

TWC/2016/1198

Plot 2 & 3 Telford 54 Business Park, Nedge Hill, Telford, Shropshire
Erection of an industrial building (use class B1, B2 & B8) with associated parking,
access and landscaping

APPLICANT

Polytec Car Styling Bromyard Limited

RECEIVED

29/12/2016

PARISH

Hollinswood and Randlay

WARD

The Nedge

OFFICER Steven Drury

1.0 PROPOSAL

- 1.1 This application seeks permission for the erection of a 12,699 square metre industrial building (use class B1, B2 and B8) and associated car parking and ancillary area at Plots 2 and 3, T54 Business Park, Nedge Hill, Telford.
- 1.2 The application is sought by Polytec Group, to provide high tech production facility for injection moulding, paint spraying and assembly of automotive components together with associated ancillary areas for welfare, offices, workshops, quality control and other support facilities. Externally, separate areas will be provided for car parking and areas to the rear will be set aside for servicing, deliveries, unloading and loading.
- 1.3 The application includes the following supporting documents: -
- Design and Access Statement
 - Noise Impact Assessment
 - Transport Assessment
 - Planning Statement
 - Air Quality Assessment
 - Landscaping Scheme
- 1.4 The proposed development will be provided in 3 phases, firstly involving the provision of the initial 8,063 sq metre building. Phase 2 will see the building extended by 1,985 sq metres and finally Phase 3 by 2,651 sq metres. The car park will initially be provided in front of the plant but will need to be relocated as part of the works to provide Phase 3.

2.0 SITE AND SURROUNDINGS

- 2.1 The site is located on the eastern fringe of the Telford urban area, on land to the east of the A442 Queensway and to the south of the A464. The site is currently agricultural pasture land but has received full planning permission for the erection of a commercial development across a wider site extending to the south and east. The application concerns plots 2 and 3 of the wider site known as T54.

- 2.2 The site is well screened from the north by a mature tree lined hedgerow extending alongside the A464 and from the west by a dense belt of woodland extending alongside the A442 and railway line. Tree lined field boundaries also extend along the east and south boundaries, and a mature line of trees also extends along the boundary between plots 2 and 3. A larger area of woodland is located to the south east which will also help to screen wider views of the site from that direction.
- 2.3 The site is accessed by road via an existing road link known as Naird Lane, which is accessed off Naird Roundabout from the A464.
- 2.4 The nearest residential properties are located approximately 475 metres to the south west in Randlay. The Stafford Park Business Park is located to the north across the A464.

3.0 RELEVANT PLANNING HISTORY

- 3.1 TWC/2015/0862 - Erection of an industrial building (Use class B1, B2 & B8) with associated parking, access and landscaping (Plot 2) – Granted 4th August 2016
- 3.2 TWC/2015/0863 - Erection of an industrial building (Use class B1, B2 & B8) with associated parking, access and landscaping (Plot 3) – Granted 4th August 2016

4.0 PLANNING POLICY CONTEXT

- 4.1 Saved Wrekin Local Plan Policies:
UD2: Design Criteria

- 4.2 Core Strategy:
CS2: Jobs
CS3: Telford
CS12: Natural Environment
CS13: Environmental Resources
CS15: Urban Design

- 4.3 Telford & Wrekin Local Plan (Publication Version)
SP1: Telford
SP4: Presumption in favour of Sustainable Development
EC1: Strategic Employment Sites
BE1: Design Criteria
NE1: Biodiversity and geodiversity
C3: Impact of development on highways

- 4.4 National Guidance:
National Planning Policy Framework

5.0 SUMMARY OF CONSULTATION RESPONSES

5.1 Local Member & Town/Parish Council Comments:

5.1.1 Hollinswood & Randlay Parish Council: No objection

5.2 Standard consultation responses

5.2.1 TWC Drainage: Support subject to conditions

Requests a full microdrainage model is submitted. Sufficient SuDS treatment or an oil bypass separator will also need to be provided; permeable paving of the car parking spaces would provide surface water runoff treatment. Requests conditions requiring details prior to commencement.

5.2.2 TWC Ecology: Object

Additional information is required relating to impacts upon great crested newts. In the absence of this additional information (detailed below), objects to the proposed development. The applicant is advised to liaise with the licensed Ecologist who holds the European Protected Species Mitigation Licence for the site and to provide further details. The applicant is invited to contact the planning officer to discuss a mutually agreeable timescale for the provision of the additional information required. Further comments awaited at time of writing.

5.2.3 TWC Highways: Comment

Confirms required financial contributions for highways works calculated based upon B2 use classes and trip rates: -

- Phase 1 – £45497.88
- Phase 2 – £11374.47
- Phase 3 – £15165.96
- Total – £72038.31

5.2.4 Also confirms details indicated on revised layout drawings are acceptable. Conditions required covering provision of access, parking, turning and servicing areas relevant to each phase prior to that phase being brought into use.

5.2.5 TWC Environmental Health (Pollution Control): Comment

Has looked at the Acoustic Planning Report ref. 021/APR 1 Revision 1 dated 8th March 2017 undertaken by Lighthouse Acoustics, and is generally happy with the findings. Recommends conditions attached requesting soundproofing insulation of the building carried out as indicated in the report and clarification provided regarding HGV movement at night (the report suggests none will take place, therefore no impact upon surrounding area in terms of noise emission).

5.3 Neighbour consultation responses

No comments received.

6.0 PLANNING CONSIDERATIONS

6.1 Having regard to the development plan policy and other material considerations including comments received during the consultation process, the planning application raises the following main issues:

- Principle of Development
- Background and Context
- Design
- Access and Highways
- Flood Risk and Drainage
- Trees and Ecology
- Noise and Amenity
- S106 Contribution

6.2 Principle of Development

6.2.1 The principle of the use of the site for employment development has already been established through the granting of TWC/2015/0862 and TWC/2015/0863 (as part of the wider T54 development). Although an end user had not been identified at the time of those applications, the principle of B1, B2 and B8 use classes on the site was considered acceptable. The proposed use as a paint spraying, injection moulding and assembly of automotive components falls within a B2 use class.

6.2.2 The site has been earmarked for industrial development by its allocation in the Wrekin Local Plan since at least 2000. Boosting economic growth is one of the keystones of the NPPF and at a local level the Council's Development Plan seeks to encourage and promote new business within Telford to boost the Borough's economy and provide jobs for its growing population (Core Strategy policies CS2 and CS3). New development is also to be focussed on Telford (Policy CS3). Therefore the principle of an employment use and building on this site is in accordance with the NPPF, Wrekin Local Plan and Core Strategy policies CS2 and CS3.

6.2.3 The Telford & Wrekin Local Plan (TWLP) has identified the wider site as an Allocated Employment Site (E19 in Appendix B) on which Policy EC1 Strategic Employment Area supports employment uses to meet the needs of the employment sector within the borough. The TWLP has recently gone through examination stage and is therefore considered to be at an extremely advanced stage and can therefore be given significant weight in the determination of this application as advised by Paragraph 216 of the NPPF.

6.3 Background and Context

6.3.1 The Polytec Group is a leading developer and manufacturer of high-quality plastic parts, with 25 sites worldwide. The Austria-based company is a full-service provider in the field of injection moulding, a specialist in fibre-reinforced plastics and a manufacturer of original accessory parts made of plastic and stainless steel.

6.3.2 The growth and success of Polytec over the years has meant that it needs new premises to meet the growing demands of the business and its clients. It is proposed that Polytec expand their operations to the application site on Telford 54. The proposed scheme will represent a significant investment in the region's economy, creating jobs and providing the opportunity for the company to grow further.

6.4 Design

6.4.1 The proposed development is to be provided in 3 phases, with additional sections added onto the initial building to increase capacity as operations gradually increase at the site.

6.4.2 Layout: The proposed building will be situated on the northern half of the site with car parking initially to be provided immediately to the front of the building (but relocated to the south of the pond during phase 3 works). Vehicular access will be provided off the existing spur on Naird Lane with a delivery road looping around the building in a clockwise direction, serving service yards on the west, north and east elevations.

6.4.3 Scale: The proposed building will be substantial in scale, covering a floor area of 12,699 sq metres and rising to maximum height of 18 metres. Other parts of the building will be more modest in height, rising to 12 metres at roof apex. The initial phase will see a 8,063 sq metre building provided which fits comfortably on the site. Phase 2 will see a 1,985 sq metre addition to the north elevation at the rear of the site and Phase 3 will see a further 2,651 sq metres added to the front (south) of the building. At its maximum, the building will cover a substantial part of the northern half of the site, although a buffer will remain to the site boundaries where significant tree screening exists.

6.4.4 Design: The buildings will predominantly be steel framed and clad in horizontal panels in a mid-grey finish. The eastern side of the front elevation will contain the office accommodation which will be clad in dark grey panels bordered by a scarlet band in the Polytec corporate colour. The roof will contain a shallow pitch and clad in a light grey finish which step down from west to east. The tallest parts of the building will be located in the north west corner of the site, furthest away from public vantage points and benefiting from the screening provided by tree-lined boundaries along the west and north of the site.

6.4.5 Landscaping: Soft landscaping will be provided around the perimeter of the building, predominantly in the form of grassed areas. A full landscaping scheme has not been provided with the application but can be requested as a condition of the planning permission.

6.4.6 Visual Impact: The proposed development, whilst substantial, is located in an area allocated for industrial and commercial development, will sit comfortably on the site and will incorporate a sympathetic and appropriate palette of materials. The site benefits from generous screening to the west in the form of an area of woodland which separates it from the busy A442 and residential

properties beyond. Whilst glimpses of the upper parts of the plant may be possible above the trees from the west, having regard to the distances involved, this is unlikely to have any significant adverse impact upon the character of the area. The plant is likely to be more visible from the A464 to the north where it is closer to the boundary and separated by a thin strip of trees which will provide less of a screening benefit. Given the height and proximity of the building, the rear elevation is likely to be visible from the highway, however, the area to the north is characterised by commercial and industrial buildings and uses as part of the strategic employment area and it is not considered that the proposal would appear out of keeping or harmful to the character and appearance of the area. The use of grey tones for the sides of the building will also help to blend in with the skyline.

- 6.4.7 As such, the proposal will maintain the character and appearance of the area, in accordance with saved Wrekin Local Plan Policy UD2, Core Strategy Policy CS15 and TWLP Policy BE1 and NPPF requirements in terms of Good Design.

6.5 Access and Highways Issues

- 6.5.1 A new access is proposed from an existing turning head on Naird Lane which would provide access into the site for servicing and delivery vehicles as well as staff and customers. The development would provide a total of 175 car parking spaces in addition to HGV parking spaces and 20 cycle parking facilities.
- 6.5.2 Trip Generation: The previous applications for Plots 2 and 3 were accompanied by a Transport Assessment which set out the likely trip generation for the development based upon use class and floor area. The total approved floor area for the combined plots is 16,126 sq metres and trip rates for B2 floorspace during the peak periods of between 08:00-09:00 and 17:00-18:00 were forecast to generate 67 and 56 vehicle movements respectively. The proposed development incorporates a smaller floor area and adopting the same formula, the proposal would generate 52 and 43 trips respectively. On this basis, the proposal will operate within the parameters of the previous transport assessment and no further assessment of the highways network is considered necessary.
- 6.5.3 Furthermore, a consideration of the likely impact upon peak periods from staff trips has also been considered. A total of 243 staff will be employed at full development (phase 3) and the majority (198) will work shifts outside of typical peak periods. A maximum of around 45 staff are expected to work normal office hours thus contributing to highway demand during peak periods but any impact on the local highway network during peak periods resulting from the development will be limited and well below that forecast in the original Transport Assessment. The Council's Highways Officers have considered the proposal and are satisfied that the level of parking proposed is acceptable for a development of this scale.

6.5.4 General Layout and Access: All vehicles will access the site from the existing turning head on Naird Lane. Phases 1 and 2 will involve staff parking in front of the building but this will be built on during phase 3, therefore a new car park will be provided to the south of the pond. The proposal incorporates a service and delivery road which loops around the proposed building, with service yards to the west, north and east sides. At the request of Highways Officers, amended drawings have been received which revise the layout of the access arrangements and disabled parking during phase 3. These have now been accepted by the Highways Officer who raises no objection subject to conditions requiring the provision of access, parking, turning and servicing areas prior to occupation and further controls on signage and gate positions.

6.5.5 Financial Contributions:

The Council has recently completed a Transport Growth Strategy that sets out the transport infrastructure and investment that is required to accommodate future housing, business and population growth within Telford & Wrekin. The Council recognises that the quantum of development proposed for the Borough will necessitate improvements to the local highway network. The A446/A4640 corridor has been identified as one area of constraint (as confirmed by applicant's Transport Assessment) and requires improvements. The Council has bid for LEP/SEP funding but this requires contributions from development. The requirement for a highway funding strategy is recognised in the emerging Local Plan. Based on the proposed floor area and mix of uses, the contribution for this plot would be £72,038.31 to be secured through a S106 legal agreement. The contributions would be directed towards identified schemes in the LEP/SEP such as Randlay Interchange, Naird Roundabout and M54 J4.

6.5.6 The previous S106 also secured a further £10,000 towards bus stop improvements within Stafford Park and specifically the nearby stop on the 8/8A service route. This option was pursued instead of investigating the provision of new bus stops and potential rerouting of services along the A464. The applicant has agreed to the inclusion of this contribution in the new S106 agreement but the wording has been amended to include the provision of a pedestrian footway link to the bus stops being improved.

6.6 Flood Risk and Drainage

6.6.1 A Flood Risk Assessment (FRA) has been submitted with the application prepared by Thomas Consulting Ltd. The site is located within Flood Zone 1 and is not therefore at high risk of flooding and is suitable for the use proposed. The FRA identifies a very low risk of flooding from surface water.

6.6.2 There are no watercourses within the vicinity of the site but public sewers are located within Naird Lane. In terms of SUDS usage, the FRA concludes that soil types and water table levels will not support the effective use of infiltration devices. It is proposed that surface water is attenuated through the use of attenuation tanks prior to discharge into the existing surface water sewer network.

6.6.3 It is considered that the proposed development, with the inclusion of the drainage system and restricted outflow, will not increase the risk of surface water flooding in the wider catchment. The proposal has been assessed by the Council's Drainage Officer who raises no objection in principle subject to conditions requesting further detailed surface water drainage designs.

6.7 Trees and Ecology Issues

6.7.1 Trees: A Tree Survey and Constraints Plan carried out by Marlow Consulting Ltd has been submitted with the application which identifies that majority of trees surrounding the site are in good condition. No significant tree clearance is required to accommodate the development. The report sets out a root protection area to be applied during the construction process and a condition can be added ensuring that this is adhered to.

6.7.2 Ecology: Planning permission for the development of these plots was previously granted in 2016, based on layouts developed by TWC. Both plots are subject to a great crested newt (GCN) mitigation licence held by Telford and Wrekin Council (TWC), which is currently being implemented. This licence permits the trapping of great crested newts (GCN) from the plots and their exclusion for the construction period; and the delivery of post-construction compensatory habitat creation in accordance with the site layouts that were previously submitted by TWC.

6.7.3 The footprint of the Polytec proposal deviates slightly from the original TWC footprint, and hence the GCN licence and the Council's Planning Ecologist has objected on these grounds. A subsequent meeting was held with the licence holder and a technical note has been prepared which takes on board the recommendations. Amended plans have been submitted which show the Phase 3 car park moved south by 10 metres to increase the newt area within 50 metres of the pond, drop kerb locations indicated and notes added where gullies to be provided without sumps. The applicant has also confirmed they would be happy to accept conditions relating to newt controls and licences.

6.7.4 The Council's Ecologist has not had the opportunity to review the proposal at the time of writing this report, therefore her comments will need to be reported as a committee update prior to the meeting.

6.8 Noise and Amenity

6.8.1 An Acoustic Planning Report dated 8th March 2017 has been submitted with the application which considers likely impact the proposed development could have upon surrounding receptors in respect of noise generated. The report considers the existing noise conditions at 4 receptors within the surrounding area and the noise generated at the existing Polytec facility in Bromyard. The report has been produced taking into account that the proposed facility needs to operate 24 hours a day.

6.8.2 The nearest noise sensitive receptors to the proposed development site are residential properties situated to the south east along Naird Lane (Sunnymead

Farm – 800m), to the south along Naird Lane (Nedge Farm - 650m), to the west along Stirchley Avenue (450m) and to the north west along Daddlebrook (500m).

- 6.8.3 The report takes into account factors such as noise generated by internal processes, plant and delivery vehicles, combining all data to consider the overall impact upon sensitive receptors during the daytime, evening and at night. The report concludes that during daytime and evening hours, typical noise emitted by internal activity breakout, atmospheric plant emissions and delivery vehicles would be well below the typical daytime background sound levels at those receptors, hence any impact in terms of BS4142:2014 would be low. At night, typical background sound levels at the 4 receptors are much lower but are still above the noise levels generated by the activities occurring at the proposed facility. The report therefore concludes that at night-time, the likely impact in terms of BS4142:2014 is still considered to be low.
- 6.8.4 The Councils Environmental Health Officer has assessed the report and is satisfied with the findings which are considered accurate. As such, officers are satisfied that the proposed development will not adversely impact upon the amenities of local residents, in terms on noise emitted.

6.9 S106 Contribution

- 6.9.1 As stated above the Council has recently completed a Transport Growth Strategy that sets out the transport infrastructure and investment that is required to accommodate future housing, business and population growth within Telford & Wrekin. This recognises that the quantum of development proposed for the Borough will necessitate improvements to the local highway network and that contributions from development will be required. The requirement for a highway funding strategy is recognised in the Telford & Wrekin Local Plan (Submission Version).
- 6.9.2 The contributions requested have been based on the traffic generated to the highway network based on the scale of the particular proposal. This application is for a gross internal floor area of 12,699 square metres which would result in a financial contribution of £72,038.31. This would be directed towards identified schemes in the LEP/SEP such as Randlay Interchange, Naird Roundabout and M54 J4.
- 6.9.3 A £10,000 contribution towards bus stop improvements and footway provision between the site and those bus stops being enhanced has also been agreed with the applicant.
- 6.9.4 In identifying the required planning obligations on this application the following three tests as set out in the CIL Regulations (April 2010), in particular Regulation 122, have been applied (in addition to saved Wrekin Local Plan Policy T22) to ensure that the application is treated on its own merits and that the obligation is:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and

- fairly and reasonably related in scale and kind to the development.

6.9.5 In addition, account has to be taken of the changes to the CIL Regulations in April 2015 that now restrict the “pooling” of financial contributions to no more than five contributions to a single type of infrastructure. The Council’s Highways Officers have confirmed that although some contributions have been secured for the Randlay Interchange, Naird Roundabout and M54 J4 improvement works, five contributions have not yet been pooled.

6.9.6 It is considered that the requested contribution would meet the above tests and that as such the applicant should enter into an agreement to provide the financial contribution on the commencement of the development.

7.0 CONCLUSIONS

7.1 In conclusion, the erection of a new industrial unit on an allocated employment site is an acceptable form of sustainable development and is in accordance with the NPPF and the development plan. Subject to appropriate mitigation there would be no net loss of ecology and the proposal would not have a detrimental impact on any protected species. The design and layout of the development is considered to be acceptable. Whilst there are some highway capacity concerns this can be mitigated through a financial contribution to help bring forward the identified necessary improvements to the local highway network.

8.0 RECOMMENDATION

8.1 Based on the conclusions above, the recommendation to the Planning Committee on this application is to **GRANT PLANNING PERMISSION** subject to the following:

- A.) The applicant/landowners entering into a Section 106 agreement with the Local Planning Authority relating to:
- (i) A financial contribution of £72,038.31 towards improvements to the local highway network in the vicinity of the application site, and
 - (ii) A bus stop contribution of £10,000 towards improvements to the existing bus stops within the vicinity of the application site
- B.) The following conditions and informatives (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):

Conditions

1. A04 Time limit
2. Acust Approved use
3. B034 Highways details
4. B062 Surface Water design
5. B121 Landscaping Design

6. C002 Materials as Submitted
7. C012 Car Parking
8. C013 Parking, Loading, Unloading and Turning
9. C016 Details of Boundary Treatments
10. C074 Tree Protection
11. C109 GCN Mitigation Licence
12. C109 Reasonable Avoidance Measures Method Statement
13. C109 Pre-commencement inspection for badgers
14. C109 Bat friendly lighting strategy
15. C38 Approved Plans
16. Dcust Acoustic Insulation

Informatives

I06 S106

I40 Conditions

I41 Reason for Grant

RANPPF1 Approval - National Planning Policy Framework.