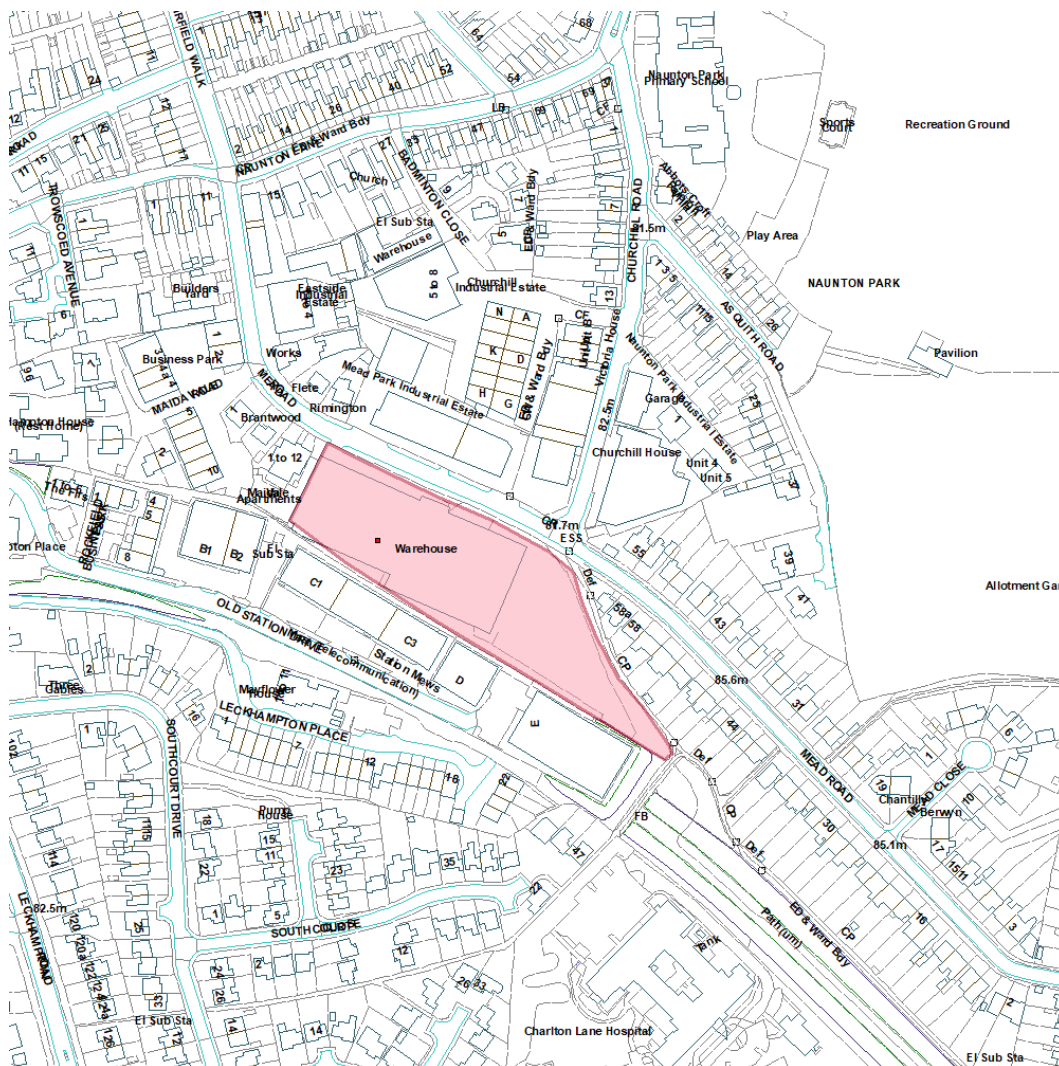


APPLICATION NO: 20/00704/FUL		OFFICER: Michelle Payne
DATE REGISTERED: 2nd May 2020		DATE OF EXPIRY: 1st August 2020
DATE VALIDATED: 2nd May 2020		DATE OF SITE VISIT:
WARD: Leckhampton		PARISH: Leckhampton With Warden Hill
APPLICANT:	Travis Perkins (Properties) Limited	
AGENT:	Quod	
LOCATION:	Travis Perkins Trading Ltd, Mead Road, Cheltenham	
PROPOSAL:	Comprehensive redevelopment of existing builders merchant (sui generis) comprising: demolition of existing buildings; erection of 2no. commercial buildings for use as a builders' merchant (sui generis) for display, sale and storage of building, timber and plumbing supplies, plant and tool hire, including outside display and storage including storage racking, widening of existing Mead Road access, servicing arrangements, car parking and associated works	

RECOMMENDATION: Permit



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1. DESCRIPTION OF PROPOSAL

- 1.1 The application is seeking planning permission for the comprehensive, phased, redevelopment of the existing Travis Perkins site on Mead Road to include the demolition of all existing buildings; the erection of 2no. new commercial buildings for display, sale and storage of building, timber and plumbing supplies, plant and tool hire, including outside display and storage including storage racking; the widening of the existing Mead Road access; and new servicing arrangements, car parking, and associated works. Travis Perkins would continue to occupy the site.
- 1.2 The application is before planning committee at the request of Cllr Horwood and Cllr Cooke for the following reasons:
- Scale of application
 - Proximity to houses in Mead Road
 - Increased visual impact
 - Highway impact during demolition and construction
 - Ongoing access by HGV's
- 1.3 The parish council support the above request due to the scale of the proposed development.
- 1.4 Additionally, the application is not supported by the Architect's Panel who suggest that the proposal *"makes no attempt to enhance the visual qualities of the site"*; the panel's comments can be read in full at Section 4 below.

2. CONSTRAINTS AND PLANNING HISTORY

Constraints:

Airport Safeguarding over 45m
Landfill Site boundary
Principal Urban Area
Residents Association
Smoke Control Order

Planning History:

CB9573/04

PERMIT

12th April 1978

Change of use of premises to builders merchants and formation of new showroom

CB18358/00

PERMIT

26th November 1987

Construction of extension to existing building and change of use from existing shed to mill

CB18358/01

PERMIT

17th February 1994

Removal of unstable blockwork masonry retaining wall and replacement with a cutting slope (retrospective)

3. POLICIES AND GUIDANCE

National Planning Policy Framework (NPPF)

Section 4 Decision-making

Section 6 Building a strong, competitive economy

Section 9 Promoting sustainable transport

Section 12 Achieving well-designed places

Section 14 Meeting the challenge of climate change, flooding and coastal change

Saved Local Plan (LP) Policies

CP 3 Sustainable environment
CP 4 Safe and sustainable living
CP 7 Design

Adopted Joint Core Strategy (JCS) Policies

SD1 Employment - Except Retail Development
SD3 Sustainable Design and Construction
SD4 Design Requirements
SD14 Health and Environmental Quality
INF1 Transport Network
INF2 Flood Risk Management

4. CONSULTATION RESPONSES

GCC Highways Development Management

25th June 2020

No objection (subject to conditions).

The Highway Authority recommends that no highway objection be raised subject to the following conditions being attached to any permission granted:

PCC2 Construction Management Plan

Prior to commencement of the development hereby permitted details of a construction management plan or construction method statement shall be submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall include but not be restricted to:

- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Routes for construction traffic;
- Any temporary access to the site;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud and dust being carried onto the highway;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles; and
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

POC1 Completion of Vehicular Accesses - Shown on the approved plans

No building or use hereby permitted shall be occupied or use commenced until the means of access for vehicles, pedestrians (including dropped kerb tactile paving) and/or cyclists have been constructed and completed in accordance with the approved plans.

Reason: In the interest of highway safety.

POC3 Reinstatement of Redundant Accessways

The vehicular access hereby permitted shall not be brought into use until all existing vehicular accesses to the site (other than that intended to serve the development) have been permanently closed in accordance with details to be submitted to and agreed in writing beforehand by the Local Planning Authority.

Reason: In the interests of highway safety.

POC4 Facilities for service vehicles

No building or use hereby permitted shall be occupied or use commenced until the loading, unloading, circulation and manoeuvring facilities for servicing vehicles have been completed in accordance with the approved plans. Thereafter, these areas shall be retained for the lifetime of the development.

Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety.

POC5 Completion and Maintenance of Car/Vehicle Parking - Shown on approved plans

No building or use hereby permitted shall be occupied or use commenced until the car/vehicle parking area (and turning space) shown on the approved plan 100 Revision: 07 has been completed and thereafter the area shall be kept free of obstruction and available for the parking of vehicles associated with the development.

Reason: To ensure that there are adequate parking facilities to serve the development constructed to an acceptable standard.

POC6 Completion and Maintenance of Cycle Provision - Shown on approved plans

The development hereby permitted shall not be occupied until the cycle storage facilities have been made available for use in accordance with the submitted plan 100 Revision: 07 and those facilities shall be maintained for the duration of the development.

Reason: To ensure the provision and availability of adequate cycle parking.

POC8 Accessible Parking Provision

The development hereby approved shall not be brought into use until a minimum of 1 accessible car parking space has been provided and thereafter shall be kept available for disabled users as approved.

Reason: To provide safe and suitable access for all users.

POC11 Access Entry/Exit Only

No building or use hereby permitted shall be occupied or use commenced signing and lining scheme restricting the use of the access to "Entry Only"/"Exit Only" has been provided in accordance with submitted plan SK01 and the signing and lining shall be maintained for the duration of the development.

Reason: In the interests of highway safety.

POC13 Provision of Vehicular Visibility Splays

Development shall not begin until visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 54 metres in each direction measured along the nearside edge of the adjoining carriageway. Nothing shall be planted, erected and/or allowed to grow on the triangular area of the land so formed which would obstruct the visibility described above.

Reason: In the interests of highway safety.

POC16 Electric Vehicle Charging Points (Commercial Development)

The development hereby approved shall not be brought into use until a minimum of 1 electric vehicle charging space has been provided and thereafter such space and power point shall be kept available and maintained for the use of electric vehicles.

Advice & Notes:

A4 Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the County Council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Council's costs in undertaking the following actions:

- i. Drafting the Agreement
- ii. A Monitoring Fee
- iii. Approving the highway details
- iv. Inspecting the highway works

Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

A5 Traffic Regulation Order (TRO)

You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to scale of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward; involving advertisement and consultation of the proposal(s).

You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process.

We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk

The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.

A8 Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at Network&TrafficManagement@gloucestershire.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

A17 Construction Environmental Management Plan (CEMP)

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particularly reference is made to "respecting the community" this says:

Constructors should give utmost consideration to their impact on neighbours and the public

- Informing, respecting and showing courtesy to those affected by the work;
- Minimising the impact of deliveries, parking and work on the public highway;
- Contributing to and supporting the local community and economy; and
- Working to create a positive and enduring impression, and promoting the Code.

The CEMP should clearly identify how the principle contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided and information shared with the local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties. This does not offer any relief to obligations under existing Legislation.

CEMP can include but is not limited to:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Expected number and type of vehicles accessing the site:
 - Deliveries, waste, cranes, equipment, plant, works, visitors;
 - Size of construction vehicles;
 - The use of a consolidation operation or scheme for the delivery of materials and goods;
 - Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
 - Programming;
 - Waste management;
 - Construction methodology;
 - Shared deliveries;
 - Car sharing;
 - Travel planning;
 - Local workforce;
 - Parking facilities for staff and visitors;
 - On-site facilities;
 - A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residual roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Location for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;

- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Highway Condition survey;
- Method of preventing mud being carried onto the highway; and
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

GCC Local Flood Authority (LLFA)

13th May 2020

The drainage strategy submitted with this application defines a strategy that will manage discharges from the site to acceptable rates however it fails to address water quality. The Severn Trent sewer that the system discharges carries the surface water to discharge into the Hatherley Brook at Bournside Road.

From available information the site could be described an area used for handling and storage of chemicals and fuels, handling and storage of waste and as such the level of hazard for a site should be considered to be high under the descriptions offered in the National Standards for sustainable drainage systems published by Defra. The guidance states that there should be consultation with the EA about the treatment requirements for such a discharge. The drainage strategy offers no evidence that such consultation has taken place or of what treatment measures are to be adopted as a result.

It may be considered that the site will be a medium hazard in which case the drainage strategy needs to include a minimum of two, ideally three treatment stages prior to discharge from the site.

NOTE 1: The Lead Local Flood Authority (LLFA) will give consideration to how the proposed sustainable drainage system can incorporate measures to help protect water quality, however pollution control is the responsibility of the Environment Agency.

NOTE 2: Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the LLFA.

NOTE 3: Any revised documentation will only be considered by the LLFA when resubmitted through suds@gloucestershire.gov.uk e-mail address. Please quote the planning application number in the subject field.

27th May 2020 – revised comments

Information received through the email you forwarded on 26th May confirms the pollution risk that the developed site will form to be considered as a medium hazard. The content of the email is shown below:

"Many thanks for sending us the LLFA's comments. The proposals are for a sui generis builders' merchant which is consistent with the current operation at the Site already occupied by Travis Perkins.

Details of TP's operation which includes the storage of building materials can be found under the proposed occupier section of the planning statement. Their operation is classed as a commercial yard/delivery area which is categorised as 'medium' within the SUDS Manual. It is believed the LLPA have misinterpreted the site proposals and operation to instead include the "handling and storage of chemicals and fuels, handling and storage of waste" which is not the case as it is not reflective of the use. This incorrect categorisation triggers a higher pollution hazard than necessary given it is considered 'high' within the SUDS Manual which has in turn led to the below comments and requirements.

In line with previous TP proposals, a Class 1 Bypass Separator is incorporated within the drainage design. This is not shown on the strategy drawing enclosed within the FRA report,

but would be included as part of the detailed drainage design in due course. Due to site constraints, our strategy does not include SUDS features such as swales or a detention basin. We also excluded permeable paving from the drainage strategy as it is not considered compatible with the proposals.

We trust this is understandable and can be passed onto the LLFA for comment."

The email states the intention to utilise a class 1 bypass separator to manage pollutant runoff from the site which is not referenced in the application documentation but will be shown in the detailed drainage design.

In order to ensure this is the case any consent granted against this application will need to be conditioned as follows:

No building works hereby permitted shall be commenced until detailed plans for surface water drainage works have been submitted to and approved in writing by the local planning authority. The information submitted shall be in accordance with the principles set out in the approved drainage strategy. The submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation.

Reason: To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution for the lifetime of the development.

Building Control

7th May 2020

The application will require Building Regulations approval. Please contact Cheltenham and Tewkesbury Building Control on 01242 264321 for further information.

Parish Council

12th May 2020

The Parish Council, which includes Borough Cllr Martin Horwood has asked for this application to go to committee. It is a very large development which has raised several concerns.

Minerals and Waste Policy Gloucestershire

21st May 2020

Please accept this correspondence as an initial view from officers acting on behalf of the Minerals and Waste Planning Authority (MWPA) for Gloucestershire. It is concerned with ensuring that due consideration is being given to resource efficiency measures. Attention is particularly focused upon two local development plan policies - Gloucestershire Waste Core Strategy Core Policy 2 | Waste Reduction and Minerals Local Plan for Gloucestershire Policy SR01 | Maximising the use of secondary and recycled aggregates. It is applicable to all major development proposals throughout Gloucestershire that require planning permission.

Supporting evidence on resource efficiency may be included within a wider Environment Statement where this has also been required, or as part of a Planning Statement that sets out how a proposal will accord with the local development plan. The preparation of a standalone Waste Minimisation Statement (WMS) or a dedicated waste reduction section

or chapter within supporting evidence of an application are the best means of effectively complying with the requisite local policy requirements.

A Waste Minimisation Statement (WMS) should contain enough information for decision-makers to make a valued judgement on whether achievable resource efficiency measures can be accommodated into a proposal. Details of how different types of waste will be reduced and managed efficiently and effectively will be crucial. The full lifecycle of a proposed development needs to be considered. This usually involves the three phases of: - site preparation (including any demolition); construction; and occupation. Whilst appreciating that for many proposals it is unknown who the future occupants will be, the ability to support their re-use and recycling practice should not be hindered. Provision for safe and efficient resource management infrastructure aiming at reducing waste and making recycling easier to engage with should be set out. This includes for commercial as well as residential schemes.

The increasing use in both volume and proportion of recycled materials in development is actively encouraged within local policy. It is therefore reasonable to seek evidence of this. This could include details of procurement practice / protocols able to demonstrate that the sourcing of materials will achieve a substantial level of recycled content. Collation of this type of Information may also prove beneficial where sustainable construction technical standards / ratings are to be sought. Requirements for high levels of recycled material use are present within the Building Research Establishment Environment Assessment Method (BREEAM) and Leadership in Energy and Environmental Design (LEED) certification.

To assist decision makers and applicants in their consideration of resource efficiency, local guidance has been prepared - Gloucestershire Supplementary Planning Document: Waste Minimisation in Development Projects (WM-SPD).

The minerals and waste policy team is also able to offer some further advice and commentary on how compliance can be achieved and maintained. This could include the use of conditions for applications recommended for approval. Please do not hesitate to contact the team via: [mwplans@ gloucestershire.gov.uk](mailto:mwplans@gloucestershire.gov.uk) quoting the application reference and / or GCC reference of interest.

Architects Panel

4th June 2020

Design Concept

The panel had no objection to the principle of replacing the existing buildings with new commercial buildings on this site. Nevertheless, the panel could not support this application simply because it makes no attempt to enhance the visual qualities of the site.

Although the existing buildings are of limited architectural merit, they do have a presence on the street which the new scheme will not have. Tall fencing and goods storage areas and truck parking at the front of the site will look unattractive. If the layout cannot be reconfigured then at least consider some landscape enhancements!

Recommendation

Not supported.

Environmental Health

28th May 2020

After reviewing both the noise assessment and contaminated land reports I have no adverse comments to make regarding this application. I would recommend approval subject to the following conditions being attached to any approved permission.

Noise

- Please can we condition the proposed hours of operation to coincide with the current noise report
- As above for the hours of delivery
- An updated noise assessment will need to be submitted when plant has been chosen
- Two acoustic barriers are proposed as part of the management of noise. Please can we add a condition requiring at least yearly maintenance of the barriers to ensure they are still providing optimal performance.
- I would recommend we ask for the submission of a site specific noise management plan for deliveries following the guidance laid out in the noise assessment.

Contaminated Land

The report outlines some potential issue with contamination, nothing that will impact on whether the development can take place but the type of foundations and methods of construction etc. need to be carefully considered. As per the recommendations of the report by Soiltechnics I would request conditions be attached in regards to the following:

- Submission of a detailed remedial strategy
- Details of C02 protection measures
- Confirmation of whether barrier pipe installation is required and proof of liaison with Severn Trent.

Tree Officer

27th May 2020

In principal the Trees Section does not object to this application pending submission of further information. Please could the following additional information be submitted and agreed before determination:

- Method statement for any construction / the replacement of hardstanding within the RPA of retained trees.
- Details of any pruning works needed to facilitate the development.
- Landscaping Plan to mitigate for the proposed removal of trees.

5. PUBLICITY AND REPRESENTATIONS

5.1 Letters of notification were sent out to 73 neighbouring properties. In addition, a site notice was posted and an advert published in the Gloucestershire Echo.

5.2 Four representations have been received in response to the publicity; three of which are in objection. The comments have been circulated in full to Members but the main concerns are summarised below:

- The road surface in Mead Road is already bad and an increase in HGV movements is likely to make the situation worse
- Sufficient access for HGV's?
- Increase in noise levels from HGV's and loading/unloading
- Construction vehicles should not be allowed past Naunton Park Schools
- Existing problems with overhanging branches of trees

6. OFFICER COMMENTS

6.1 Determining issues

6.1.1 The main considerations in determining this application relate to the principle of redevelopment; design and layout; access, parking and highway safety; drainage and flooding; and neighbouring amenity.

6.2 Principle

6.2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. This is reiterated in paragraph 47 of the National Planning Policy Framework (NPPF) which also highlights that decisions on applications should be made as quickly as possible.

6.2.2 Moreover, paragraph 11 of the NPPF sets out a “*presumption in favour of sustainable development*” which in decision making means “*approving development proposals that accord with an up-to-date development plan without delay*”.

6.2.3 The development plan comprises saved policies of the Cheltenham Borough Local Plan Second Review 2006 (LP) wherein those policies are consistent with the NPPF; and adopted policies of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011-2031 (JCS).

6.2.4 Material considerations include the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG), and the emerging Cheltenham Plan (CP) which is now at advanced stage.

6.2.5 Saved LP policy EM2 seeks to safeguard land and buildings in an existing employment use (use classes B1, B2 and B8 inclusive); and emerging CP policy EM2 similarly seeks to safeguard employment land. Additionally, adopted JCS policy SD1 supports employment-related development on land already in employment use.

6.2.6 The presumption in favour of sustainable development runs throughout the NPPF, and at paragraph 80, the NPPF places significant weight “*on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*”.

6.2.7 The supporting Planning Statement sets out that the proposed redevelopment of the site would represent a £4.3 million investment; and has the potential to increase employment opportunities at the site.

6.2.8 Although it is acknowledged that the proposed redevelopment of the site will result in a loss of approximately 2000m² of gross internal floor space; officers are satisfied that this loss of floor space will be outweighed by the benefits of providing a high quality, modern facility.

6.2.9 As such, the general principle of re-developing the site for continued employment use must be acceptable; subject to accordance with other relevant development plan policies discussed below.

6.3 The site and its context

6.3.1 The application site is located on the southwestern side of Mead Road and forms part of a wider, long-established industrial estate. The site is irregular in shape and approximately 1 hectare in size. Travis Perkins has occupied the site since 1989.

6.3.2 Mead Park Industrial Estate is located directly opposite the site on Mead Road, with Liddington Industrial Estate to the rear, accessed from Old Station Drive. Residential properties in Mead Road are located to the southeast and northwest of the site. A public footpath runs along the eastern site boundary.

6.3.3 The existing buildings on site are single storey and comprise some 4808 sqm of internal floorspace; however the buildings now appear tired and dated, and the site layout creates challenges for HGV's and Travis Perkins delivery vehicles to safely enter and circulate around the site.

6.3.4 The external areas are almost entirely hardsurfaced with only limited landscaping along the eastern and rear site boundaries.

6.3.5 Part of the site frontage to Mead Road is secured by 2.1 m high palisade fencing.

6.4 Design and layout

6.4.1 Saved local plan policy CP7 requires all new development to be of a high standard of architectural design; to adequately reflect principles of urban design; and to complement and respect neighbouring development and the character of the locality. The policy is generally consistent with adopted JCS policy SD4 and advice set out within Section 12 of the NPPF.

6.4.2 The application proposes the phased redevelopment of the site to allow for the branch to safely continue trading during the proposed works. Initially, the eastern part of the site will be re-developed.

6.4.3 The new buildings will be located further back within the site, in proximity to the southern boundary; this will provide for a larger external area for the storage of materials, and for improved vehicular movements.

6.4.4 As can reasonably be expected, the proposed buildings are utilitarian in their appearance; however, sufficient detail has been submitted with the application to demonstrate that the buildings will have a quality finish, and that a suitable palette of materials are proposed. As such, it is not considered necessary to secure additional design details by way of condition. The utilitarian design is considered to be wholly appropriate in this established industrial location; and, notwithstanding the Architects Panel's suggestion otherwise, officers are satisfied that, overall, the works will result in an enhancement.

6.4.5 To provide some distinction between the two operators, the main Travis Perkins warehouse will be clad in green vertical profile steel wall cladding with yellow trims, door and windows; whilst the Benchmarx kitchen element will be clad in grey vertical profile steel wall cladding, with dark red doors and frames.

6.4.6 The Architects Panel's comments comment in relation to the fencing and external storage areas have been duly noted. Indeed, the height of the storage racking, at 5.5m, was queried with the applicant's agent who has confirmed that external storage of up to 5.5m is a prerequisite for Travis Perkins, and is vital to their operation as a builders' merchant; they do however highlight that this is unlikely to be utilised across the entire site but that Travis Perkins require the flexibility to be able to rearrange their storage layout to respond to market/industry demands.

6.4.7 The Planning Statement sets out that the site layout has been carefully considered to *"ensure that the entire site is used as effectively and efficiently as possible. This includes creating enough space for an external storage area, which is key to Travis Perkins operation"*. It is important to remember that external storage areas, visible from the public realm, are already in existence on site; and are not an uncommon feature in industrial areas.

6.4.8 That said, a landscaped buffer in front of the HGV servicing zone, to include tree planting, has been incorporated into the layout during the course of the application in response to the Architects Panel comments, and this welcomed by officers; details of the landscaping can be suitably secured by condition.

6.5 Access, parking and highway safety

6.5.1 JCS policy INF1 advises that planning permission will be granted only where the impacts of the development are not severe, and seeks to ensure that all new development proposals provide safe and efficient access to the highway network, and provide connections to existing walking, cycling and passenger transport networks, where appropriate; the policy reflects the advice set out within Section 9 of the NPPF. JCS policy SD4 also highlights the need to prioritise movement by sustainable travel modes.

6.5.2 The application has been thoroughly reviewed by the County's Highways Development Management team who, following the submission of additional/revised information, raise no Highway objection subject to a number of conditions.

6.5.3 The proposed layout provides for a new dedicated HGV servicing area accessed through a HGV-only entrance to reduce potential conflicts with customers. A one-way system will be introduced for customers and staff.

6.5.4 The Transport Statement which accompanies the application advises that no increase in deliveries is forecast as a result of the redevelopment and therefore the existing HGV access road is considered suitable to continue serving the development.

6.5.5 The existing 16 parking bays are used by both staff and customers; however, the redevelopment will see the provision of separate parking areas; 7 parking bays for customers and 15 bays for staff. This level of car parking provision is considered to be acceptable; however, conditions are suggested requiring the provision of 1no. disabled space and 1no. electric charging point. Secure, covered cycle parking is also proposed.

6.5.6 The Planning Statement sets out that Travis Perkins predominantly supplies products and services to trade professionals, who form the main customer base. Additionally, Benchmarx (BMX) is a 'trade only' business and, as such, purchases can only be made where a customer has a trade account. This branch of Travis Perkins has therefore been assessed as having an existing customer base and, as such, the number of trips and traffic levels locally are not expected to be significantly altered.

6.5.7 At present, parking on Mead Road, which has a 30mph speed limit in the vicinity of the site, is largely unrestricted with cars observed to park on both sides of the road, and this can cause an obstruction to HGV deliveries. Indeed, one local objector has commented that they *"already have problems with lorries regularly parking over our drive waiting to go into TP"*. To address this, parking restrictions are proposed via a Traffic Regulation Order.

6.5.8 Overall, it is considered that the redevelopment of the site will result in an improved situation from a highways perspective.

6.6 Neighbouring amenity

6.6.1 Saved LP policy CP4 advises that development will only be permitted where it will not cause unacceptable harm to the amenity of adjoining land owners or the locality; these requirements are reiterated in adopted JCS policy SD14. In addition, NPPF paragraph 127 highlights the need to secure a high standard of amenity for existing and future users.

6.6.2 Given the long standing use of the site, and that no change of use is proposed, it is not anticipated that the redevelopment would result in any noticeable impact on

neighbouring residential occupiers; albeit, the erection of acoustic fencing in two areas should provide for an improvement.

6.6.3 The application has been accompanied by a Noise Impact Assessment, and has been reviewed by Environmental Health who raise no objection subject to conditions.

6.6.4 It is noteworthy that despite an extensive consultation exercise, objections have only been received from the owner/occupiers of three nearby residential properties. Where applicable, those objections are addressed within the report.

6.7 Other matters

Drainage and flooding

6.7.1 The application site is wholly located in Flood Zone 1 but, given the site area, the application has been accompanied by a Flood Risk Assessment which includes a Drainage Strategy for the new buildings and wider site.

6.7.2 The application has been reviewed by the Lead Local Flood Authority (LLFA) who raise no objection to the proposals, in principle, subject to additional detail being secured by condition.

Sustainability

6.7.3 The application has been accompanied by a Sustainability and Energy Report which concludes that the building has been designed in accordance with good passive design principles to reduce the energy requirements for heating, hot water, ventilation and lighting; that the energy and carbon emissions for the building will exceed the minimum Building Regulations Part L targets; and that heat pumps are the best low carbon technology to be applied to the building to reduce energy and carbon emissions.

Waste minimisation

6.7.4 A condition is suggested requiring the submission of a Waste Minimisation Statement to ensure that the principles of waste minimisation are incorporated into the development.

7. CONCLUSION AND RECOMMENDATION

7.1 Saved Local Plan policy EM2 seeks to safeguard employment land, and adopted Joint Core Strategy policy SD1 supports employment-related development on land already in employment use. Moreover, at paragraph 80, the NPPF places significant weight “*on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*”. As such, the general principle of re-developing the site for continued employment use must be acceptable.

7.2 The proposed buildings and site in general will be justifiably utilitarian in their appearance, are considered to be wholly appropriate in this established industrial location. Notwithstanding the Architects Panel's suggestion otherwise, officers are satisfied that, overall, the works will result in an enhancement.

7.3 The amended site layout will provide for a significant improvement in highway terms to reduce potential conflicts between HGV's and customers; with a one-way system introduced for customers and staff. No Highway objection has been raised by the County subject to a number of conditions.

7.4 No increase in deliveries is forecast as a result of the redevelopment and, as this branch of Travis Perkins has been assessed as having an existing customer base, the

number of trips and traffic levels locally are not expected to be significantly altered. Parking restrictions on Mead Road are proposed via a Traffic Regulation Order to remove obstructions to HGV deliveries.

7.5 The proposals have been reviewed by the Environmental Health Team who raise no objection subject to conditions. Given the long standing use of the site, and that no change of use is proposed, it is not anticipated that the redevelopment would result in any noticeable impact on neighbouring residential occupiers; albeit, the erection of acoustic fencing in two areas should provide for an improvement.

7.6 In addition, the application has been reviewed by the Lead Local Flood Authority (LLFA) who also raise no objection, in principle, subject to additional detail being secured by condition.

7.6 With all of the above in mind, the recommendation is to grant planning permission subject to a schedule of conditions based on those proposed within the consultation responses at Section 4 above:

7.7 The conditions and informatives will follow in an update.