Others

NPPF National Planning Policy Framework
NPPG National Planning Practice Guidance

Relevant Planning History

2002/1014 - Outline Application for Mixed use redevelopment for residential development and ancillary uses and employment uses within B1 and B2 – Approved 24.11.03

2005/0161 - Reserved matters – Construction of a spine road – Approved 11.8.05.

Assessment of Proposal

Site and its surroundings

This application relates to an area of land extending to 0.8 Hectares located immediately east of George Road. The site is fairly level with boundaries adjoining the edge of residential development to the North and East and out towards the railway line. The site is level and has been maintained whilst the site remains unoccupied. The site is located in a recognised employment zone.

Proposal

The proposal relates to two buildings. Both are a modern design using a brick work base supporting a classic frame structure design with corresponding cladding and broken up by panels and glazing.

Building A – External Dimensions 40.2m x 25.8m and 8m high Max with wall up to 6.2m with roof sloping away
Containing Remnant Storage, Trade area and office

Building B – External Dimensions of 53.5m x 55.6m and 12.4m high Max with wall up to 9.2 with roof sloping away.

Following the initial submission the amended and supplementary details/ scheme were received. Parking spaces lorry turning and cycle storage showers were detailed/provided. The applicant has proposed a mixed hard and soft landscaping scheme in order to help further soften the appearance of the buildings and improve drainage for surface water catchment.

Background to Application

The end user of the site is a local carpet fitting firm who supply and fit carpet and floor coverings to mainly large commercial house builders including smaller residential properties

This application site represents a consolidation of the applicants business into one site which is presently split over three. One warehouse in Stoke Prior, one at Harris Business Park and one office at Rubery.

The application proposes two main buildings. The larger building (Building B) is for storage of the floor coverings. The smaller building (Building A) is proposed for remnant

storage office accommodation for the business and a trade area with display to sell any remaining remnants (this is currently at Harris Business park).

Building B - The main deliveries will be made to this building and carpet lengths prepared for delivery on site by the company. This is being covered later in the transport element in the report. The larger building will accept deliveries and the activity of the smaller building will be limited to office and remnant storage with the ancillary trade counter.

Assessment

Bromsgrove Technology Park Design Guide was established when the site was brought forward by Advantage West Midlands. The main thrust was to promote business and Employment related development with contemporary buildings and modern materials. The ethos of this has been established on the site since Application B/2002/1014.

Policy E9 sets out the main issues to consider for proposal of new employment and given this site has residential properties neighbouring it the main issues to consider would take into this account and also cover the following:

- * Access Parking and Servicing
- * Siting Design and Appearance
- * Amenity – Noise
- * Landscaping
- * Drainage

Access parking and Servicing

It is proposed that the units will be served by one central access. The access has been designed in order to serve both the small store, office and trade counter in building A and the larger warehouse Block B.

The initial submission details lacked detail on the site and how it will operate however later details provided details of the end user, their business model and level of activities were covered in the Supplementary document which also outlined a revised layout and been provided for HGV deliveries staff, disabled and visitor parking provision .

The site will accommodate a maximum of 160 staff (not all based on this site) today with up to 200 in the future. Given the mix of uses the development has more than adequate levels of parking of 41 (incl:2 disabled spaces) HGV delivery tracking/turning facilities are provided so that a HGV's can leave the site in a forward gear. Deliveries are made to building B currently at 1 per day and 2 in peak periods. The Company will run its own vans to collect and deliver and fit the carpets on site and return the following day or day after to undertake the next batch of fittings.

Car parking provision and cycle storage (shower facilities in Block A) has been provided and given the advice contained in the 'car parking standards' it is considered that along

with any transport related conditions and specialised condition requiring an integrated management plan/travel plan to cover the vehicular activities that the proposed uses would generate would ensure the development would comply with the provision of policies TR8 and TR11 of the BDLP.

Concerns have been raised in regard to traffic generation. It is considered that there is adequate parking on the site to meet requirements. HGV movements will be unable to access the site via the residential site and a raft of conditions. A Management and Travel Plan requirement will be imposed to ensure the development does not create any adverse traffic implications.

Design/siting and Appearance.

The site is split into two functional units. One large warehouse for the storage and distribution of the carpets (Block B) only and one (Block A) for the offices, ancillary remnant store and any resulting trade sales made from the site in the smaller building. The site layout is designed to keep the larger of the two units furthest away from the residential properties.

Access and servicing for Block B will be made from the central service yard area with parking towards the front and rear of Block A. Amended site layout plans show areas of planting which will help break up the visual bulk of the buildings and help soften the appearance of the development.

Block B is simpler in appearance with brickwork base with panelling above large shuttered doors and glazing and panel detailing in order to provide a more active frontage to George Road.

Block A is the smaller of the two units and has a full glazing facing George Road with the trade area and office above and remnant warehouse behind. The materials will match the larger Block B with a brick work base and contrast panelling. The hipped roof will be a shallow pitch to reduce the visual appearance of the building and its form. Both buildings and the site area are considered acceptable for this reason.

Concerns have been raised in terms of the design merits of the building however there is no official requirement to meet BREEAM Standard. It is accepted that buildings have a functional design and the overall resulting format will be in accordance with modern standards. Conditions are however suggested to control the type and form of the material used.

Amenity

Block A is the smaller of the two units and the closer of the two units to the residential units in Bridge Road. This unit is purposefully lower and has no windows facing the residential houses along Bridge Road (the nearest properties).

It is noted that there have been numerous objections to the location of the building in relation to the rear of the houses and these are acknowledged. The majority of the houses in Bridge Road are 'town house' style dwellings with the main living accommodation of the first and second floors. The Town houses have gardens

extending from 10m up to 12m in depth (shorter ones due to bin access) and have a 1.8m close boarded facing around the boundary.

Members will appreciate that this site is one of the nearest points between the residential land and commercial land and is a sensitive interface. There are no official distance separation requirements for commercial buildings in relationship to residential units however in this case the amended scheme now shows a distance of just over 15m from the flank wall of the commercial unit to the rear wall of the dwellings. In this instance this separation is based on a rear elevation of a dwelling to a blank wall of a neighbouring flatted dwelling from SPG1 given the height relationship. It is accepted that there will be a visual difference however it is considered adequate which ensures that there would be no adverse overlooking, overshadowing or loss of amenity to these dwellings to warrant a refusal on these grounds.

Residents are concerned about the potential for noise and the associated impact on their amenity. In this instance the units have been laid out on site with the larger warehouse/distribution building being located away from the nearest houses which is opening earlier than the office/trade counter. It is noted that Worcestershire Regulatory Services have raised no objections to the scheme but have suggested an informative in relation to any site clearance works and construction programmes, subject to this the development is considered acceptable.

Landscaping

The applicant's agent has now provided in their amended scheme areas which would be suitable for landscaping. This will help soften the development especially on the transition between the site and residential properties. This would be considered acceptable subject to a formal and detailed scheme being provided by the imposition of a suitably worded condition.

Drainage

The site was subject to a comprehensive scheme for drainage during the outline stage. Given the context to the site the opportunity to provide a full SUD's scheme is considered limited due to the type of activity on the site. The hard surface areas will be subject the Oil and silt traps to ensure the local water courses are not adversely affected and the surface water will be accommodated in the specialist designed storm drains installed from the outset. The drainage engineers have suggested a condition to ensure the development will still ensure a safe and satisfactory way of dealing with surface water run off and drainage. Landscaping will also help provide areas for surface water to drain.

Other Issues.

Use of trade area. The trade area would continue to remain ancillary to the main warehouse and business use of the firm. The supplementary details indicate the level of activity generated by this element and it is considered that this element would not stray away from the original enterprise/business use of the enterprise park. Conditions are suggested to control the size of this area.

Conclusion.

The application site would be located within the existing technology park and would comply with the provision of employment uses. The buildings would be a suitable design and would not create any loss of amenity to the existing dwellings in the vicinity. It is considered that the resulting development may be adequately controlled by the imposition of suitably worded conditions and it is considered that the proposed development complies with the provision of the development plan, advice and guidance and that on balance there are no justifiable reasons to refuse planning permission.

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 development hereby permitted shall be carried out in accordance with the Approved Plans/ Drawings listed (to be supplemented) TO BE UPDATED

Reason: In the avoidance of doubt
- 3) No development of the site shall commence on site until a full schedule of materials is provided this shall include the detail, form colour and appearance to be used externally on the walls and roofs, together with window and door and rainwater goods which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to provide continuity and a satisfactory appearance to the development
- 4) No works or development shall take place until a scheme for foul and surface water drainage has been submitted to, and approved in writing by the Local Planning Authority.

Reason: This is to ensure satisfactory drainage in line with the non-statutory technical standards for SuDS (Defra 2015) and there is no increase the risk of flooding elsewhere as a result of the development. In accordance with policy ES6 of the BDLP.
- 5) Notwithstanding the provision the Town and Country Planning General Permitted Development Order 2015 (as amended) no further internal subdivision of the buildings A and B or the construction of any mezzanine floors or increase in the floor area of the trade area (Block A) shall take place without the prior written approval of the Local Planning Authority

Reason: to ensure continuity of the site in associated with the original employment uses of the enterprise park and in the interests of the amenities of the neighbouring properties.

- 6) Prior to the commencement of development on site the applicant shall provide a full landscaping scheme include details of the hard and soft landscaped areas.

The scheme shall include the following:-

- a) full details of all existing physical and landscape features on the site including the position, species and spread of all trees and major shrubs clearly distinguishing between those features to be retained and those to be removed;
- b) full details of all proposed fencing, screen walls, hedges, floorscape, earth moulding, tree and shrub planting where appropriate.

The approved scheme shall be implemented within 12 months from the date when (any of the building(s) hereby permitted are first occupied) (change of use hereby permitted carried out).

Any trees/shrubs/hedges 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 protect the amenity of the area in accordance with policies DS13 and C5 of the Bromsgrove District Local Plan January 2004.

- 7) 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 and retained as such in perpetuity.

Reason : To reduce vehicle movements and promote sustainable access.

INFORMATIVES

Drainage Informative

1. If infiltration techniques are used then the plan shall include the details of field percolation tests.

The peak runoff rate from the development for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event plus an appropriate allowance for climate change² must be as close as reasonable practicable to the Greenfield runoff rate from the development for the same rainfall event but shall never exceed the rate of discharge from the development prior to redevelopment for that event. Flows resulting from rainfall in excess of a 1 in 100 year rainfall event shall be managed in exceedance routes that minimise the risk to people and property.

The runoff volume from the development in the 1 in 100 year 6 hour rainfall must be as close as reasonable practicable to the Greenfield runoff volume from the development for the same rainfall event but shall never exceed the runoff volume from the development prior to redevelopment for that event.

The scheme shall be designed so that flooding does not occur on any part of the site for a 1 in 30 year rainfall event and not in any part of any building for the 1 in 100 year rainfall event plus climate change.

The scheme shall provide an appropriate level of runoff treatment. The approved scheme shall be completed prior to the first use of the development hereby approved.

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