

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Momentum Projects Ltd	Internal works to facilitate a new mezzanine level in the storage and distribution building approved under the reserved matter consent 19/00619/REM Redditch Gateway Land Adjacent To The A4023, Coventry Highway, Redditch, Worcestershire,	24.02.2021	20/01502/FUL

RECOMMENDATION: That planning permission be GRANTED

Consultations

Redditch Development Control

NO OBJECTION

Further to your recent consultation request dated 23rd Feb 2021, as attached, I can confirm the matter was reported to Planning Committee at Redditch Borough Council on 10th March. The Officers report is available via the attached link;

<http://svmodgov2019:9073/mgChooseDocPack.aspx?ID=3470>

At the meeting members considered the report and resolved that they; raise no objection to the proposal on behalf of Redditch Borough Council.

Stratford On Avon District Council

No Comments Received To Date

Beoley Parish Council

OBJECTION

We at Beoley Parish Council have always, when considered a consultee, objected to the Eastern Gateway and do so again in this case. Due to the empty 'shed' space already prevalent within Redditch, the desamiation of the greenbelt, wildlife and their habitat, and the balance of that against low skilled jobs and virtually saturated excess traffic, we see no need for it.

North Worcestershire Water Management

We have no comments to make on the proposals within this application. The overall drainage strategy for the wider site has been agreed and the works proposed in this application make no significant external changes, therefore have no bearing on the wider site drainage or flood risk.

WRS - Noise

NO OBJECTION to the application in terms of any noise / nuisance issues.

WRS - Air Quality

NO OBJECTION

No relevant concerns have been identified and therefore WRS have no adverse comments to raise in this respect.

North Worcestershire Economic Development And Regeneration SUPPORT

As this is only internal alterations, NWedR have no objections to the application. We are supportive of this project.

Highways - Bromsgrove

The Highway Authority is in receipt of a Transport Statement, produced by Peter Evans Partnership in November 2020, a Design and Access Statement, Planning Statement and associated documents. These form the basis of this response.

Highway Network

Both the northern and southern development parcels associated with the original application would be served via a new signal-controlled crossroads junction. This junction is located on the A4023 Coventry Highway. As part of the previous permission, the speed limit on the A4023 is to be reduced to 40mph as part of the junction proposals. No changes are proposed as part of this application.

The A4023 Coventry Highway is a dual carriageway which runs east to west and connects the A441 and A435.

Approximately 500m west of the proposed development, the A4023 meets a number of local roads at an eight-arm roundabout. The roundabout provides access to the surrounding industrial estate and residential areas. There are no proposed changes to the site access.

Layout

No changes to the external site are proposed as part of this application. In line with this, no revisions to the Section 73 would be required.

Highway Impact

Automatic Traffic Count (ATC) data was collected on the eastbound and westbound carriageways of the A4023, located to the west of the junction with the A435. This was collected between Friday 29 June and Thursday 5 July 2018 and found the following peak hour flows, of which 73% were car drivers:

- AM peak (07:00-08:00): 1,859 two-way; and
- PM peak (17:00-18:00): 1,777 two-way.

The outline application's Transport Assessment (TA), for a total development of 90,000sqm of B1, B2 and B8 uses was forecast to generate the following AM and PM peak hour flows:

- AM peak (08:00-09:00): 411 two-way; and
- PM peak (17:00-18:00) 367 two-way.

The Technical Note (TN) produced for the reserved matters application (Ref: 19/00619/REM) provided a trip generation comparison between the outline application and the reserved matters application proposals for 34,041sqm B8 use. This found that

the 34,041sqm B8 building would generate less traffic than the floorspace assessed in the approved 2017 outline TA during both peak periods and throughout the day.

The Applicant has used the Trip Rate Information Computer System (TRICS) database to quantify the trip making associated with the mezzanine floorspace of 23,678sqm. This exercise looks at what the potential trip making could be if this were a standalone assessment. This does not relate to the Outline Consent which has been assessed with trip making at greater levels compared to what is on-site and the mezzanine proposals. The additional total mezzanine floorspace of 23,678sqm would generate 39 two-way trips during the AM peak and 31 two-way trips during the PM peak.

In addition to this, the Applicant outlined alternative scenarios with which to compare the additional trips to those consented in the outline application. In summary, the assessments found that:

- If the main building and the mezzanine trips were added to the overall main building trips, the total number of trips generated by the proposed development would be less than those tested for the northern parcel at the outline application stage; and

The cumulative traffic levels from the most recent phasing plan for Redditch Gateway, at the time of writing this response, in addition to the current and proposed development on the northern parcel, would generate less than the traffic associated with the level of development assessed at the outline application stage.

Pedestrian and Cycle Provision

The TS identifies that there are currently no formal pedestrian footways and/or crossing points located on the A4023 Coventry Highway. However, new footways and formal crossing points are proposed as part of the signalised junction works. In addition, as part of the previous approval, Public Right of Way (PRoW) 588(D) and 585(C) are to be diverted around the western perimeter of the site and provide access to the A4023 Coventry Highway.

Cycle routes are located within 500m of the proposed development, including local walking and cycle links which provide access to Redditch and the surrounding areas. These include:

National Cycle Route (NCN) 5 and NCN 55;

- pedestrian and cycle crossing facilities on the A4023, to enhance the permeability between the northern and southern plots;
- a pedestrian and cycleway link will be provided to Far Moor Lane from the southern parcel, a planning condition requires this to be complete before the occupation of the distribution centre, to encourage travel by these modes between the site and the surrounding areas.

Public Transport

Bus services are observed 550m west of the proposed development and north of the A4023 Coventry Highway.

As part of the outline consent new bus stops are to be constructed on the A4123 at the site access junction, as well as an internal bus stop / terminal outside the distribution centre.

Further bus stops are located on Far Moor Lane south of the A4023 and to the west of the southern parcel. In addition to this, new bus stops are being constructed on the A4023 eastbound and westbound carriageway, located to the immediate west of the signal-controlled junction.

Parking Provision

The Applicant has advised that there will be no material increase in the number of staff employed at the distribution centre.

The Applicant undertook a Car Parking Assessment to demonstrate that the level of car parking approved for the previous applications would be sufficient to accommodate the new mezzanine in light of this new Application. A total of 469 car parking spaces, of which 22 will be accessible car parking spaces and 48 would be electric vehicle charging spaces were approved under the previous permission. In addition to this, 47 motorcycle spaces and 60 covered bicycle parking spaces were approved.

The Applicant advises that the mezzanine would operate in conjunction with the ground floor of the distribution centre. The operator has provided an indication of the shift patterns and operation within the building and potential total headcount for each shift at peak times. This is tabulated below:

Shift	Start	End	Max Headcount
Full Time Option			
Full Time Day	06:00	14:30	296
Full Time Twilight	14:00	22:30	484
Full Time Night	21:00	05:30	296
Part Time Option			
Part Time Morning	06:00	11:00	340
Part Time Day	11:30	16:30	340
Part Time Twilight	17:00	22:00	484
Part Time Night	22:30	03:30	340

The Applicant advises that during Full-Time operation a maximum of 780 staff would be on site at any one time. This is seen to reduce to 629 staff during Part-Time operation and taking accounting of shift changeover periods, where there is often an overlap of staff parking due to the new shift arriving before the current shift have departed. A 30% overprovision at shift changeover times is generally considered sufficient.

In order to understand the likely percentage of staff 'car drivers', travel survey data from four applicant owned sites throughout the UK has been used to understand the maximum levels of car use. These show that a maximum of 57% of Full-Time staff will be 'car drivers'. This equates to a maximum car park provision of 445 spaces.

The proposals are consistent with the level of parking proposed.

Highway Safety

The Applicant has undertaken a desktop review (utilising CrashMap) to understand the level of collisions recorded within the vicinity of the proposed development, for the period 2016-2019. The Highway Authority consider Crashmap to be unsuitable in assessing accident data, and that data should be requested from the Authority to ensure appropriate and up to date data sources are used. In addition, it is required that any assessment should include the most recent data available, which in this case includes 2020 and 2021.

The Highway Authority has therefore undertaken its own assessment which showed that during 2016-2021 there were a total of six accidents at the A441/A4023 roundabout, of which four were classified as slight and two as serious. None of the collisions involved pedestrians. The two serious collisions were both single vehicle incidents. Following review of the data, WCC is satisfied that, given the scope of the study (over the most recent 5-year period) that there are no highway design and/or safety issues attributed to the accidents.

Travel Planning

Condition 25, pursuant to the Section 73 consent for the previous permission, requires the submission of a Travel Plan prior to the first occupation of any building through reserved matters. The Applicant provides that this Travel Plan, which is under preparation, would not require changes as a result of the proposed development. In summary, the Travel Plan proposes the following measures:

- Lockers, showers and changing facilities;
- Cycle to work scheme;
- Travel information board;
- Key transport information displayed on TV screens;
- Private group created on the Liftshare car sharing platform; and
- Liaison with bus companies.

WCC has published guidance on how it expects Travel Plans to be prepared. This guidance is freely available from the County Council's Travel Plans Officer. As part of this process, the Applicant must register for Modeshift STARS Business (www.modeshiftstars.org) and ensure that their targets have been uploaded, so that progress on the implementation of the Travel Plan can be monitored. WCC can assist applicants with this process should they need.

Modeshift STARS Business is a nationally accredited scheme which assists in the effective delivery of Travel Plans.

Conclusion

The Highway Authority has undertaken a robust assessment of the application. Based on a review of the information submitted, the Highway Authority recommends **no objection**.

Relevant Policies

Bromsgrove District Plan 2011-2030

- BDP1 Sustainable Development Principles
- BDP5B Other Development Sites
- BDP6 Infrastructure Contributions
- BDP13 New Employment Development
- BDP14 Designated Employment
- BDP16 Sustainable Transport
- BDP19 High Quality Design
- BDP20 Managing the Historic Environment
- BDP21 Natural Environment
- BDP22 Climate Change
- BDP23 Water Management
- BDP24 Green Infrastructure
- BDP25 Health and Well Being

Other Material Considerations
NPPF and PPG

Relevant Planning History

17/00700/OUT Redditch	Hybrid application comprising: Outline planning application (with matters of appearance, landscaping, layout, scale and details of internal circulation routes reserved) for the development on a phased basis of 32ha of employment land for business/industrial uses (Use Classes B1, B2, B8). The development shall include: landscaping, parking, associated infrastructure, utilities, drainage (including SUDS) and ground engineering works; and Full planning application for Phase 1 Ground Engineering works, and details of means of access to the site from the A4023.	11.06.2018
17/00701/OUT Bromsgrove		
18/01596/S73 Bromsgrove	Variation of conditions 2 and 8 to amend the parameters of development for the northern development parcel, and Phase 1 Ground Engineering works (and changes to conditions 12, 16, 18, 21, 29, 31, 32, 36 and 37 to allow hedgerow and tree removal prior to the coming into effect of the relevant condition, and	10.04.2019
18/01626/S73 Redditch		

conditions 28 and 29 to relate to updated flood risk assessment) in respect of hybrid planning permissions 17/01847/OUT (Stratford reference number), 17/00700/OUT (Redditch reference number), and 17/00701/OUT (Bromsgrove reference number) dated 11 June 2018.

19/00619/REM Bromsgrove	Application for approval of reserved matters relating to appearance, landscaping, layout, scale and access (internal to the site) for a use class B8 (storage and distribution) building with ancillary floorspace including use class B1 (offices); earthworks; plot and structural landscape works inclusive of an ecological enhancement area; internal access roads, car parking, gatehouse; utilities and plant infrastructure; on the northern development parcel pursuant to S73 permissions SDC 18/03746/VARY, BDC 18/01596/S73, RBC 18/01626/S73 following outline permissions SDC 17/01847/OUT , BDC 17/00701/OUT, RBC 17/00700/OUT	15.10.2019
----------------------------	---	------------

Assessment of Proposal

Location and Context

The 17.45 hectares (ha) site is located within both the Stratford-on-Avon District Council and Redditch District Council boundaries. The majority of the proposed building works are located within the administrative area of Bromsgrove, with the parking and largest concentration of green infrastructure being located within the administrative area of Stratford-on-Avon. The site access is located within Bromsgrove District Council's administrative area.

The application site is located within the northern parcel for Redditch Gateway where a B8 Use Class (storage and distribution) facility has been approved under application references 19/01545/REM (Stratford) and 19/00619/REM (Bromsgrove).

The distribution centre, as consented by the previous permission, is currently under construction with a permitted floorspace of 34,041sqm Gross Floor Area (GFA). The overall site is bounded to the south and east by the A435 and A4023 grade separated junction.

Proposal

Following the granting of this planning consent, further approval is sought for the provision of internal works to facilitate a new mezzanine level in the storage and distribution building approved under the reserved matters consent (Ref:19/00619/REM).

The Applicant seeks permission for the installation of a free-standing heavy mezzanine platform and a lightweight mezzanine comprising a total of 23,678sqm. The Applicant advises that the heavy mezzanine would be used for purposes directly associated with the approved Class B8 usage to improve the internal functioning of the business. This would constitute 15,678sqm of the total 23,678sqm. The lightweight mezzanine would support the conveyors which are used to move goods and products. This would constitute 8,000sqm of the total 23,678sqm.

The mezzanine would improve the internal function of the approved warehouse building and would be used largely for storage and automated operations. These operations would be overseen by a small number of workers. No other building works are proposed that would increase the floor area.

Likewise, the proposal would not impact the external appearance, profile or layout. In line with this, the layout of the car park and servicing yard would not be changed and therefore, would be consistent with that agreed in the previous permissions.

Main Issues

Traffic

The main issue arising from this proposal is the potential for the development to significantly to traffic impacts mitigated through the original scheme. WCC have carefully considered the various elements and traffic implications of the proposal and raise no objection, nothing the application would have no significantly greater impact than that which was envisaged and approved at the outline stage.

As permission runs with the land, it is conceivable that the addition of the mezzanine could give raise to different impacts, were it used in a more intensive way. Accordingly, a condition is recommended to limit its use.

Other Issues

The comments in objection made by Beoley Parish Council appear to be directed at the principle of development and impact of the substantive proposal which has already received planning permission, so I attach no significant weight to them in reaching my recommendation.

Conclusion

The proposal essentially seeks to add a mezzanine for the purposes of assisting efficiency of the existing consented operation and would result in minimal impact upon traffic

Policy BDP1 states that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

On the basis of the above considerations, I conclude that the proposal is sustainable development. I therefore consider that the presumption in favour does apply in this case and that this application should be granted.

RECOMMENDATION: That planning permission be GRANTED

Conditions:

1. The development to which this permission relates must be commenced not later than the expiration of three years from the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be carried out in accordance with recommendations in the following documents, plans and drawings –

20106_P05A_Proposed Mezzanine Plan and indicative associated platforms
PLANNING-A1 Template

20106_P06A_Existing GF Plan PLANNING-A1 Template

20106_P03A_Location Plan-A0 Template

20106_P04A_Council Boundaries PLANNING-A0 Template

Redditch Gateway Transport Statement November 2020 - PEP

20106 Design and Access Statement rev B (002)

Reason: To accurately define the permission and for the avoidance of doubt.

3. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), (or any Order revoking and re-enacting that Order with or without modification), the mezzanine hereby permitted shall be used for as a platform for mechanical handling equipment and ancillary facilities related to the purposes of Use Class B8 as approved in 18/01596/S73 and for no other purposes of the Schedule to the Town and Country Planning (Use Classes) Order 2020 (as amended) or any other provision(s) equivalent to that Class / those Classes in any Statutory Instrument revoking and/or re-enacting that Order with or without modification.

Reason: To enable the Local Planning Authority to regulate and control the development of land, having regard to Policies BDP1, BDP14, and BDP16 of the Bromsgrove District Plan. The Local Planning Authority is of the opinion that the proposed use of the mezzanine for the purpose specified is appropriate in this location, having due regard to all material planning considerations, but other uses within that or other Use Classes may not be acceptable to the Local Planning Authority in this location and should be the subject of a separate planning application to be considered on its own planning merits, having regard to the character and amenities of the area in connection with sustainability objectives.

Plan reference

4. Development to be undertaken in accordance with the Construction Environment Management Plan

Case Officer: Simon Jones Tel: 01527 548211

Email: simon.jones@bromsgroveandredditch.gov.uk