

PLANNING APPLICATION NUMBER: P17/0614

Type of approval sought	FULL PLANNING PERMISSION
Ward	ST THOMAS'S
Applicant	PLACE DIRECTORATE - DMBC
Location: LISTER ROAD DEPOT (ENVIRONMENTAL MANAGEMENT DIVISION), LISTER ROAD, DUDLEY, DY2 8JW, TOGETHER WITH NOS. 83 AND 85 LISTER ROAD AND PART OF THE UNDEVELOPED LAND BETWEEN NOS. 65 & 85	
Proposal: DEMOLITION OF EXISTING INDUSTRIAL SUPPORT AND TEMPORARY BUILDINGS AND NOS. 83 AND 85 LISTER ROAD AND ERECTION OF NEW OFFICE BLOCK WITH CAR PARKING, GRITTIER STORAGE CANOPY, VEHICLE SPRAY BOOTH AND ANCILLARY VEHICLE STORAGE UNIT, PROVISION OF CAR PARK ON SITE OF FORMER NOS. 83 AND 85 AND PART OF ADJOINING UNDEVELOPED LAND TO THE SOUTH EAST OF NO. 65.	
Recommendation summary: APPROVE SUBJECT TO CONDITIONS	

SITE AND SURROUNDINGS

- 1 The application site consists of two main elements relating to the main Lister Road municipal Environmental Management depot, and an area of land opposite on the eastern side of Lister Road, immediately to the south of No 63 but also including, No's. 83 and 85 Lister Road.
- 2 The wider Lister Road depot contains areas of staff car parking interspersed throughout the depot with main areas to the northern boundary and eastern sections of the site. Within the site there is a large area of hard standing and circulation space together with a number of buildings used in connection with the depot operation which includes vehicle stores, repair bays, offices and an incinerator. The incinerator is located towards the rear of the site and can be viewed over a wide area due to its scale. The front of the site presently accommodates a series of interwar office buildings which are identified as heritage assets, together with some post war buildings.
- 3 To the south, south-western and south-eastern boundaries to the depot are areas with trees to the boundary. To the north-west is further area of open land with industrial buildings beyond. To the north of the depot is a car park which bounds open space and playing pitches beyond.

- 4 The second area of the application on the opposite side of Lister Road includes of a semi-detached pair of vacant council houses and their associated gardens (Nos. 83 and 85), a car park serving the depot and an area of undeveloped scrub land that was formerly a quarry. This land has regenerated with self-set trees and vegetation such that it is now designated as a Site of Local Interest for Nature Conservation (SLINC). The land towards the rear of SLINC the rises and extends towards Buffery Road.
- 5 To the south of the second area are further semi-detached post war dwellings which are characteristic of residential development in the wider area.

PROPOSAL

- 6 Within the depot site to the Lister Road frontage it is proposed to demolish the existing interwar buildings and post war office buildings to and replace them with a new office building.
- 7 The office building would have accommodation on two floors with an area of undercroft car parking to the rear. Due to the sloping nature of the site, the development would only have an appearance of two storey building when seen from Lister Road. The 1,920sq m building would be of contemporary design with a significant amount of glazing, particularly to its Lister Road elevation. There would be pedestrian access into the building from the rear undercroft area and from the Lister Road ground floor frontage, which would also serve as the visitor entrance. This entrance would be to the side of the via a small bridge link due to level changes. The building would have a flat roof and would have a plant room on part of the roof.
- 8 The reason for the proposed new office building is to allow staff from other locations such as Leys Road housing maintenance depot to be located in one central location.
- 9 It is also proposed to reconfigure the existing car parking areas within the depot site, demolish a number of buildings and temporary structures and provide a new gritter storage canopy, vehicle spray booth and an ancillary vehicle storage unit.
- 10 On the opposite (eastern) side of Lister Road it is proposed to demolish nos. 83 and 85 Lister Road and redevelop the area as part of an extended car park.

The car park would also extend onto part of a former quarry and Site of Local Interest to Nature Conservation (SLINC) to the south east of No. 65. This area would provide a total of 147 off road parking spaces.

- 11 It was originally proposed to incorporate part of the existing public open space to the north of the depot into car parking, with the existing football pitches being reconfigured so there would have been two 5v5 pitches and one 7v7 pitch.
- 12 During the course of the application, however, there have been a number of modifications to the application which has seen that area of open space being taken out of the application area to address concerns raised by Sport England, local residents and ward members. There have also been changes to the car parking layout within the depot site and the SLINC on the eastern side of Lister Road which was not originally included, is now proposed to be used for an extended car parking area. During the course of the application, the floor space within the proposed office building has been almost halved with the top floor being removed and the lower floor, now being proposed as undercroft parking which would provide 30 spaces.
- 13 The proposed office building could accommodate 346 staff, with 237 desks on the basis of the Council current 'hot desking' policy. This would increase from 160 office staff, at 107 desks currently based at Lister Road. Therefore, the net increase in office staff would be 186. A further 18 non-office staff would be based at the site.
- 14 The application is accompanied by a Design and Access Statement, nature conservation assessments, a tree survey, and a Transport Statement.

HISTORY

- 15 There is a varied planning history relating to the use of the wider depot site and the construction of various buildings. There is no planning history of relevance to the public open space of the land opposite.

PUBLIC CONSULTATION

Original Proposals

- 16 36 letters of objection were received in relation to two rounds of neighbour notification to the original proposal, following consultation with 108 adjoining

neighbours, the posting of several site notices and the publication of an advert within a local newspaper. The main issues raised were:

- Loss of the open space;
- Car park on open space would attract anti-social behaviour;
- Offices should be located in the town centre;
- Use should be made of vacant offices in the town centre;
- Impact to wildlife;
- Increase in traffic;
- Increase in light and noise pollution;
- Loss of trees;
- Site operates 24/7;
- More information required on the spray booth;
- Existing smells from site;
- On street parking issues;
- Existing issues with speeding traffic;
- Access to site is inadequate;
- Lack of publicity for the application;
- Pitches on the open space need improving;
- Land opposite site should be used for parking;
- Reducing size of open space would have an impact on football training;
- Public transport to area is poor and staff will commute by car
- Impact to privacy;
- Devaluation of property value

A number of letters of objection were also received from the three local ward members and MP. Main issues raised:

- Cumulative impact of development on the site;
- Members not consulted on the proposal;
- Scale of development ;
- Planning application implies that the proposal relates to the depot only;
- Buildings to the front of the site are heritage assets;
- Increase in traffic and pollution;
- Does not contribute towards regeneration of the town centre;
- Potential health and safety conflicts;
- Height of building is not in keeping;
- Spray booth will impact on neighbour amenity;
- Land contamination issues on the site;

- Loss of open space;

Publicity Following Revised Proposal

- 17 Following a new round of publicity involving notification to 108 adjoining neighbours, the posting of several site notices and the publication of an advert within a local newspaper, four letters of objection have been received in relation the latest revised development proposals. The concern raised relates to;
- Fear that the open space may still be lost in the future.

OTHER CONSULTATION

- 18 Head of Planning and Regeneration (Highway Engineer): No objection raised and agrees with the conclusions contained within the Transport Assessment submitted with the amended application, that there should be sufficient parking for the additional staff based at the site and no highway safety issues arise.
- 19 Head of Planning and Regeneration (Land Contamination Team): No objection, subject to conditions.
- 20 Head of Environmental Safety and Health: No objection, subject to conditions.
- 21 Sport England: Objection withdrawn following the removal of the playing field site and that the application site does not include the playing field._
- 22 Lead Local Flood Authority: The applicant has satisfactorily assessed the risk of flooding from Main River and surface water. Whilst the applicant has provided a site specific Flood Risk Assessment additional information is required on resolving existing high risk surface water flood areas. Soakaways are not appropriate at this former mining area and betterment of surface water discharge is not acceptable as efforts should be made to achieve Greenfield Runoff. Such matters can be conditioned.

RELEVANT PLANNING POLICY

- National Planning Guidance
National Planning Policy Framework (2018)
Planning Practice Guidance (2014)
- Black Country Core Strategy (2011)
CSP2 Development outside the Growth Network
CEN2 Hierarchy of Centres

CEN4 Regeneration of Town Centres
CEN6 Meeting Local Needs for Shopping and Services
CEN7 Controlling Out-of-Centre Development
TRAN2 Managing Transport Impacts of New Development
ENV 1 Nature Conservation
ENV 2 Historic Character and Local Distinctiveness
ENV 3 Design Quality
ENV 8 Air Quality

- Dudley Borough Development Strategy (2017)

S1 Presumption in favour of Sustainable Development
S3 Renewable Energy
S6 Urban Design
S8 Conservation and Enhancement of Local Character and Distinctiveness
S17 Access & Impact of Development on the Transport Network
S21 Nature Conservation Enhancement, Mitigation and Compensation
S22 Mature Trees, Woodland and Ancient Woodland
S33 Paying Fields
D1 Access for All
D2 Incompatible Land Uses
D3 Contaminated Land

- Supplementary Planning Guidance/Documents

Access for All Supplementary Planning Document
Design for Community Safety Supplementary Planning Guidance (2002)
Historic Environment Supplementary Planning Document (2017)
Nature Conservation Supplementary Planning Document (2016)
Open Space, Sport and Recreation Provision Supplementary Planning Document (2007)
Parking Standards Supplementary Planning Document (2017)

ASSESSMENT

- 23 The main issues are
- Principle/Policy
 - Design
 - Neighbour Amenity
 - Occupier Amenity
 - Access and Parking

- Nature Conservation
- Trees
- Flood Risk
- Air Quality
- Land Contamination
- Planning Obligations
- Financial Material Considerations
- Other Issues

Policy – General

- 24 The application site is located on the periphery of adopted 2011 Black Country Core Strategy (BCCS) Regeneration Corridor 11a Dudley – Brierley Hill.
- 25 Within the BCCS Regeneration Corridor, Dudley Council's Lister Road Depot is identified and safeguarded as a strategic waste management site under BCCS Policy WM2 Protecting and Enhancing Existing Waste Management Capacity – this being in terms of the depot's role for treatment (energy from waste plant, EfW) and transfer of municipal waste.
- 26 Beyond the above, the Lister Road depot is not allocated or designated for a specific land use in the BCCS.
- 27 The Dudley Borough Development Strategy (DBDS) includes the Lister Road depot within the wider designated local quality employment area reference E11A.6 New Road, Dudley with DBDS Policy L7 Local Quality Employment Areas being applicable in these terms.
- 28 Therefore, the works in relation to the consolidation of depot buildings are considered be acceptable in principle.
- 29 The issue of office accommodation is more complex in that offices constitute a main town centre use as defined by the NPPF and as such, there is a strong preference for them to be located within town centres.
- 30 At a local level, BCCS Policies CEN1 to CEN4 and CEN7 are of relevance and seek to direct office development to town centres.

- 31 The original proposal for the office accommodation at the site proposed a building which would accommodate around 3,490sq m (gross), with accommodation on four floors and room for around 600 employees.
- 32 The original building was to replace the existing poor quality accommodation for staff based at Lister Road which is coming to the end of its serviceable life, together with staff based at Leys Road Depot, where a significant amount of investment is required to bring accommodation up to an acceptable standard. It was also previously intended to take in Housing staff from the Harbour Buildings at the Waterfront in Brierley Hill and Forge House, Dudley Road, Brierley Hill, which are both office buildings that the Council leases, rather than owns.
- 33 Such a relocation would allow for managers, office staff and operational staff to be based at the same site, allow the Council to use existing land that it owns for other purposes, and would have allowed for the Council to stop leasing two buildings in Brierley Hill.
- 34 Whilst these corporate requirements of the Council were noted, significant planning policy concerns arose regarding the amount of office space proposed in an out of centre location, especially given that sequentially preferable sites owned by the Council were available. For example, in Dudley and Brierley Hill centres, alternative sites which could accommodate office staff were available. Moreover, the relocation of staff from the Waterfront which is a town centre location, to an out centre location was also a significant planning policy concern.
- 35 The currently proposed consolidation of existing staff at Lister Road, with the relocation of staff from Forge House and Leys Road is considered to be policy compliant, in that it allowed managers, support and operational staff to work at the same site. As such, the scale of office accommodation could be argued to be ancillary to the overall depot operation. Moreover, Forge House and Leys Road are at existing out of centre locations and the relocation of staff to another out of centre location, on balance, is considered to be policy compliant.
- 36 This has resulted in the scheme that is now under consideration, which reduces the amount of floor space roughly by half to around 1,920sq m to accommodate around 346 staff, at 237 desks.

- 37 Therefore, the reduction of the office accommodation to the current proposed level is now considered to be appropriate from a planning policy point of view and there is no in-principle objection to the proposed development.

Policy – Loss of Playing field

- 38 The original version of the scheme proposed the provision of a significant parking area to the immediately adjoining playing fields. This was due to the scale of the development as originally proposed having a higher requirement for car parking.
- 39 In respect of the NPPF and DBDS Policy S33, playing fields should only be released in exceptional circumstances and generally any loss should be mitigated against.
- 40 In cases where a playing field is to be affected, Sport England are a statutory consultee for planning applications and in this case they raised objection to the proposed development.
- 41 An attempt was made to satisfy Sport England concerns by upgrading pitches on the retained land in accordance with needs surveys, however, this was found to be difficult given the limited amount of land available once the parking was provided. The impact to the playing field which is well used, particularly in the summer months, also raised significant objections from neighbours and ward members.
- 42 As the amount of floor space now proposed has been reduced, the need for parking has also reduced, and as such the playing field is no longer required for parking. Sport England have therefore removed their objection and the Council are now able to determine the application without the risk of call in.

Access and Parking

- 43 The location of the accesses to the depot site from Lister Road would remain unchanged. However, the internal layout would be amended to ensure that visitors, office and manger parking is separated from the operational area of the depot. This is principally to improve safety within the operational site.

- 44 At present the site is served by a total of 284 spaces (located on various parts of the main site) with a small overflow area on the eastern side of Lister Road.
- 45 To ensure that adequate parking is provided to serve the site and minimise the likelihood of overspill onto Lister Road and adjoining residential streets, it is proposed to reconfigure the existing car parks within the main site with land being freed up by demolished buildings and the use of the undercroft area under the office building. The existing parking area on the northern part of the main site (adjacent to the office entrance) would be retained. There would be a total of 292 spaces proposed within the main site.
- 46 It is also proposed to provide additional parking by extending the existing car park on the eastern side of Lister Road to 148 spaces. This would include land which is presently occupied by a vacant pair of houses to the south of the existing car park, and also in a northerly direction onto an area of undeveloped land to the south of No. 65 Lister Road. This generally level area of land which was formerly a quarry, has regenerated with self-setting trees and is a designated a Site of Local Interest for Nature Conservation (SLINC). The matters relating to the impact on nature conservation assets and trees are considered further below in paragraphs 73-86.
- 47 The revised parking arrangements mean that a total of 440 parking spaces are proposed on the main site and on the expanded car park on the eastern side of Lister Road.
- 48 Regarding the existing office accommodation at the site of Lister Road, there is desk accommodation for 107 desks, which will increase to 237 desks. Surveys show that 85% of staff travel by vehicle, which is a high ratio compared to similar developments and suggests that there is potential for staff vehicle trips to be reduced. However, based on the 85% ratio this results in a requirement of 202 parking spaces.
- 49 There are 190 existing site operatives (i.e. mobile maintenance staff) of which 165 need a parking space based on survey data. 18 operatives will be relocated from Leys Road and it is assumed that 16 of those will require parking. This gives a requirement for 181 spaces.

- 50 The total staff parking demand is therefore calculated at 383 spaces. The total parking provision as discussed above is 440 spaces, which gives additional parking capacity for visitors and shift change requirements and potentially will address issues of on street parking congestion.
- 51 Neighbours to the application site have raised concerns regarding the likelihood of additional parking on-street from the more intensive use of the site. To ascertain whether action is required in relation to the development it is proposed to impose a planning condition that requires a parking survey to be undertaken prior to the commencement of development and after the office building is fully occupied. This will then inform whether Traffic Regulation Orders or other action is needed, although on the basis of the conclusions of the Transport Assessment, (which the highway officer agrees with) it is unlikely that any action would need to be taken.
- 52 The Highway officer does consider, however, that a Traffic Regulation Order is required along the Lister Road frontage to the extended car park opposite the main site, to ensure that adequate visibility from the car park is available. This will also provide improved visibility to pedestrians crossing the road at this point.
- 53 Staff operate on a flexible working time system and this has the advantage of significantly reducing vehicle numbers in the peak hours and spreads the journey either side of the peak. The total number of new traffic movements including cars and HGVS will increase by 55 movements in the AM peak and 54 movements in the PM peak. The increases equate to some 3 % of the background traffic flow. Normal daily variance in traffic flow is some 10%, therefore the percentage increase in traffic as a result of the development will not be discernible within normal variations along the stretch of Lister Road.
- 54 Assessments of the junctions at Buffery Road Roundabout and Lister Road /New Road junctions indicate that there is no significant additional delay to traffic as a result of the development.
- 55 Given the information provided in the Transport Assessment the highway officer concurs with its conclusion that there is unlikely to be a detrimental impact in terms of Highway safety as a result of the development

Design

- 56 During the course of the application the design of the proposed office building has been modified, by the removal of the upper floor and the replacement on the lower floor with undercroft parking. Whilst these changes were made to ensure the building complied with planning policy and allowed for the removal of the objection from Sport England it has also has the benefit in reducing the height of the building so that from Lister Road, due to change in levels, it would outwardly look like a two storey building, which is more in keeping with the two storey domestic scale character of the wider area.
- 57 The design of the building is generally considered to be acceptable and is of contemporary design with the front elevation and side elevations to Lister Road shown as being finished with a 'metallic like' appearance with the design and access statement showing an rusty/orange/gold finish, coupled with series of window openings which provide a horizontal rather than a vertical emphasis to the building.
- 58 The rear of the building which faces onto the main site would be finished in a series of white and grey vertical panels, in a similar manner to the Travelodge located on Tipton Road Dudley. The lower parts of the building would be finished in blue engineering brick.
- 59 There would be two entrances to the building. One would be from the undercroft parking area, which would be principally for staff, with the main entrance located at ground floor accessed from the Lister Road level from the north side elevation. The main entrance would be announced by a porch/canopy which wraps round onto the front elevation as a feature window.
- 60 To the centre of the building there will be small area that projects above the main roof and is to accommodate plant.
- 61 One of the neighbours notes the location of the entrance door on the northern side of the building, however, this location is considered appropriate given that level access can be achieved at this point for both staff and visitors, which is not possible at other locations.
- 62 The other proposed buildings within the site are more utilitarian and reflect the quasi-industrial nature of the overall site.

63 In conclusion, the new office building with its revised design would assimilate much better into the wider area than earlier proposals, which would have featured a taller and more dominant building that would have been less at ease with its surroundings.

Loss of the Heritage Asset

64 The original late 1930s buildings to the front of the site have been identified as heritage assets and would need be removed to accommodate the proposed office building. Policy S11 – Buildings of Special or Local Historic Importance - of the Dudley Borough Development Strategy and the National Planning Policy Framework seek to resist the loss of identified heritage assets without justification, or without any replacement being of sufficient design quality.

65 In this case, consideration is given to the redevelopment being required to consolidate and accommodate staff at the site and ensure the Council operations are delivered in a more sustainable and cost effective manner. The buildings are also incapable of conversion and extension without significantly impacting upon the integrity of the assets and there is no viable alternative location for the replacement offices.

66 In respect of the design of the proposed replacement building, it is considered to be a more noteworthy landmark building compared to the existing buildings which are to be removed.

67 Therefore, for the above reasons the loss of the identified heritage assets are considered to be acceptable in this case.

Neighbour Amenity

68 The proposed building due to its reduction in height means the impact to neighbours has been reduced and typically would have no more impact visually compared to a conventional dwelling.

69 With regard to privacy there are no concerns in there would be separation distance of 25m between the front of the proposed building and the nearest neighbours on the opposite side of Lister Road

- 70 The Environmental Safety and Health Team note the established use at the site and the need to operate 24 hours a day, as well as its close proximity to housing. They note new plant may be required on the site and have requested a planning condition controlling the noise from fixed plant of machinery.
- 71 Some concerns have been raised about neighbours about the 24 hour operation of the site. However, in this regard the site already operates 24 hours a day, and is not subject to any planning controls in that the site opened in the late 1930s.
- 72 The proposed new car park on the opposite side of Lister Road would be used principally during the daytime Monday to Friday and as such the activity associated with car parks such as vehicle noise, music playing is unlikely to happen during the more sensitive evening and weekend period. However, to minimise impact the Environmental Safety and Health Team have requested a condition requiring the provision of a 2m acoustic barrier to the immediately adjoining neighbours. There are gates to the car park which can ensure that it is not used out of hours.

Nature Conservation

- 73 A series of nature conservation assessments have been submitted with the planning application principally focusing on the buildings to be demolished on the main site, as well as looking at the site opposite which is identified as a Site of Local Interest for Nature Conservation (SLINC). The surveys concentrate principally on badgers and bats.
- 74 Bats surveys have been carried out to ascertain whether the buildings to be demolished were suitable for roosting bats. The reports conclude that no roosts are present. However, the reports make a series recommendations regarding lighting and enhancements which can be conditioned.
- 75 The site opposite the main site is designated a SLINC. This a non-statutory locally identified asset, with its lower status designation not precluding it from being developed subject to appropriate mitigation measures being put in place.
- 76 As stated above it is proposed to provide an extended car park on the more

level part of the SLINC, close to Lister Road to provide for the additional parking demand which would be associated with the new office building.

- 77 The submitted reports suggest that the site accommodates principally self-set trees, with historic maps and aerial photographs indicating the site may have been used as quarry historically.
- 78 The ecologist suggest that the SLINC is very suitable for badger foraging and offers ideal sett building opportunities due to the lack of management and the sloped profile of the northern edges. Evidence implies that badgers use the site for foraging and sett building on a sporadic basis. This was evidenced by the occasional snuffle holes and the badger print on the banks in the north of the site.
- 79 The ecologist also implies that whilst current development proposals will have an impact on the badgers using the site, the severity of the impact depends on the level of year-round usage of the site by badgers. The survey and monitoring only captures a snap shot of time and conclude that construction of the car park will remove a relatively small portion of foraging areas from local badger populations, and as this foraging area is directly adjacent to Lister Road and the present car park, is open to disturbance at any time.
- 80 Outlier Sett 1 will not be directly impacted but work is planned within 10m of the sett entrance. The sett entrance tunnel heads in an easterly direction away from the proposed car park, but there is still a risk of disturbance if works continue without any protection measures in place. Outlier Sett 2 will be directly impacted with current proposals as the entrance lies directly underneath the new proposed car park.
- 81 Therefore, the proposed works could impact upon Outlier Sett 1 and will impact upon Outlier Sett 2 in the form of sett loss, damage and disturbance as well as open working areas and machinery during construction. The development may also sever foraging areas and restrict commuting habitat.
- 82 Whilst the ecologist notes the above issues they conclude that it is not anticipated that the loss of the two outlier setts would have an impact on the favourable conservation status of the badger population.

- 83 The ecologist goes on to make a number of recommendations including a licence will be required from Natural England to allow the works to be undertaken. These recommendations can be conditioned.
- 84 On a general point the ecologist recommends the preparation of a management plan describing how the retained parts of the SLINC will be enhanced and managed appropriately for biodiversity value. This may include, for example, thinning of scrub vegetation and installation bird or bat boxes. This matter can be conditioned.
- 85 In summary, there is no evidence that the demolished buildings are used as bat roosts, but it is noted that the SLINC on the opposite side of Lister Road is used by badgers. However, as the ecologist is of the view that the proposed development will impact only on one outlier sett and that appropriate mitigation and enhancement can be put in place, it would be likely to be subject of any licence approval from Natural England.
- 86 In conclusion it is considered that there is a public interest in developing part of the SLINC which have an impact on the badgers which are present, in that car park which is required to serve the new office building which will allow the Council to operate its services in a more efficient manner and therefore allowing funding to be used for other services, as well allowing the retention of the existing playing fields which are an important community asset.

Trees

- 87 There are a number of trees on the proposed car park site on the opposite side of Lister Road. However, these are self-set and whilst providing some amenity value as a group, they are not considered to be of quality to justify retention. Moreover, there is an opportunity as part of the landscaping for the car park and the nature conservation off set in relation to the loss of part of the SLINC to provide some better quality replacement trees.
- 88 Now that the playing field is no longer part of the proposed development site trees which were to have been removed will now be retained.
- 89 Some trees are located within the main site will need to be removed, however, the ones which are mostly to the front of the site would be retained. Conditions

in relation to the retention of trees and where appropriate replacements can be conditioned.

Air Quality

- 90 The Environmental Safety and Health Team note that under the guidance in Black Country Air Quality SPD and the West Midlands Low Emissions Towns & Cities Programme: Good Practice Air quality Planning Guidance this will be a medium development for air quality purposes. A medium rated development will require Type 1 and Type 2.
- 91 To overcome the potential impact to air quality the Environmental Safety and Health Team have requested conditions which control the demolition and construction process, emissions from gas boilers and electric vehicle charging points. They also request the submission of travel plan and details of cycle parking to encourage reductions in the use of the private car.

CONCLUSION

- 92 The proposed office development now it has been reduced in scale, is considered appropriate as effectively is ancillary to the operation of the depot. The depot itself forms part of a wide employment designation and the ancillary buildings which are proposed are acceptable in principle. With regard to the encroachment on the SLINC it has been demonstrated that no undue harm would be caused, and any impact can be off-set through on site mitigation. With regards to neighbour amenity appropriate conditions can be put in place. Consideration has been given to policies within the Black Country Core Strategy (2013); and the Dudley Borough Development Strategy (2017).

RECOMMENDATION

It is recommended that the application be APPROVED subject to the following conditions:

Conditions and/or reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission. REASON: To comply with Section 91(1) 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 permitted shall be carried out in accordance with the following approved plans: 0001 RevP05, 0006Rev P05, 0007Rev P08, 0008Rev P01, 0010 Rev P09, 0014 Rev P02, 0017Rev P01, 0300REv P04, 0301 Rev P03, 0310Rev P03, 0311Rev P03, 0312 Rev P01, 0350 Rev P03, 0351 Rev P02, 0352 RevP02, 16550 and the nature conservation assessment recommendations. REASON: For the avoidance of doubt and in the interests of proper planning.
3. No above ground development shall commence until details of electric vehicle charging bays with a vehicle charging point, to be provided in accordance with the Council's standard (Parking Standards SPD) have been submitted and approved in writing by the Local Planning Authority. Such details shall include signs and bay markings indicating that bays will be used for parking of electric vehicles only whilst being charged. Prior to first occupation, the electric charging points and bays shall be installed in accordance with the approved details and shall thereafter be maintained for the life of the development. REASON: In the interests of creating a sustainable form of development and to encourage the use of ultra low emission vehicles in accordance with Policies ENV8 (Air Quality) and DEL1 (Infrastructure Provision) of the Black Country Core Strategy.
4. In order to minimise the impact of the development on local air quality, any gas boilers provided within the development must meet a dry NOx emission concentration rate of <40mg/kWh. The specification of the gas boilers shall be submitted to and approved in writing by the Local Planning Authority and the approved specification of boilers shall thereafter be fitted in accordance with such details. REASON: To safeguard the air quality of the Borough which is an Air Quality Management Area in compliance with the Black Country Core Strategy Policy ENV8 and the adopted Air Quality SPD.
5. Work shall not begin on the demolition and construction of the development until a method statement for the control of dust and emissions arising from the demolition and construction of the development has been submitted to and approved by the Local Planning Authority. All works which form part of the approved scheme shall be implemented throughout the construction and demolition phase of the development. REASON: To minimise the impacts to air quality associated with the development and to protect the health and well being of residents in accordance with BCCS Policy ENV8 - Air Quality.
6. The rating level of sound emitted from any fixed plant and/or machinery used in conjunction with the paint shop hereby approved shall not exceed background sound levels by more than 5dB(A) between the hours of 0700-2300 at the nearest sound sensitive premises and shall not exceed the background sound level between 2300-0700 at the nearest sound sensitive premises. All measurements shall be made in accordance with the methodology of BS4142 (2014) (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments. Where access to the nearest sound sensitive property is not possible, measurements shall be undertaken at an appropriate location and corrected to establish the noise levels at the nearest sound sensitive property. Any deviations from the LA90 time interval stipulated above shall be agreed in writing with the Local Planning Authority. REASON: To protect the amenities of nearby residents and comply with Saved UDP policies EP7 and DD4.

7. Prior to commencement of the extended car park between 65 and 87 Lister Road, a scheme for a continuous acoustic barrier constructed along the boundary of the site with the rear gardens of 65 and 85 Lister Road, of minimum height of 2 metres measured from the garden ground level of the residential properties and minimum surface density of 10 kg/m², shall be submitted to and approved in writing by, the Local Planning Authority. All works which form part of the approved scheme shall be completed before the approved car park use between 65 and 85 Lister Road commences. The barrier shall be retained throughout the life of the development. REASON: To protect the amenities of residents and comply with Saved UDP policy EP7.
8. No development shall commence until an assessment of the risks posed by any contamination has been submitted to and approved in writing by the Local Planning Authority. Such an assessment shall be carried out in accordance with authoritative UK guidance. REASON: These details are required prior to the commencement of development to ensure that the risks associated with any contamination are reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land.
9. Where the approved risk assessment (required by condition 8 above) identifies contamination posing unacceptable risks, no development shall commence until a detailed remediation scheme to protect the development from the effects of such contamination has been submitted to and approved in writing by the Local Planning Authority. Following approval, such remediation scheme shall be implemented on site in complete accordance with approved details unless otherwise agreed in writing by the Local Planning Authority. REASON: These details are required prior to the commencement of development to ensure that the risks associated with any contamination are reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land.
10. Following implementation and completion of the approved remediation scheme (required by condition 9 above) and prior to the first occupation of the development, a verification report shall be submitted to and approved in writing by the Local Planning Authority to confirm completion of the remediation scheme in accordance with approved details. REASON: To ensure that the risks associated with any contamination have been reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land and the NPPF.
11. No development shall commence until an assessment of the risks posed by any ground gases or vapours has been submitted to and approved in writing by the Local Planning Authority. Such an assessment shall be carried out in accordance with authoritative UK guidance. REASON: These details are required prior to the commencement of development to ensure that the risks associated with any contamination are reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land.
12. Where the approved risk assessment (required by condition 11 above) identifies ground gases or vapours posing unacceptable risks, no development shall commence until a detailed remediation scheme to protect the development from the effects of such ground gases or vapours has been submitted to and approved in writing by the Local Planning Authority. Following approval, such remediation scheme shall be implemented on site in complete accordance with approved details unless otherwise agreed in writing by the Local Planning Authority. REASON: These details are required prior to the commencement of development to ensure that the risks associated with any contamination are reduced to

acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land.

13. Following implementation and completion of the approved remediation scheme (required by condition 12 above) and prior to the first occupation of the development, a verification report shall be submitted to and approved in writing by the Local Planning Authority to confirm completion of the remediation scheme in accordance with approved details. REASON: To ensure that the risks associated with any ground gases or vapours have been reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land and the NPPF.
14. No development shall commence (excluding demolition, site clearance and initial ground investigation works) until details of surface water drainage works have been submitted to and approved in writing by the Local Planning Authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in Annex F of PPS25 (or any subsequent version), with the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage scheme is to be provided, the submitted details shall: - 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; - Include a timetable for its implementation; and - Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout the lifetime of the development. None of the development shall be occupied until surface water drainage works have been implemented in accordance with the approved details. REASON: In the interests of sustainability, reducing flood risk and run off and to comply with Adopted BCCS Policy ENV5 - Flood Risk, Sustainable Drainage Systems and Urban Heat Island.
15. No development shall commence (excluding demolition, site clearance and initial ground works) until full details of the soft landscaping scheme for the site have been submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented in accordance with the approved details before the end of the first planting season following first occupation of the development. Any trees or shrubs planted in pursuance of this permission including any planting in replacement for which is removed, uprooted, severely damaged, destroyed or dies within a period of five years from the date of planting shall be replaced by trees or shrubs of the same size and species and in the same place unless otherwise agreed in writing by the Local Planning Authority. REASON: In order to make a positive contribution to place-making and provide a high quality landscaping in accordance with BCCS Policies CSP4 - Place-Making, ENV 2 Historic Character and Local Distinctiveness, ENV3 - Design Quality and DEL1 - Infrastructure Provision and Borough Development Strategy 2017 Policy S6 - Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings and Policy D2 Incompatible Land Uses (in part). This detail is required pre commencement (excluding demolition, site clearance and initial ground works) as landscaping is integral to providing a high quality and sustainable development.
16. No above ground development shall commence until details of the types, colours and textures of the materials to be used in the hard surfacing of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in complete accordance with the approved details and retained for the lifetime of the

development unless otherwise agreed in writing with the Local Planning Authority. REASON: In order to make a positive contribution to place-making and provide a high quality landscaping in accordance with BCCS Policies CSP4 - Place-Making, ENV 2 Historic Character and Local Distinctiveness, ENV3 - Design Quality and DEL1 - Infrastructure Provision Borough Development Strategy 2017 Policy S6 Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part) This detail is required as landscaping is integral to providing a high quality and sustainable development.

17. No above ground development shall commence until details of the positions, design, materials and type of boundary treatment or means of enclosure have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until these works have been carried out in accordance with the approved details and shall thereafter retained for the lifetime of the development unless otherwise agreed in writing with the Local Planning Authority. REASON: In order to make a positive contribution to place-making and provide a high quality public realm in accordance with BCCS Policies CSP4 - Place-Making, ENV1 - , ENV3 - Design Quality and DEL1 - Infrastructure Provision and Borough Development Strategy 2017 Policy S6 Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part)
18. No development shall commence until details of the tree protection measures on site have been submitted to and approved in writing by the Local Planning Authority. The agreed tree protection measures shall be erected / installed prior to the commencement of the development (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening, or any operations involving the use of motorised vehicles or construction machinery), and shall not be taken down moved or amended in any way without prior written approval of the local planning authority. The tree protection details shall include: a. A plan showing the location and identification (with reference to a survey schedule if necessary) of all trees on, or directly adjacent to the development site, that are to be retained during construction. These trees are to be marked with a continuous outline. b. A plan showing the location and identification (with reference to a survey schedule if necessary) of all the trees on, or directly adjacent to the development site that are to be removed prior to, or during development. These trees are to be marked with a dashed outline. c. A plan showing the extent of the Root Protection Area, which is to be protected by physical barriers during development. The extent of the area that is to be protected will be calculated in accordance with Clause 4.6 of British Standard BS:5837 - 2012 'Trees in Relation to Design, Demolition and Construction- Recommendations'. d. Design details of the proposed protective barriers and ground protection to be erected around the trees during development. Any protection barriers should be designed and constructed in accordance with the provisions set out in section 6.2 of British Standard BS:5837 - 2012 'Trees in Relation to Design, Demolition and Construction- Recommendations'. REASON: To ensure that those trees and hedges to be retained on the development site are not subject to damage because of either works carried out on site or during the carrying out of such works in accordance with Saved UDP Policy NC10 - The Urban Forest. This detail is required prior to the commencement of development to ensure trees which are shown to be retained or are legally protected are not damaged during the construction process.
19. All excavations to be undertaken within the Root Protection Area (as defined by Clause 4.6 of British Standard BS:5837 - 2012 'Trees in Relation to Design, Demolition and Construction- Recommendations') of any existing trees on site shall be undertaken in accordance with NJUG Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees (NJUG

Volume 4). REASON: To ensure that existing trees are not damaged through the loss of roots, to maintain the visual and environmental quality of the site and surrounding area in accordance with Borough Development Strategy 2017 Policy S22 Mature Trees, Woodland and Ancient Woodland (in part)

20. The soil levels within the root protection zone of the retained trees are not to be altered, raised or lowered, without the prior written approval of the Local Planning Authority. REASON: To ensure that existing trees are not damaged through the loss of roots, to maintain the visual and environmental quality of the site and surrounding area in accordance with Borough Development Strategy 2017 Policy S22 Mature Trees, Woodland and Ancient Woodland (in part)
21. The existing trees shown on the approved plans to be retained shall not be damaged or destroyed, uprooted, felled, lopped or topped during the construction period of the development without prior written consent of the local planning authority. Any trees removed without such consent or dying or being seriously damaged or diseased during that period shall be replaced with healthy trees of such size and species as may be submitted to and agreed in writing by the Local Planning Authority. The replacement trees shall thereafter be retained for the life of the development. REASON: To maintain the visual and environmental quality of the site and surrounding area in accordance with Borough Development Strategy 2017 Policy S22 Mature Trees, Woodland and Ancient Woodland (in part).
22. No development shall commence (including demolition, site clearance and initial ground works) unless an Ecological Survey and Assessment of the site, which has ordinarily been carried out within twenty-four months prior to the commencement of development, has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter proceed in accordance with the approved recommendations and method statement(s) of the agreed ecological survey and assessment. REASON: In order to enhance, encourage and protect the nature conservation value of the site and in accordance with BCCS Policies ENV1 - Nature Conservation, CSP3 Environmental Infrastructure and DEL1 - Infrastructure Provision and Borough Development Strategy 2017 Policy S21 Nature Conservation Enhancement, Mitigation and Compensation Policy S20 The Borough's Geology (in part) Policy S1 Presumption in favour of Sustainable Development (in part) and Policy S21 Nature Conservation Enhancement, Mitigation and Compensation (in part) Policy S19 Dudley Borough's Green Network (in part) Black Country Core Strategy Policy ENV1 Nature Conservation (in part)
23. The development hereby approved shall not be first occupied until the nature conservation enhancement and/or mitigation works which are recommended within the submitted nature conservation report/assessment have been undertaken and completed. The nature conservation enhancement and/or mitigation works shall thereafter be retained and maintained in accordance with the recommendations of the nature conservation report/assessment / or for the life time of the development. REASON: To ensure the provision, protection and maintenance of the site's ecology and comply with BCCS Policies ENV1 - Nature Conservation, CSP3 Environmental Infrastructure and DEL1 - Infrastructure Provision and Borough Development Strategy 2017 Policy S21 Nature Conservation Enhancement, Mitigation and Compensation Policy S5 - Minimising Flood Risk and Sustainable Drainage Systems (in part) and Policy S21 Nature Conservation Enhancement, Mitigation and Compensation Policy S20 The Borough's Geology (in part) Policy S1 Presumption in favour of Sustainable Development (in part)
24. Prior to the first occupation or use of the development details of the type and location of bat roost provision on the site shall be submitted to and approved in writing by the Local Planning Authority. Prior to the first occupation or use of the

development the agreed provision shall be installed on site and thereafter maintained and retained for the lifetime of the development. REASON: In order to enhance, encourage and protect the nature conservation value of the site and in accordance with BCCS Policies ENV1 - Nature Conservation, CSP3 Environmental Infrastructure and DEL1 - Infrastructure Provision and Borough Development Strategy 2017 Policy S21 Nature Conservation Enhancement, Mitigation and Compensation Policy S20 The Borough's Geology (in part) Policy S1 Presumption in favour of Sustainable Development (in part) and Policy S21 Nature Conservation Enhancement, Mitigation and Compensation (in part) Policy S19 Dudley Borough's Green Network (in part) Black Country Core Strategy Policy ENV1 Nature Conservation (in part)

25. The extended car park on the eastern side of Lister Road shall not be first used until a plan detailing the enhancement, establishment and maintenance of habitats on the retained area of SLINC which adjoins the proposed extended car park for a period of 10 years from the first use of the site has been submitted to and approved in writing by the Local Planning Authority. The habitats shall thereafter be maintained in accordance the approved details for the period of time as specified above. REASON: To ensure the provision, protection and maintenance of the site's ecology and comply with BCCS Policies ENV1 - Nature Conservation, CSP3 Environmental Infrastructure and DEL1 - Infrastructure Provision and Borough Development Strategy 2017 Policy S21 Nature Conservation Enhancement, Mitigation and Compensation Policy S5 - Minimising Flood Risk and Sustainable Drainage Systems (in part) and Policy S21 Nature Conservation Enhancement, Mitigation and Compensation Policy S20 The Borough's Geology (in part) Policy S1 Presumption in favour of Sustainable Development (in part)
26. No above ground development shall commence until a schedule of the types, colours and textures of the materials to be used on the external surfaces of the buildings hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in complete accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. REASON: In the interests of the visual amenities of the area and to comply with BCCS Policies CSP4 - Place-Making and ENV2 - Historic Character and Local Distinctiveness and Borough Development Strategy 2017 Policy S6 Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part)
27. No development shall commence (excluding demolition, site clearance and initial ground investigation works) until details of the access(es) into the site, together with parking and turning area(s) [including details of lines, widths, levels, gradients, cross sections, drainage and lighting] have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the access(es) into the site, together with parking and turning area(s) within the site have been laid out in accordance with the approved details. These area(s) shall thereafter be retained and not be used for any other purpose for the life of the development. REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part) and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.
28. No part of the development shall be occupied until visibility splays to the new access have been provided at the junction between the proposed means of access and the highway with an 'x' set back distance of 2.4 metres and a 'y' distance of 59 metres. No structure or vegetation exceeding 600mm in height above the adjoining highway shall be placed or allowed to grow within the visibility splay for the life of the development unless otherwise agreed in writing by the Local Planning Authority. REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy

L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part) and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.

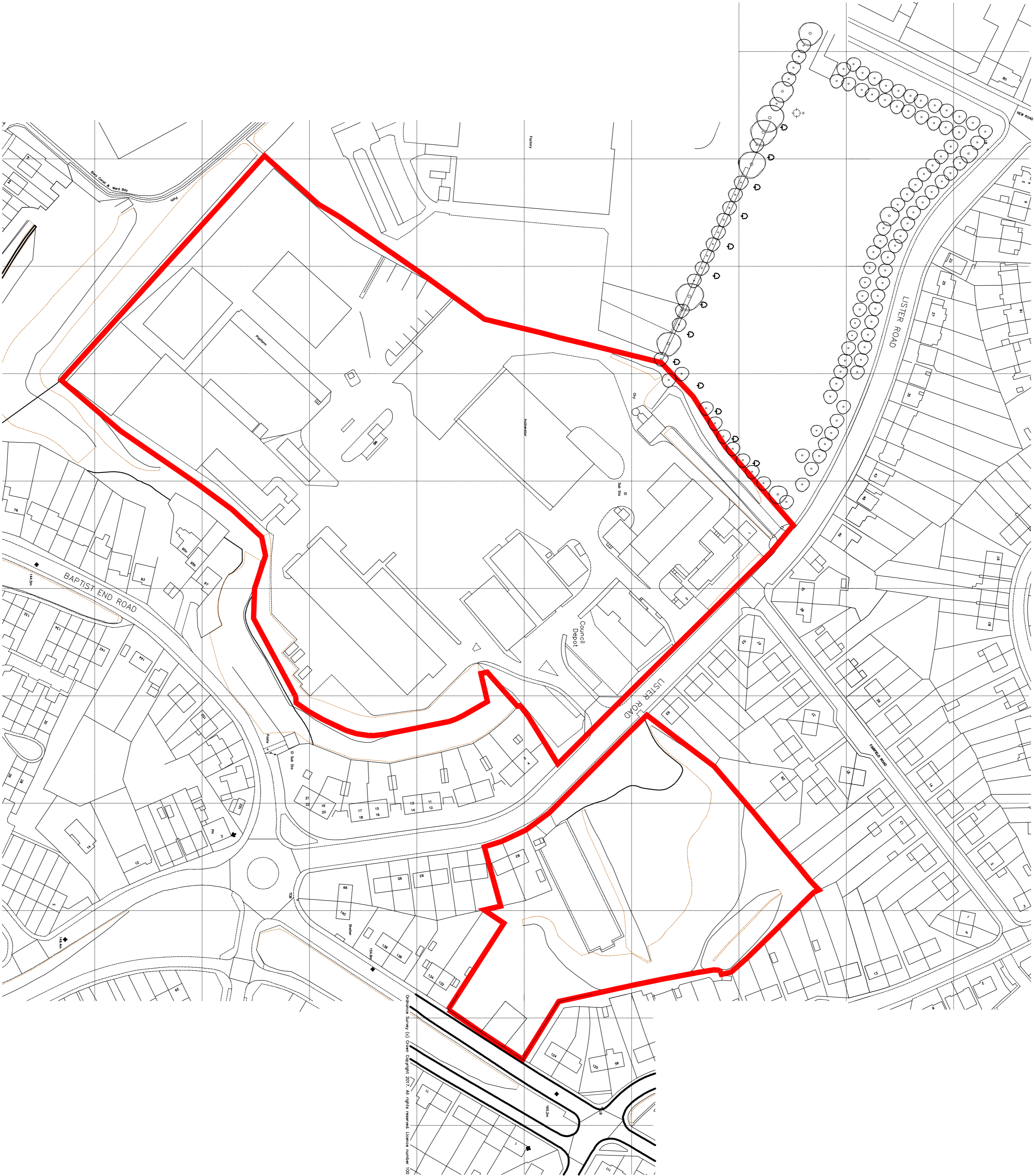
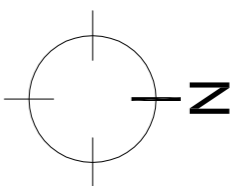
29. The development shall not be occupied/used until details of secure and covered staff cycle storage and shower facilities have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided in accordance with the approved details prior to the first use/occupation of the development and shall thereafter be retained and maintained for no other purpose for the life of the development. REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part) and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.
30. Prior to first occupation all redundant dropped kerbs should be replaced with matching full height kerbs and the adjacent Highway made good. REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part) and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.
31. The Travel Plan shall be implemented in accordance with the details approved by the Local Planning Authority and remain operational for the life of the development. REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part) and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.
32. The office building shall not be first occupied until the new and extended car parking areas have been provided in accordance with the approved plans. The parking areas shall thereafter be retained for the life, unless otherwise agreed in writing by the Local Planning Authority. REASON: To ensure there is sufficient parking and to comply with DBDS Policy S17 Access & Impact of Development on the Transport Network.
33. No construction works to the office building, excluding demolition, shall commence until a survey of existing on street parking to Lister Road and adjoining streets has been submitted to and approved in writing by the LPA. Upon full occupation of the completed office building a further survey of on street parking to Lister Road and adjoining streets shall be submitted to and approved in writing by the Local Planning Authority. The methodology of both surveys shall be submitted to and agreed in writing by the Local Planning Authority prior to them being undertaken. The findings from the two surveys shall then inform whether any mitigation measures will be required, including whether traffic regulation orders, are required. REASON: To ensure the impact from the additional staff causes no more inconvenience to neighbours or the free flow of traffic and to comply with BCCS Policy TRAN2.
34. No development shall commence (excluding demolition, site clearance and initial ground works) until details of the Traffic Regulation Order along the Lister Road frontage to the extended car park opposite the main site, has been submitted to and approved in writing by the Local Planning Authority. The office building shall not be occupied until the agreed Traffic Regulation Order been completed in accordance with the approved details or unless otherwise agreed with the Local Planning Authority. REASON: In the interests of highway safety and to comply with BCCS Policy TRAN2.
35. No development shall commence (excluding demolition, site clearance and initial ground investigation works) until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and

approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include: - A timetable for its implementation, and - A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime of the development. None of the development shall be occupied until surface water drainage works have been implemented in accordance with the approved details. REASON: In the interests of sustainability, reducing flood risk and run off and to comply with Adopted BCCS Policy ENV5 - Flood Risk, Sustainable Drainage Systems and Urban Heat Island.

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NOTES:

PLANNING



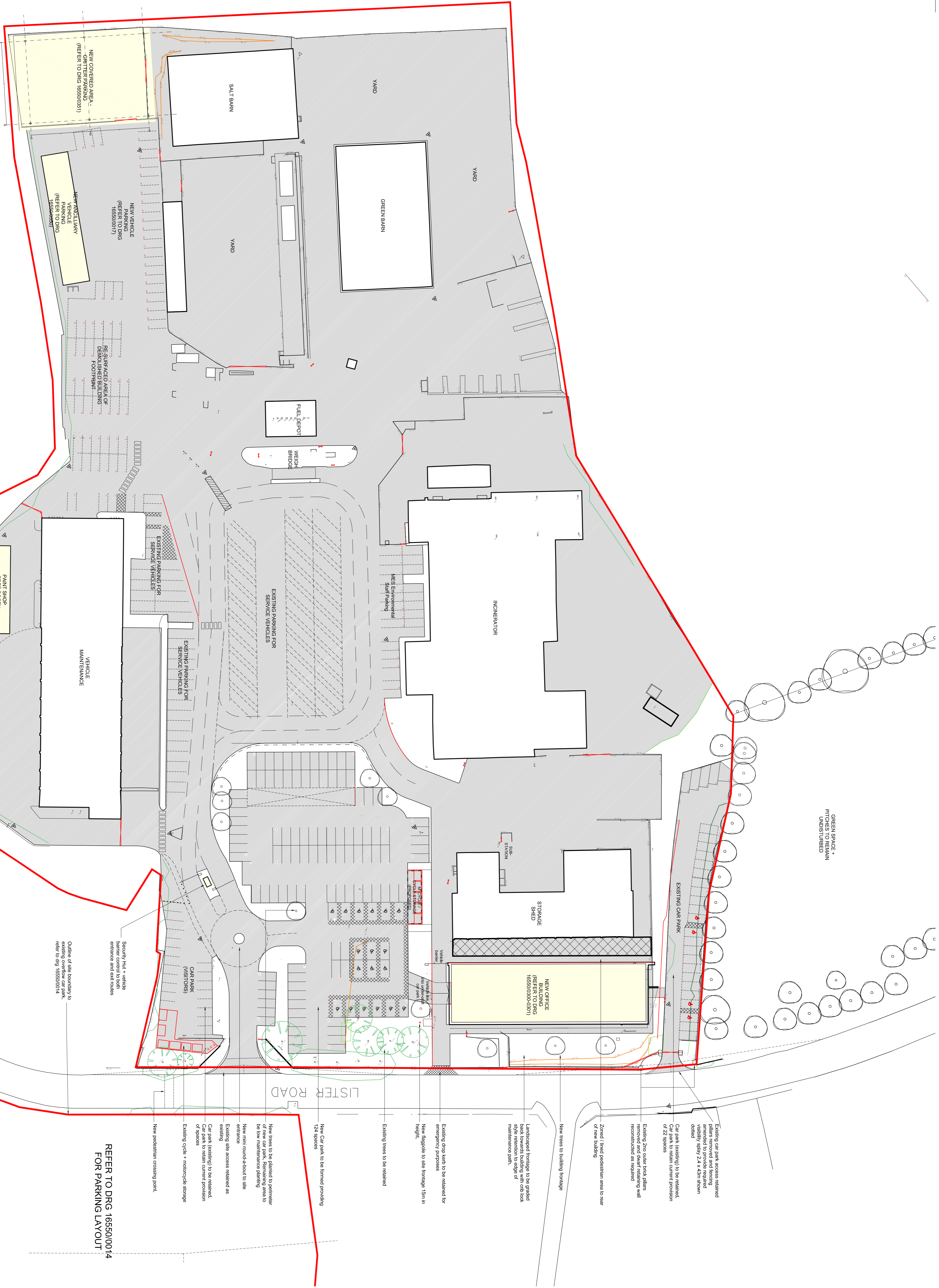
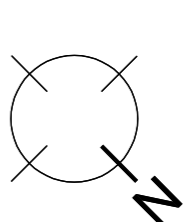
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PD	DB	A1	1:1250	Jan '17
Project No.		Drawing No.		Revised
16550		0001		P05

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PLANNING



REV	DATE	NOTES	CHK
P08	07.08.2018	- CAR PARKING ADJUSTED TO SHOW STONE, DISABLED PARKING BAYS	EB
P07	10.07.2018	- CAR PARKING NUMBERS UPDATED	EB
P06	12.06.2018	- MAINTENANCE, ACCESS SPACES REVISED, CYCLE SPACES UPDATED	EB
P05	18.05.2018	- CAR PARK PLAN UPDATED FOLLOWING ADJUSTMENTS TO UNDER CROFT PARKING, PARKING TO BE REDESIGNED TO REFLECT AMENDMENTS MADE TO FOLLOWING FEEDBACK FROM PLANNERS	EB
P04	31.10.2017	- MAIN CAR PARK UPDATED TO REFLECT AMENDMENTS MADE TO FOLLOWING FEEDBACK FROM PLANNERS	EB
P03	21.09.2017	- MAIN CAR PARK UPDATED TO REFLECT AMENDMENTS MADE TO OVERFLOW CAR PARK ADJACENT TO SITE, LINE WITH DESIGN DEVELOPMENT	EB
P02	29.03.2017	- EXISTING SITE ACCESS RELATED AS EXISTING	EB
P01	08.03.2017	- GENERAL AMENDMENTS TO CLIENT COMMENTS	EB

Project No.	Drawing No.	Revision
16550	0007	P08

BUILDINGS E, F, G -



(BUILDINGS F-LEFT, AND E-RIGHT)

(BUILDING F)

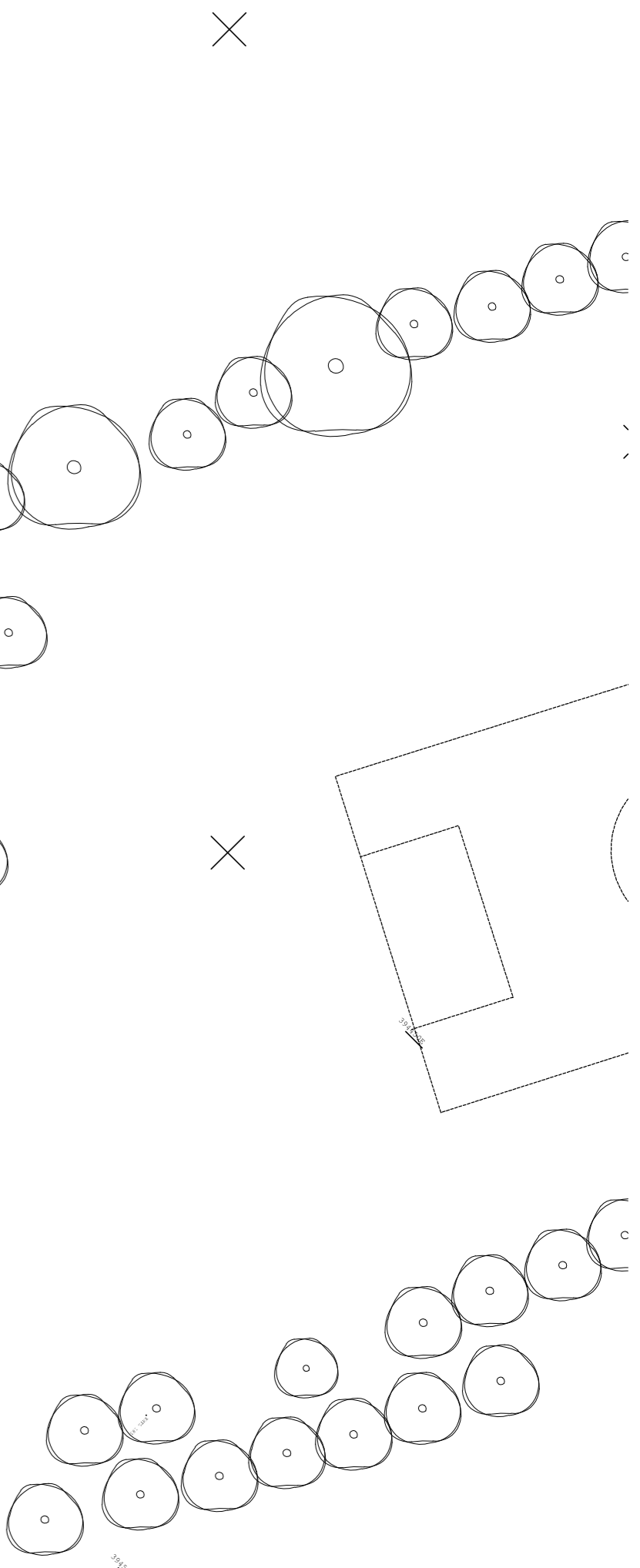
(BUILDINGS G-LEFT, AND F-RIGHT)



(BUILDING H)

(BUILDING J)

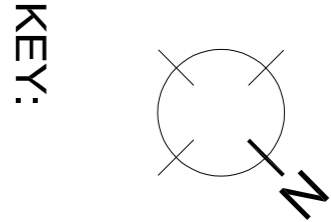
(BUILDING L)



GATE POSTS



(HEIGHT REDUCED FOR VISIBILITY SPLAY)



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NOTES

KEY:



BUILDINGS A, B, C -



(ALSO SEE DRAWING 16550-0200)

BUILDING D -



(ALSO SEE DRAWING 16550-0201)

P05	08.08.18	EXISTING BARN REFERENCE UPDATED	DB
P04	03.08.18	SITE BOUNDARY UPDATED	DB
P03	28.03.17	BOUNDARIES UPDATED TO MATCH INITIAL DRAWING	JCB
P02	07.03.17	MINOR AMENDMENTS TO PLAN HATCH SHOWN TO BUILDINGS TO BE DEMOLISHED. SEMI DETACHED UNITS OMITTED	DB
REV	DATE	NOTES	CHK
Client			
DUDLEY METROPOLITAN BOROUGH COUNCIL			
Project			
LISTER ROAD DEPOT			

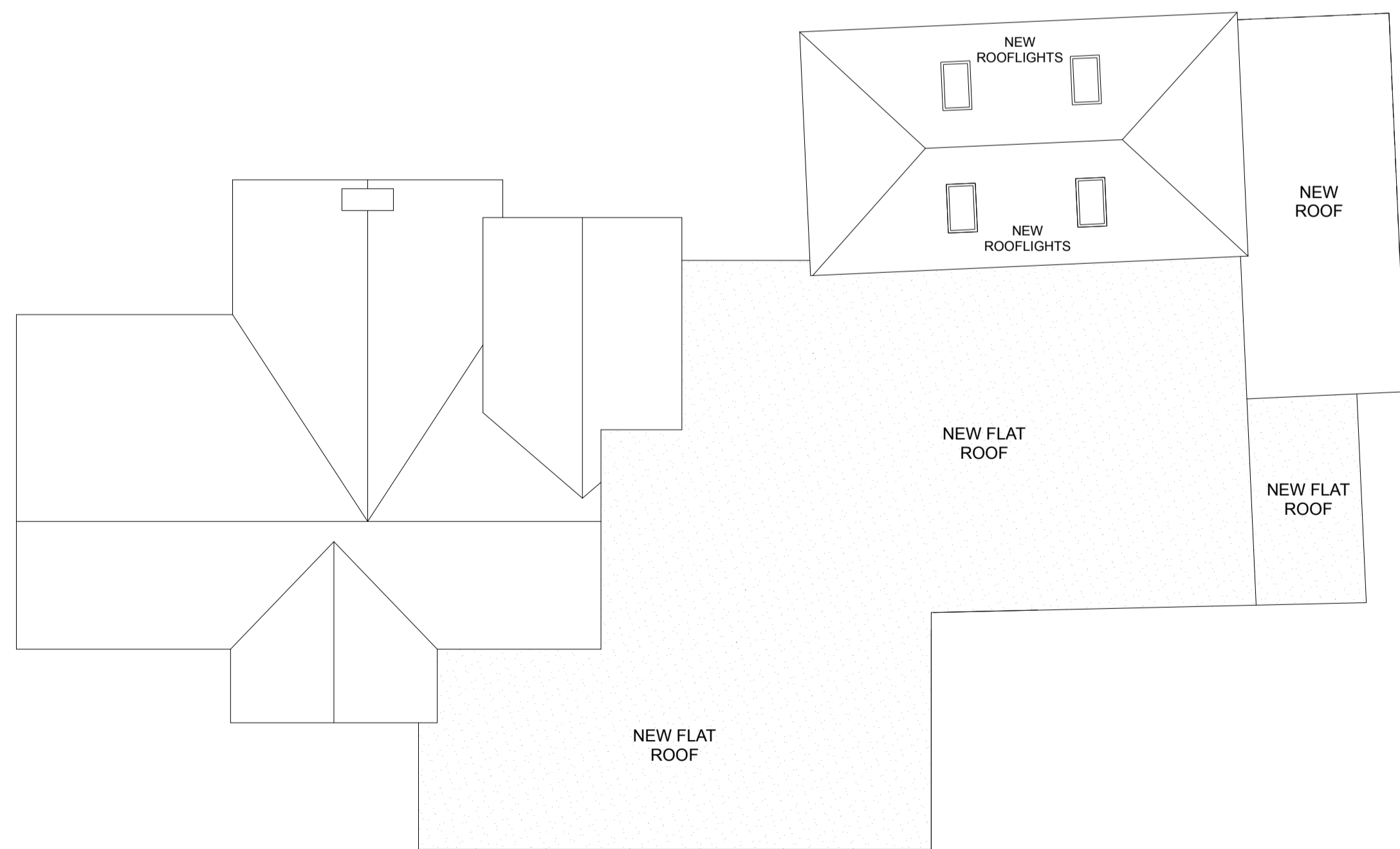
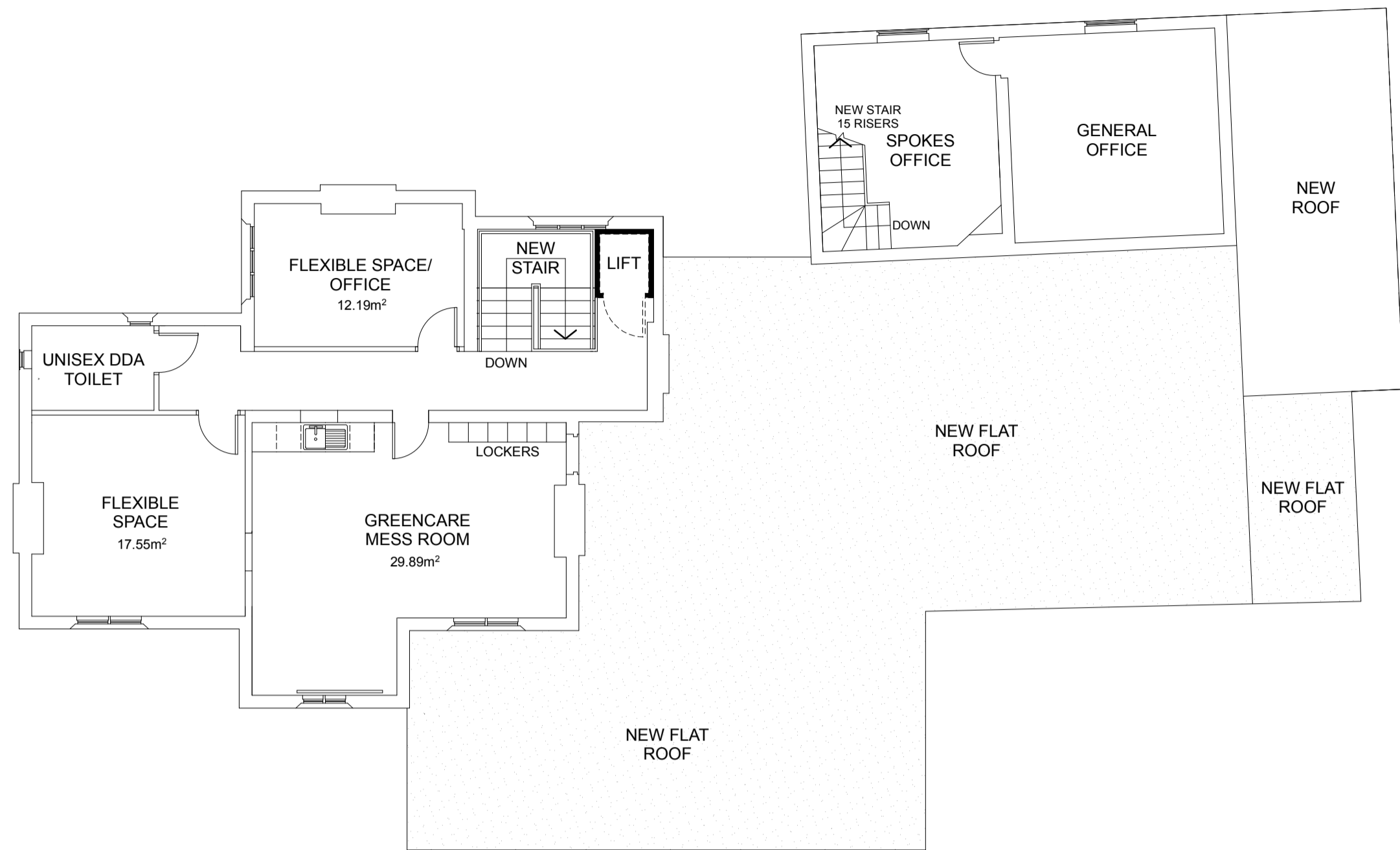
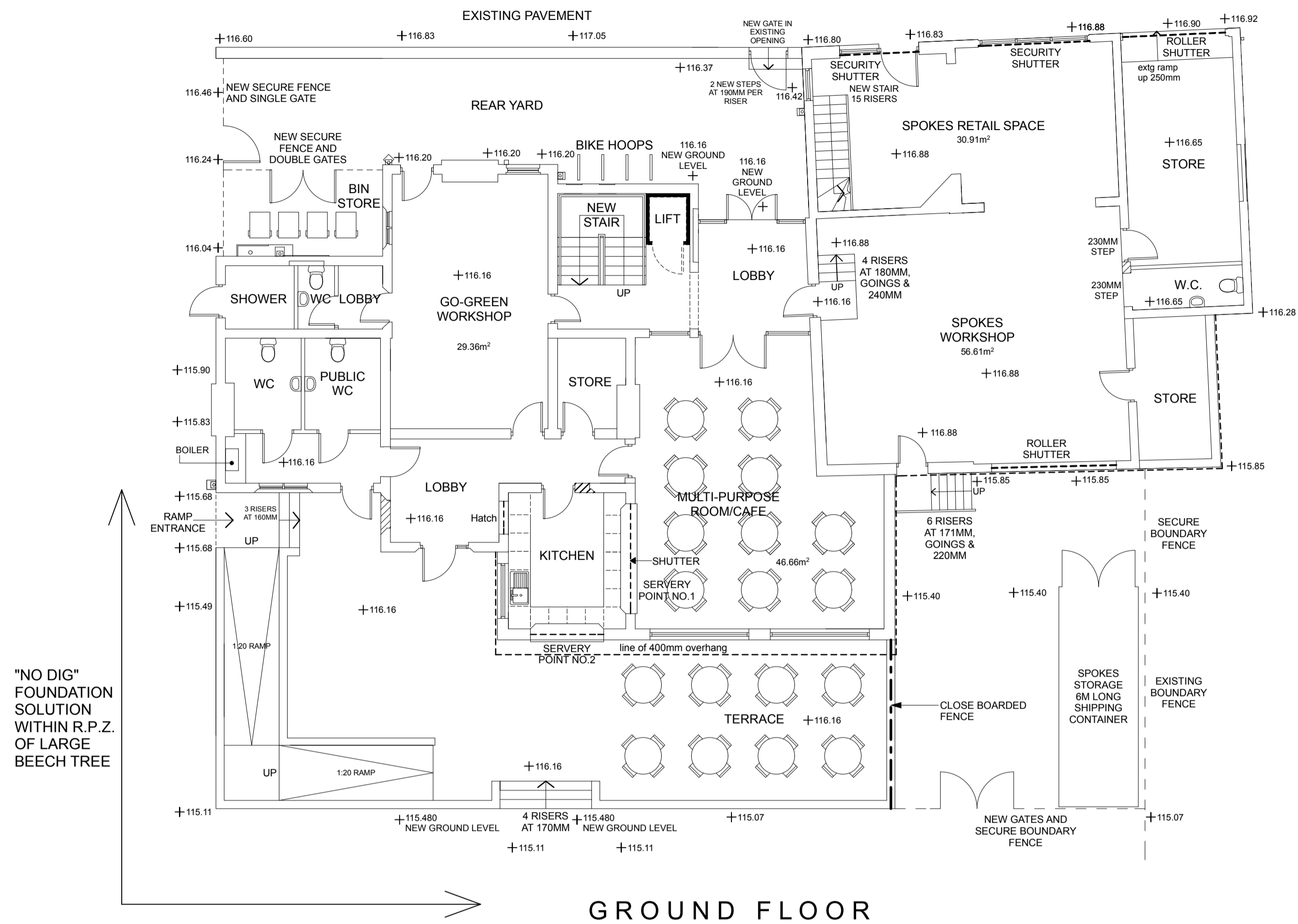
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SITE PLAN				
PROPOSED DEMOLITION WORKS				
Drawn	Checked	Paper Size	Scale	Date
PD	DB	A1	1:500	Jan '17
Project No.	Drawing No.		Revision	
16550	0006		P05	

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REVISION	DATE	DESCRIPTION
A	20.09.2018	EXTERNAL CANOPY REMOVED
B	24.09.2018	LEVELS ADDED. EXTERNAL STEPS ADDED BY SHUTTER DOOR, INTERNAL STEPS ADDED BETWEEN LOBBY AND SPOKES WORKSHOP. NOTE REGARDING NO DIG FOUNDATION ADDED

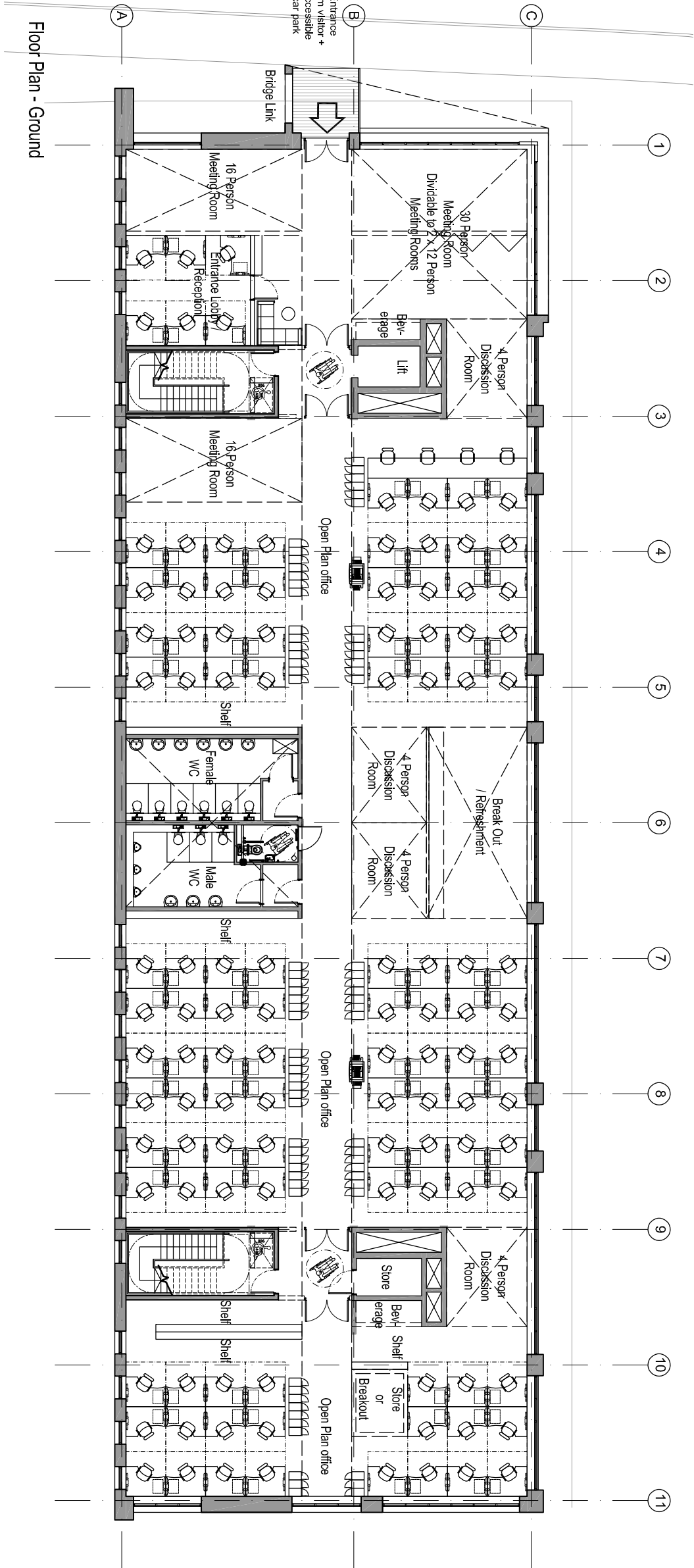


DRAWING TITLE PROPOSED FLOOR PLANS		
JOB DESCRIPTION STEVENS PARK, DUDLEY		
DRAWING SCALE 1: 100 @ A1	DATE JUNE 2018	DRAWING REF. 2637.06B
BAART HARRIES NEWALL ARCHITECTS		
1 WILDERHOPE HOUSE POURNEY GARDENS BELLE VUE SHREWSBURY SY3 7JU Fax: 01743 364944 Tel: 01743 361261		

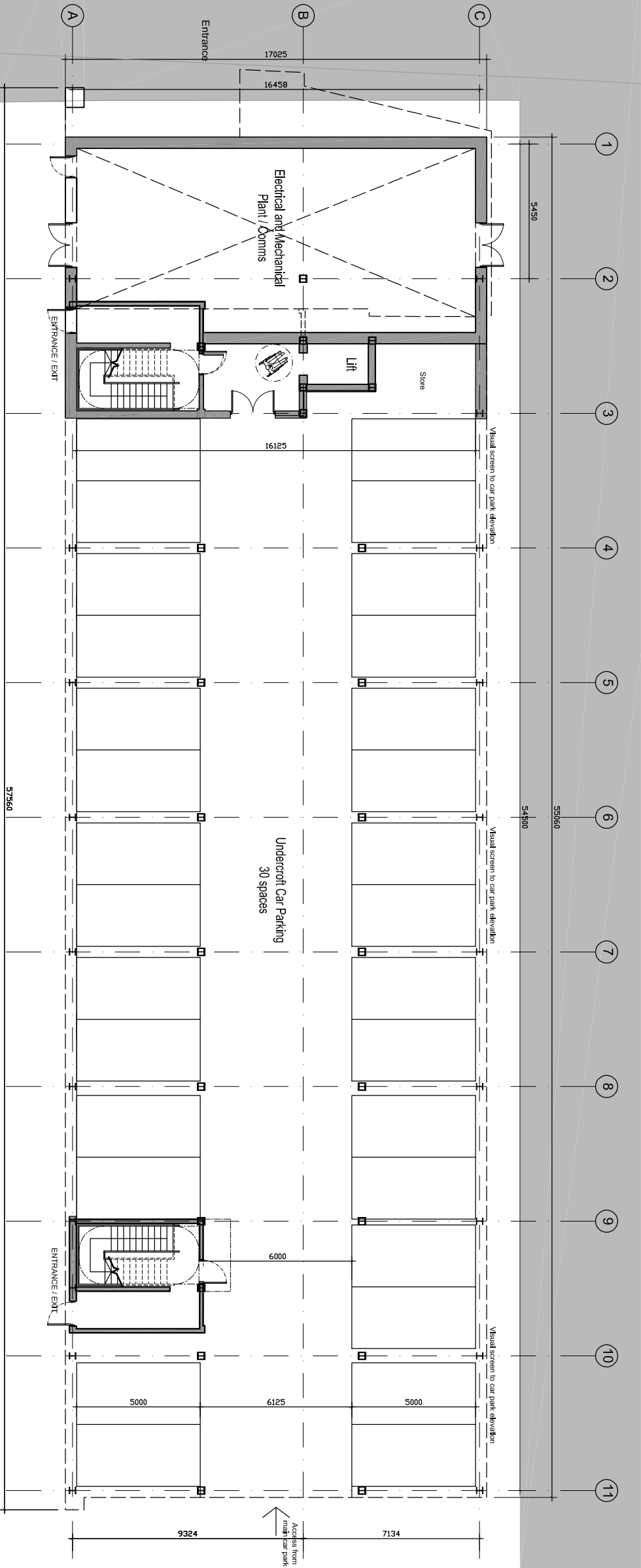
PLANNING

PLANNING

SCHEDULE:	
DESK PROVISION:	
- GF	= 112 (+ 4 Touchdown)
- 1st Floor	= 190
- TOTAL	= 246 (+ 8 Touchdown)
LOCKER PROVISION:	
- Assuming Lockers 600 x 300mm - 1800H - 2 Lockers / Unit - 180C	
- 1st Floor	= 190 Lockers / 75 Units
- TOTAL	= 340 Lockers / 170 Units
SHELF STORAGE PROVISION:	
- Assuming Shelves 3000 x 350H - 5 levels / shelf - 180C	
- GF	= 27.6 Linear metres x 5 levels = 138.1 metres
- 1st Floor	= 27.6 Linear metres x 5 levels = 138.1 metres
- TOTAL	= 70.6 Linear metres x 5 levels = 353 m
WC PROVISION - ALL FLOORS:	
- Assuming 3 No. WCs - 3 No. Urinals	
- Male	= 3 No. WCs
- Female	= 6 No. WCs



Floor Plan - Ground



Floor Plan - Lower Ground Floor (PARKING)

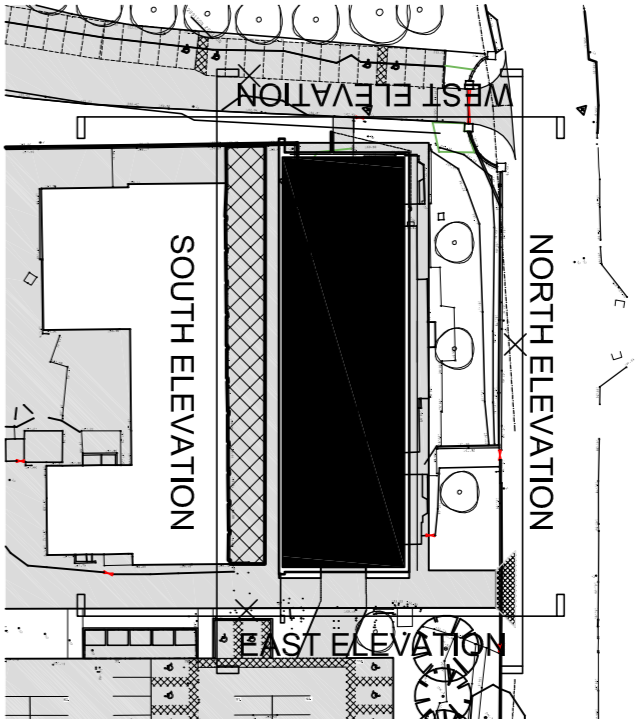
Drawing Title			
OFFICE BLOCK PROPOSALS			
LOWER GROUND + GROUND FLOOR PLANS			
UNDER CROFT			
Drawn	Checked	Scale	Date
PD	DB	A1	1:1:00
Project No.	Drawing No.	Revision	
16650	0300	P04	

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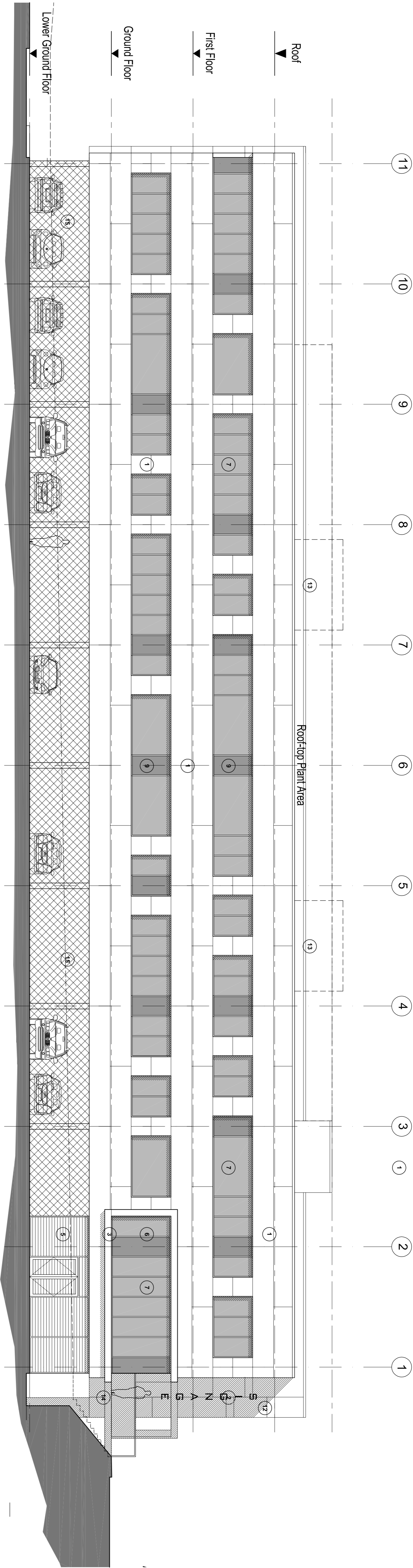


KEY PLAN

- LEGEND:
- 1 RAIN SCREEN CLADDING - METALLIC FINISH
 - 2 CLADDING PANEL - METALLIC SILVER GREY (CHECKER PATTERN)
 - 3 CLADDING PANEL - YELLOW (CONTRASTING COLOUR TO REVEAL)
 - 4 FACING BRICKWORK - STAFFORDSHIRE BLUE
 - 5 LOUVRES - PPC FINISH - ANTHRACITE GREY
 - 6 ALUMINIUM CURTAIN WALLING SYSTEM - ANTHRACITE GREY
 - 7 CLEAR GLAZING / WINDOWS
 - 8 ORPHEUS GLAZED PANEL - GREY
 - 9 COLOUR GLAZED PANEL - GREY
 - 10 MAIN ENTRANCE DOORS - PPC FINISH - ANTHRACITE GREY
 - 11 EXIT / ENTRANCE DOOR - PPC FINISH - ANTHRACITE GREY
 - 12 CORPORATE SIGNAGE (TBC BY DUDLEY COUNCIL)
 - 13 ROOF-TO-P PLANT
 - 14 ACCESS BRIDGE TO MAIN ENTRANCE
 - 15 VISUAL SCREEN TO CAR PARK LEVEL

Office Block - North Elevation (Lister Road)

elevation shown with road omitted in front



Outline of existing tree line to boundary edge of site

Existing brick piers beyond to be retained

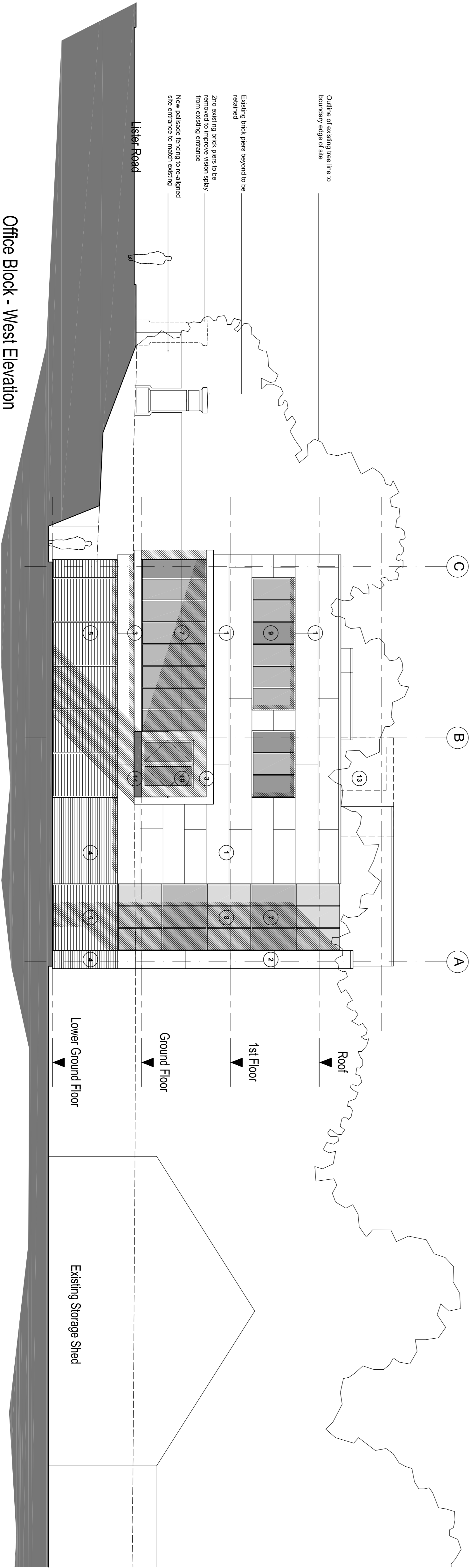
Zero existing brick piers to be removed to improve vision splay from existing entrance

New railside fencing to re-aligned site entrance to match existing

Lister Road

Office Block - West Elevation

elevation shown car park omitted in front



C

B

A

Roof

1st Floor

Ground Floor

Lower Ground Floor

Existing Storage Shed

Drawing Title				
OFFICE BLOCK PROPOSALS				
ELEVATIONS				
NORTH + WEST				
Drawn	Checked	Paper Size	Scale	Date
PD	DB	A1	1:100	Jan '17
Project No.	Drawing No.	Revision		
16550	0310	P03		

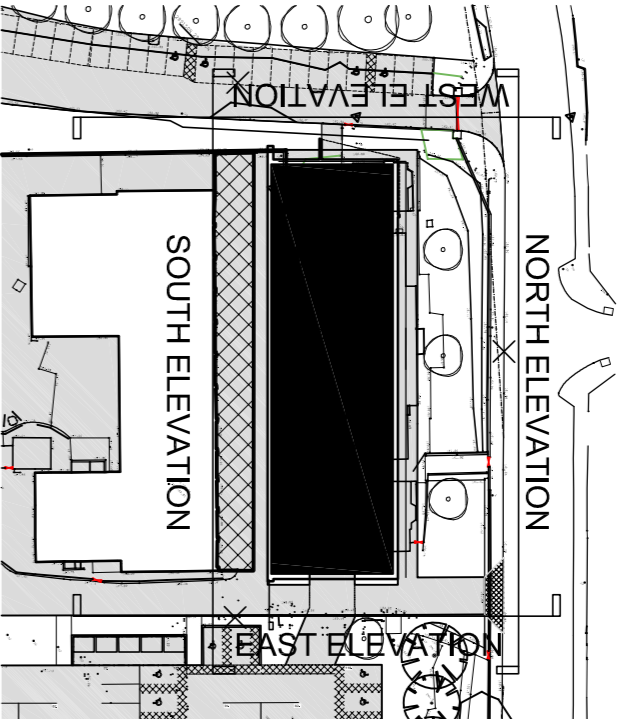
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NOTES

PLANNING



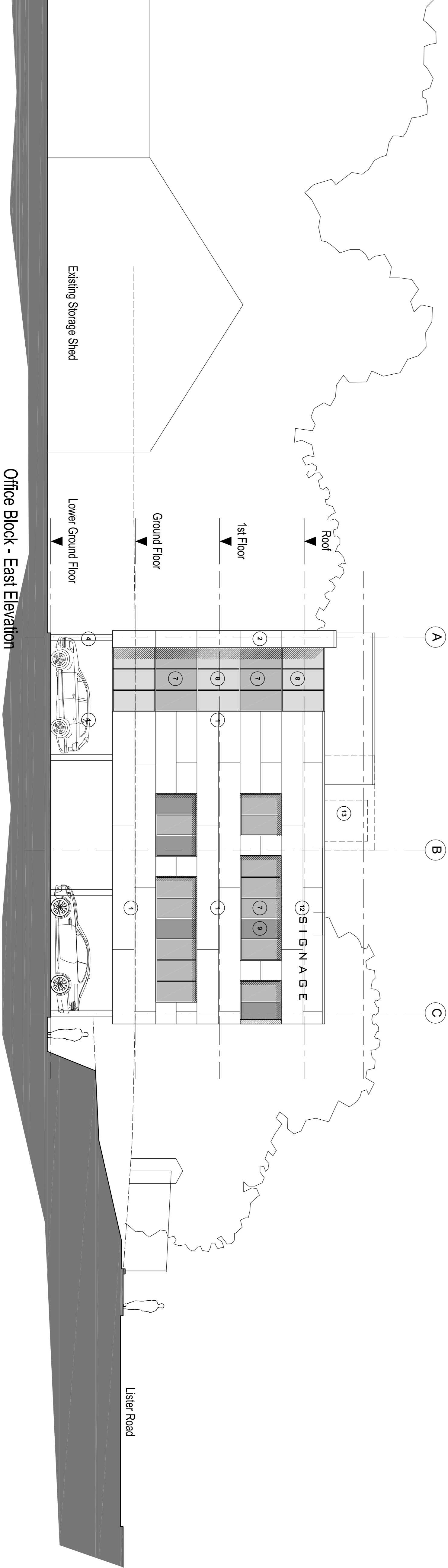
KEY PLAN

- LEGEND:**
- 1 CLADDING PANEL - METALLIC SILVER / GREY
 - 2 CLADDING PANEL - METALLIC SILVER / GREY (CHECKER PATTERN)
 - 3 RAIN-SCREEN CLADDING - METALLIC FINISH
 - 4 FACING BRICKWORK - STAFFORDSHIRE BLUE
 - 5 LOUVRES - PPC FINISH - ANTHRACITE GREY
 - 6 ALUMINIUM CURTAIN WALLING SYSTEM - ANTHRACITE GREY
 - 7 CLEAR GLAZING / WINDOWS
 - 8 OPAQUE GLAZED PANEL - GREY
 - 9 COLOUR GLAZED PANEL - GREY
 - 10 MAIN ENTRANCE DOORS - PPC FINISH - ANTHRACITE GREY
 - 11 EXIT / ENTRANCE DOOR - PPC FINISH - ANTHRACITE GREY
 - 12 CORPORATE SIGNAGE (TBC BY DUDLEY COUNCIL)
 - 13 ROOF-TOP PLANT
 - 14 ACCESS BRIDGE TO MAIN ENTRANCE

Office Block - South Elevation



Office Block - East Elevation



- P03 03.06.18 ELEVATIONS UPDATED TO SHOW AND EXISTING DOORS TO THE LOWER GROUND FLOOR AND MOVE COLUMN POSITIONS. DB
- P02 17.05.18 ELEVATIONS UPDATED TO REMOVE TOP MOST FLOOR LEVEL, LOWERING BUILDING HEIGHT, LOWER GROUND FLOOR LEVEL, UNDERCROFT CAR PARKING MATERIAL NOTES AMENDED DB
- P01 03.03.17 MATERIAL NOTES AMENDED DB

REV DATE NOTES CHK

Client DUDLEY METROPOLITAN BOROUGH COUNCIL

Project LISTER ROAD DEPOT

Drawing Title				
OFFICE BLOCK PROPOSALS ELEVATIONS SOUTH + EAST				
Drawn	Checked	Paper Size	Scale	Date
PD	DB	A1	1:100	Jan '17
Project No.	Drawing No.	Revision		
16550	0311	P03		

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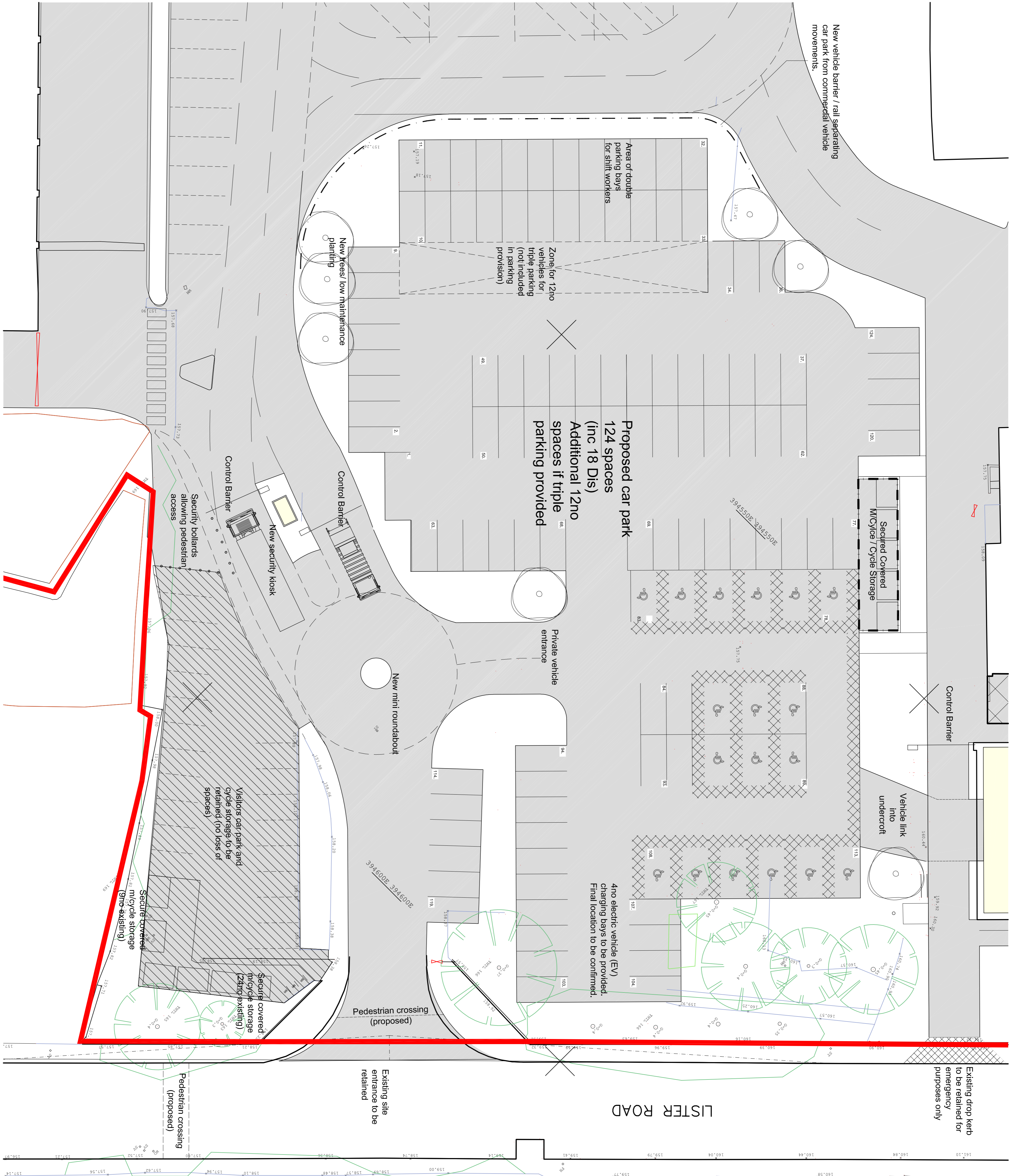
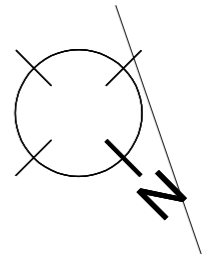
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NOTES

Planning



P-09	10.08.18	REFERENCE TO ONCE STANCS + MOTORCYCLE STORAGE UPDATED	DB
P-08	07.08.18	CAN PARK AREA UPDATED IN LINE WITH OVERALL SITE	DB
P-07	18.03.18	VEHICLE LINK SHOWN INTO UNDERCROFT PARKING	DB
P-06	27.10.17	AERIAL/ONAL COVERED CYCLE PROVISION INDICATED	DB
P-05	17.10.17	MINI BUS GROUP OFF POSITION INDICATED CYCLE PROVISION UPDATED	DB
P-04	21.08.17	CAN PARK LAYOUT UPDATED PARKING PROVISION FOLLOWING CONTRIBUTION FROM CLIENT'S SHOWROOM SHOWN FOR INFORMATION	DB
P-03	21.07.17	FOLLOWING CONTRIBUTION FROM CLIENT'S SHOWROOM SHOWN FOR INFORMATION	DB
P-02	20.03.17	EV PARKING BAY REFERENCE INDICATED	DB
P-01	11.03.17	DISABLED PARKING BAYS UPDATED	DB

REV DATE NOTES CHK

Client

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Project

LISTER ROAD DEPOT

Drawing Title	MAIN CAR PARK PLAN		
PROPOSED			
Drawn	Checked	Paper Size	Scale
PD	DB	A1	1:200
Project No.	0010	Drawing No.	P-09
16550			

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NOTES:



PLANNING



Client	REV	DATE	NOTES	CH
DUDLEY METROPOLITAN BOROUGH COUNCIL				
Project	DUDLEY METROPOLITAN BOROUGH COUNCIL			
Drawing Title	LISTER ROAD DEPOT DUDLEY			
Project No.	106550	Drawing No.	0014	Revision P02
Drawn	Checked	Paper Size	Scale	Date
PD	DB	A3	1:1.250	Jan '17

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P-01 16.05.18 ELEVATIONS UPDATED IN LINE WITH GENERAL AMENDMENTS TO BUILDING FOOTPRINT DB: EB

REV DATE NOTES CHK

Client

DUDLEY METROPOLITAN BOROUGH COUNCIL

Project

LISTER ROAD DEPOT

Drawing Title

OFFICE BLOCK PROPOSALS
COLOURED ELEVATIONS
NORTH + WEST

Drawn	Checked	Paper Size	Scale	Date
PD	DB	A1	1:100	Jan '17

Project No.	Drawing No.	Revision
16550	0312	P-01

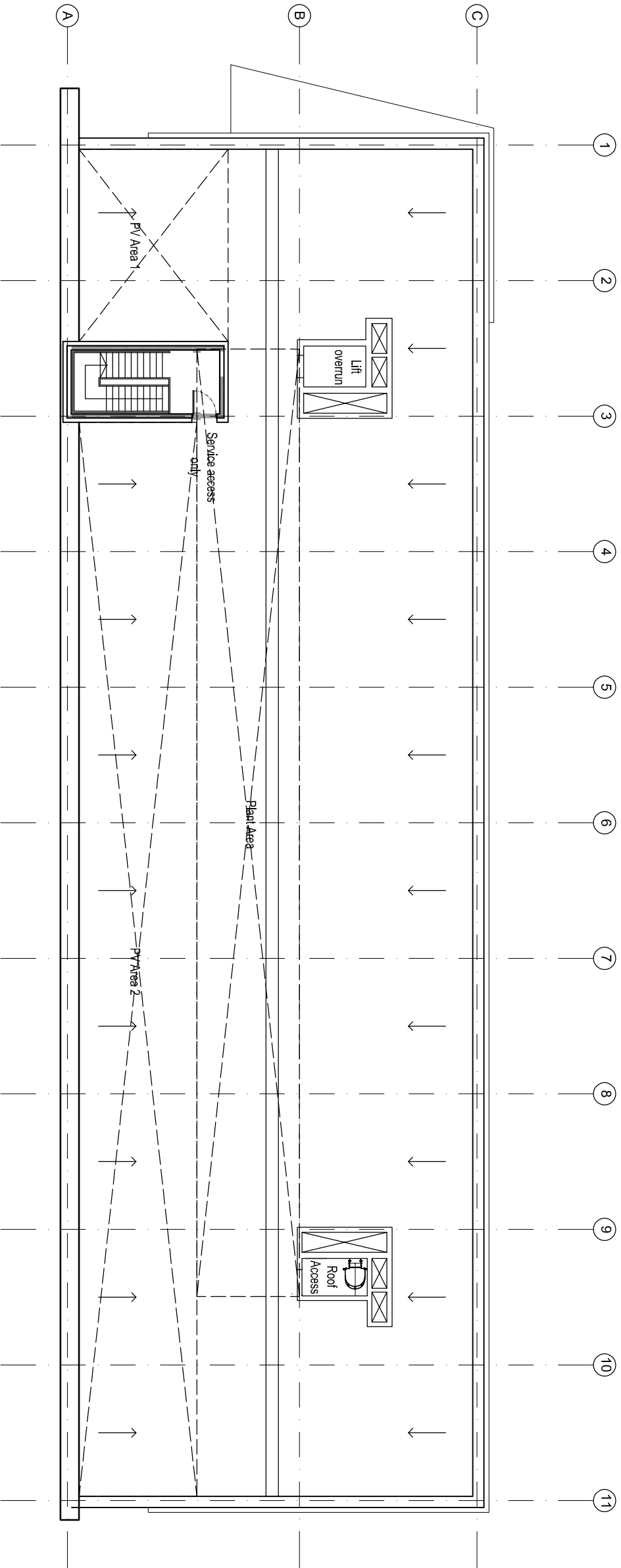
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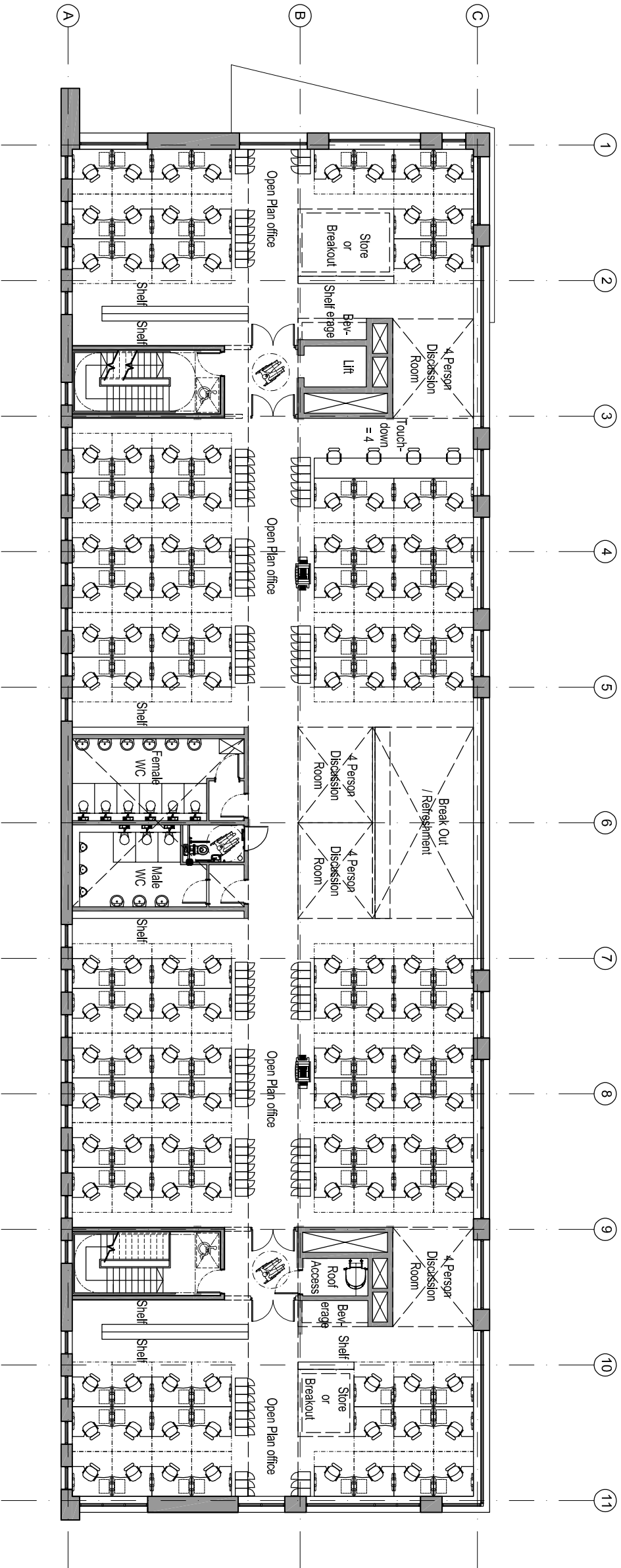
PLANNING

SCHEDULE:

DESK PROVISION:	
- GF	= 112 (+ 4 Touchdown)
- 1st Floor	= 190 Lockers / 95 Units
- TOTAL	= 246 (+ 8 Touchdown)
LOCKER PROVISION:	
(Assuming Lockers 600 x 300W x 1800H - 2 Lockers / Unit - TBC)	
- 1st Floor	= 190 Lockers / 95 Units
- TOTAL	= 340 Lockers / 170 Units
SHELF STORAGE PROVISION:	
(Assuming Shelves 3000 x 350H - 5 levels / shelf - TBC)	
- GF	= 27.6 Linear metres x 5 levels = 138.1 metres
- 1st Floor	= 27.6 Linear metres x 5 levels = 138.1 metres
- TOTAL	= 70.6 Linear metres x 5 levels = 353 m
WC PROVISION - ALL FLOORS:	
(Assuming 3 No. WCs + 3 No. Urinals)	
- Male	= 3 No. WCs
- Female	= 6 No. WCs



Roof Level - Including Plant Area



Floor Plan - First Floor

P03	03.04.16	DRAWING UPDATED TO REFLECT STAFF PLANTS + ADO	DB
P02	17.05.16	NOTES TO NOVA LIVERPOOL TO BE REVIEWED AND LOOK ROOM	DB
P01	06.05.17	LEVEL SHOWN TO REPLACE THIS ON DRAWING	DB
REV	DATE	NOTES	CHK
Client			
DUDLEY METROPOLITAN BOROUGH COUNCIL			
Project			
LISTER ROAD DEPOT			
Drawing Title			
OFFICE BLOCK PROPOSALS			
1st + ROOF PLANS			
Drawn	Checked	Project Size	Scale
PD	DB	A1	1:100
Project No.	16550	0301	Revision
			P03

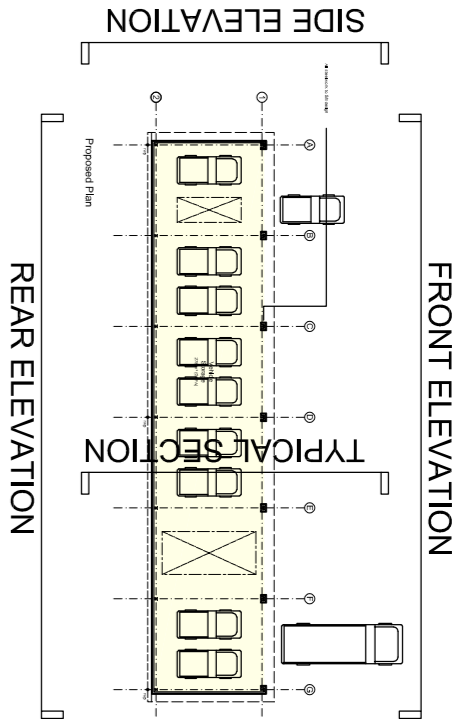
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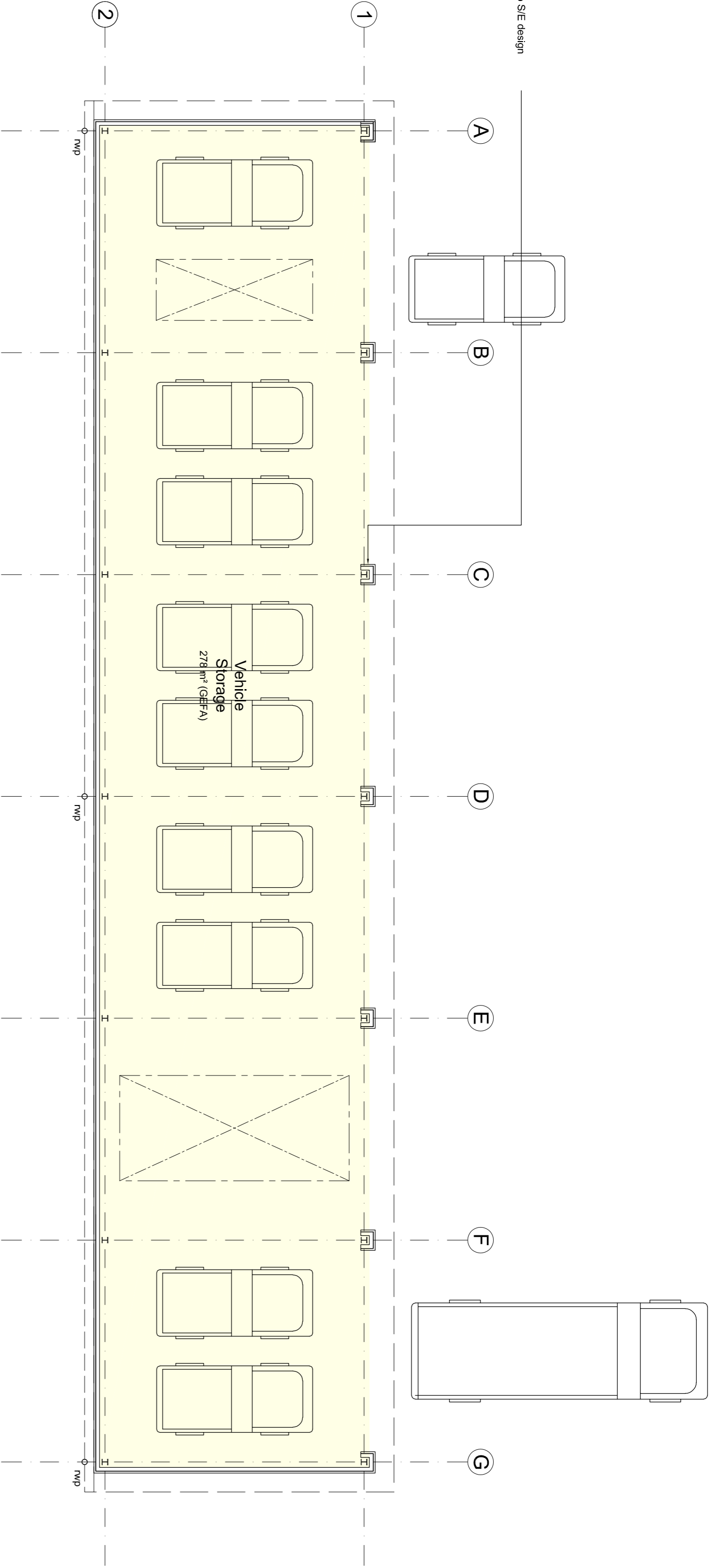
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NOTES

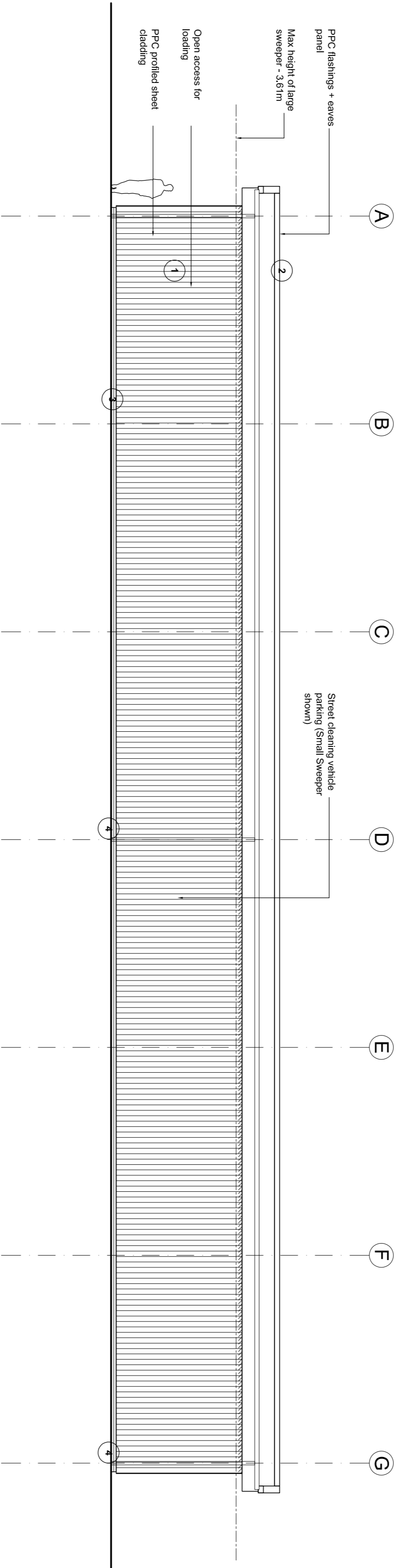


KEY PLAN

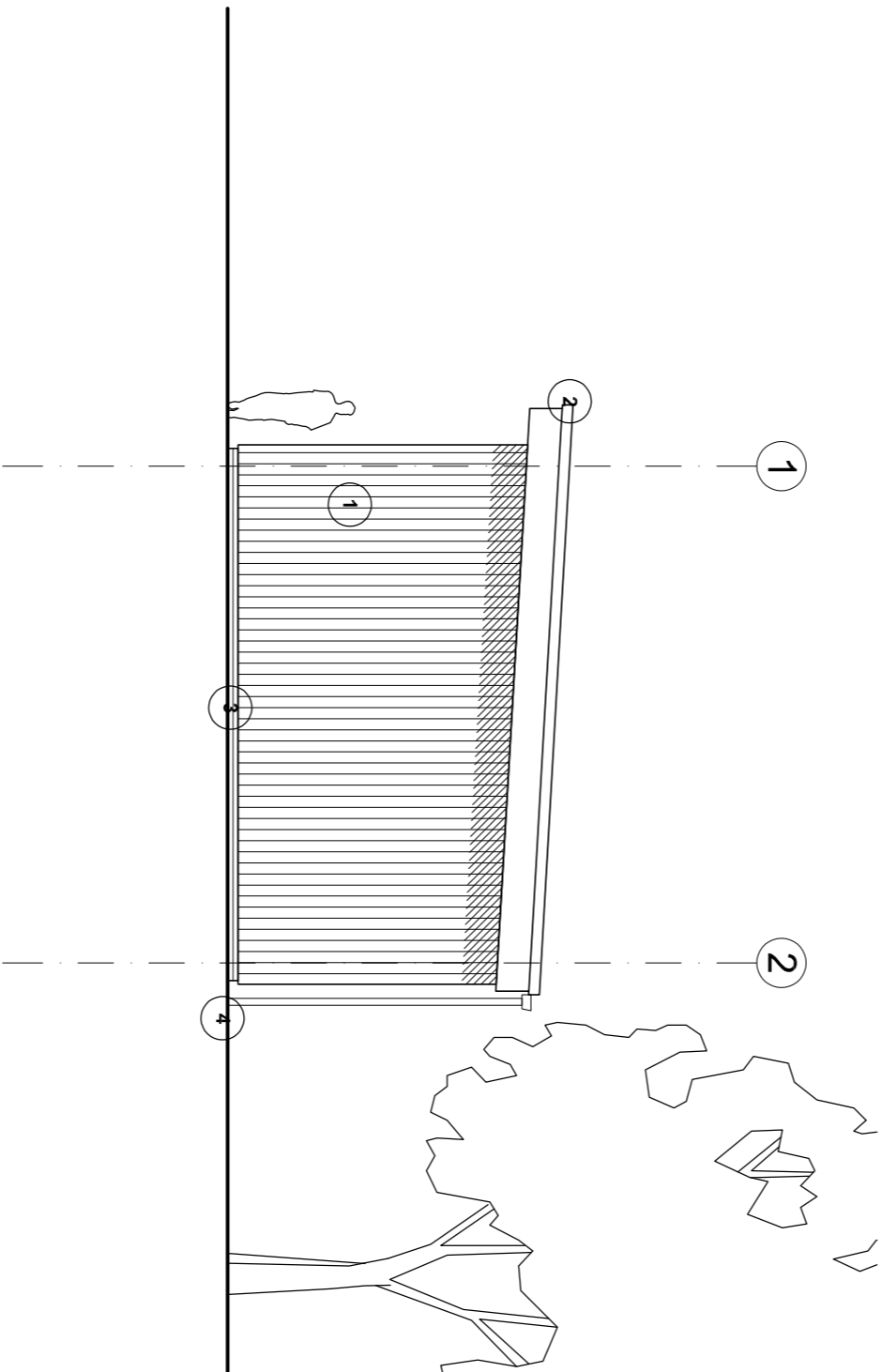
- LEGEND:
- 1 PROFILED PFC ALUMINIUM - GREY
 - 2 PFC EAVES CAPPING + FASCIA
 - 3 BRICK - LOW LEVEL ENGINEERING BRICK WORK
 - 4 PFC ALUMINIUM RAINWATER GUTTER + DOWNPIPES



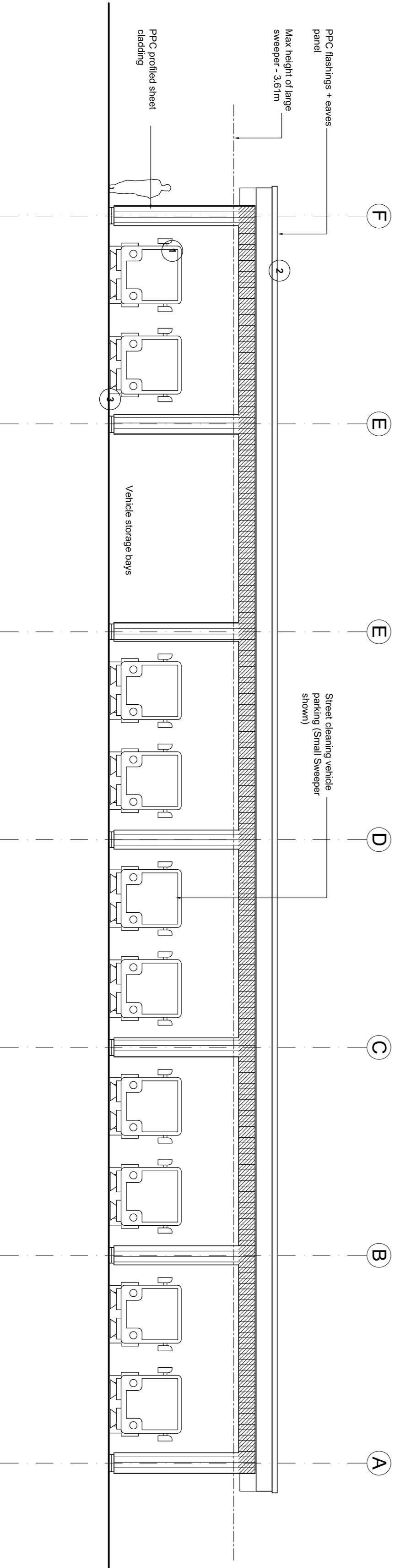
Proposed Plan



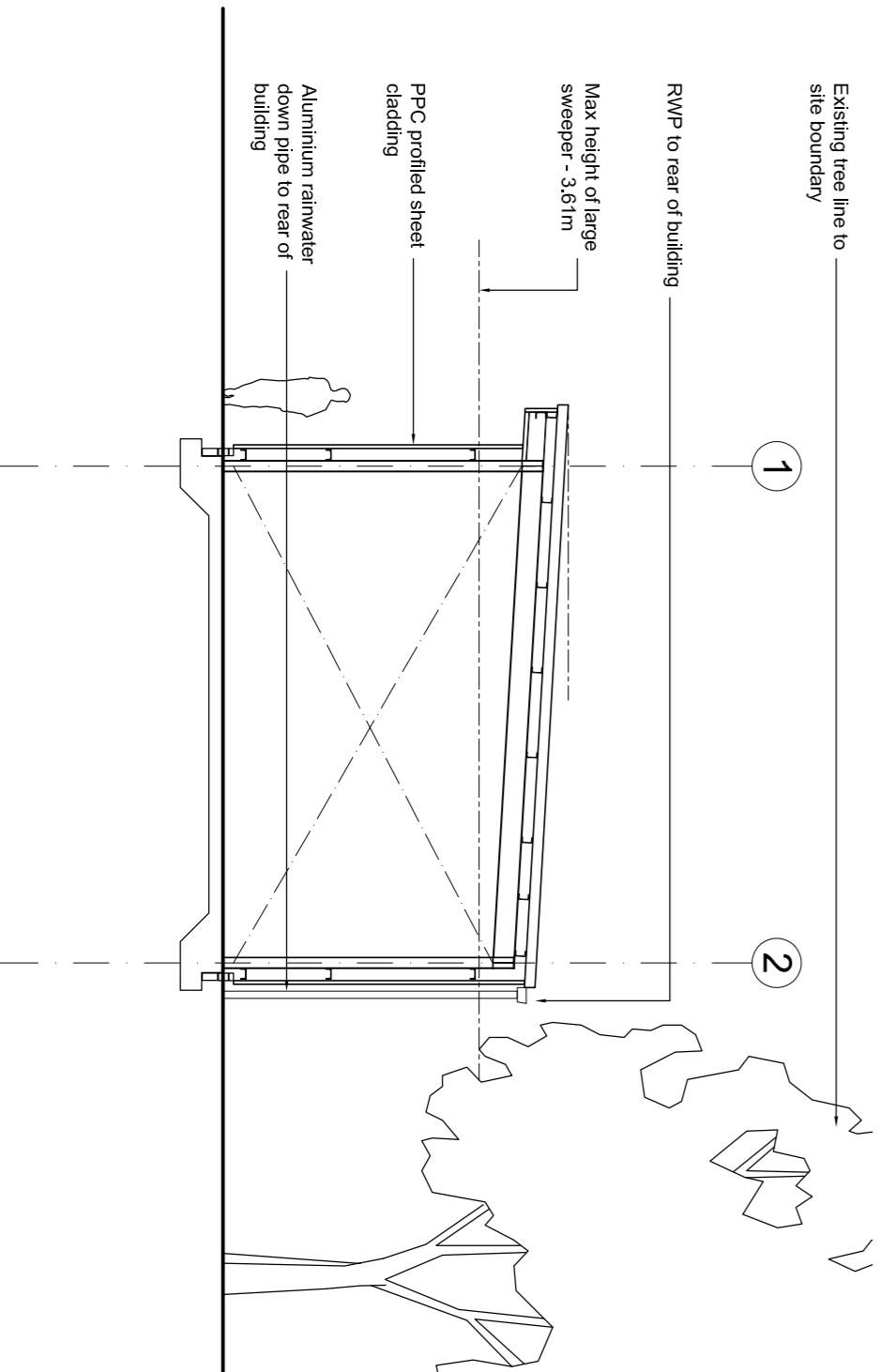
Proposed rear elevation



Typical side elevation (other end similar)



Proposed front elevation



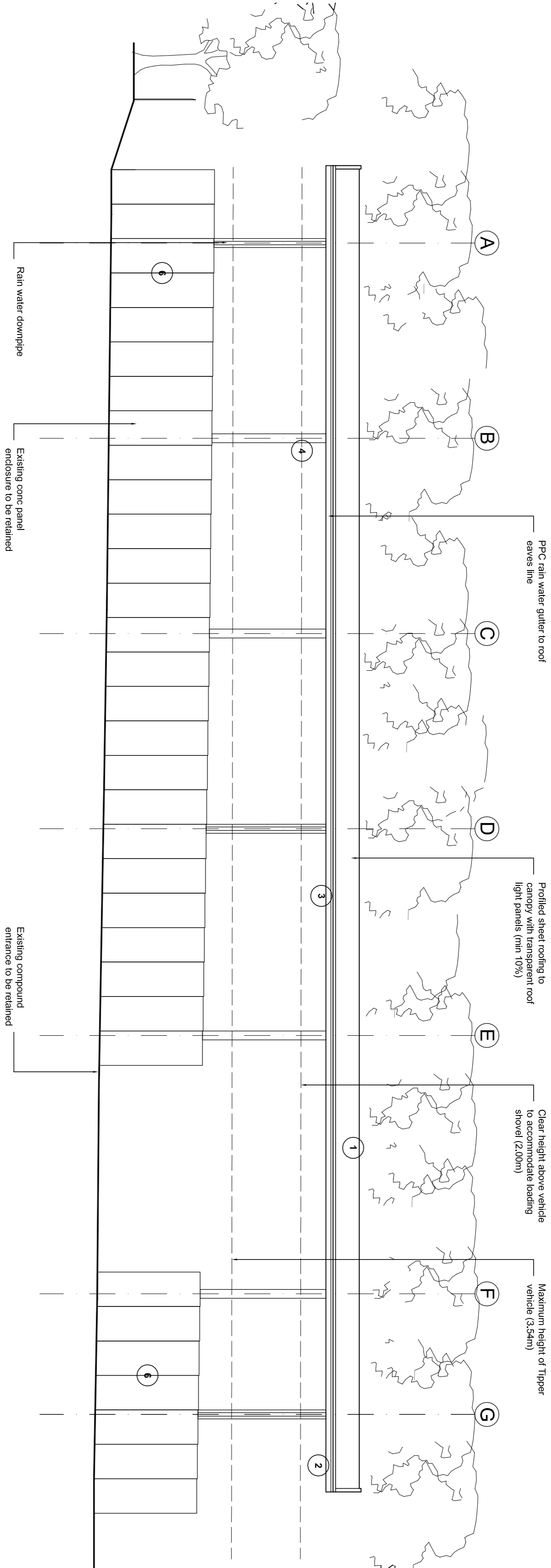
Typical Section

Drawing Title			
ANCILLARY VEHICLE STORE PROPOSALS PLANS + ELEVATIONS + SECTIONS			
Drawn	Checked	Paper Size	Scale
PD	DB	A1	1:100
Project No.	Drawing No.	Revision	
16550	0350	P03	

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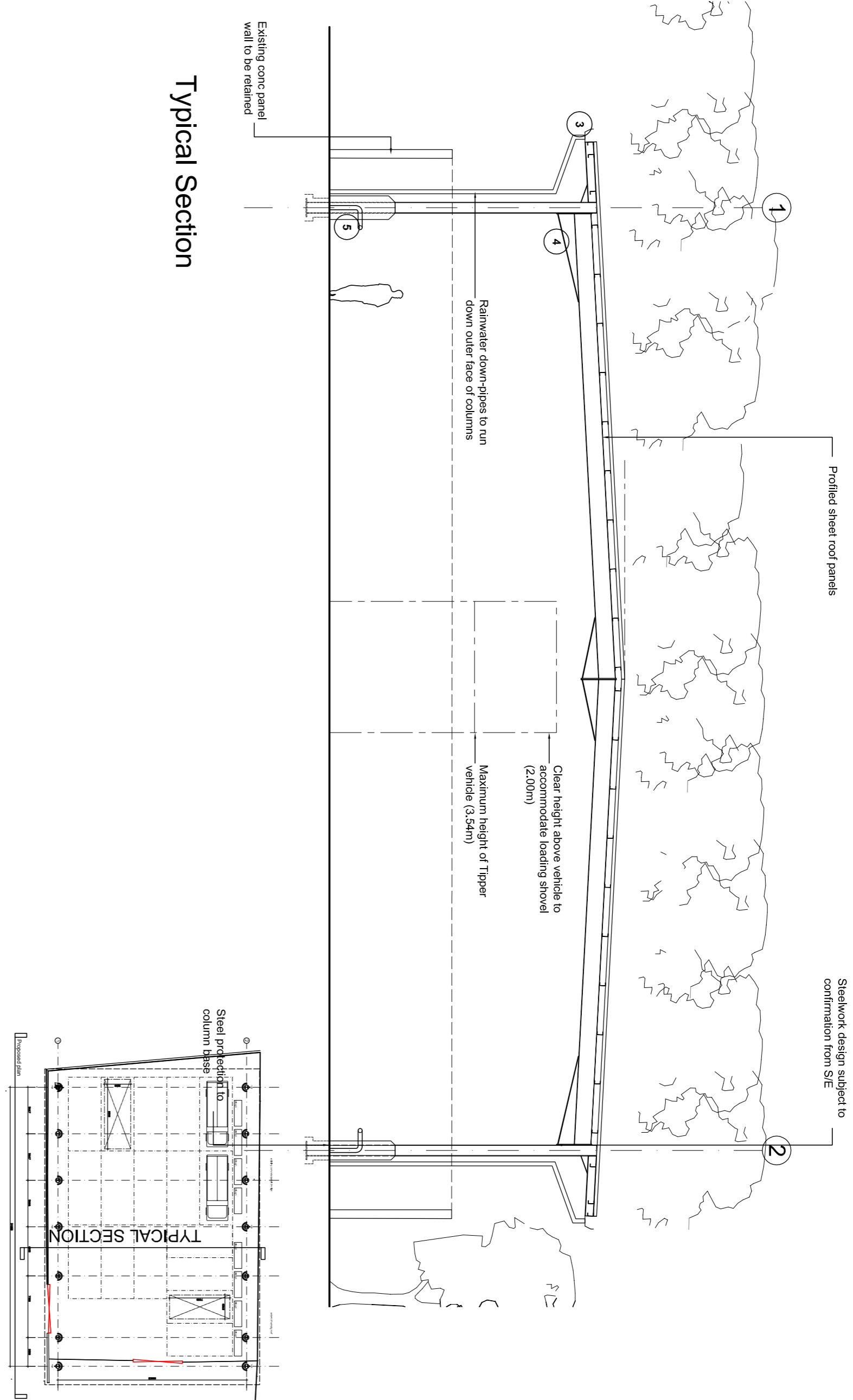
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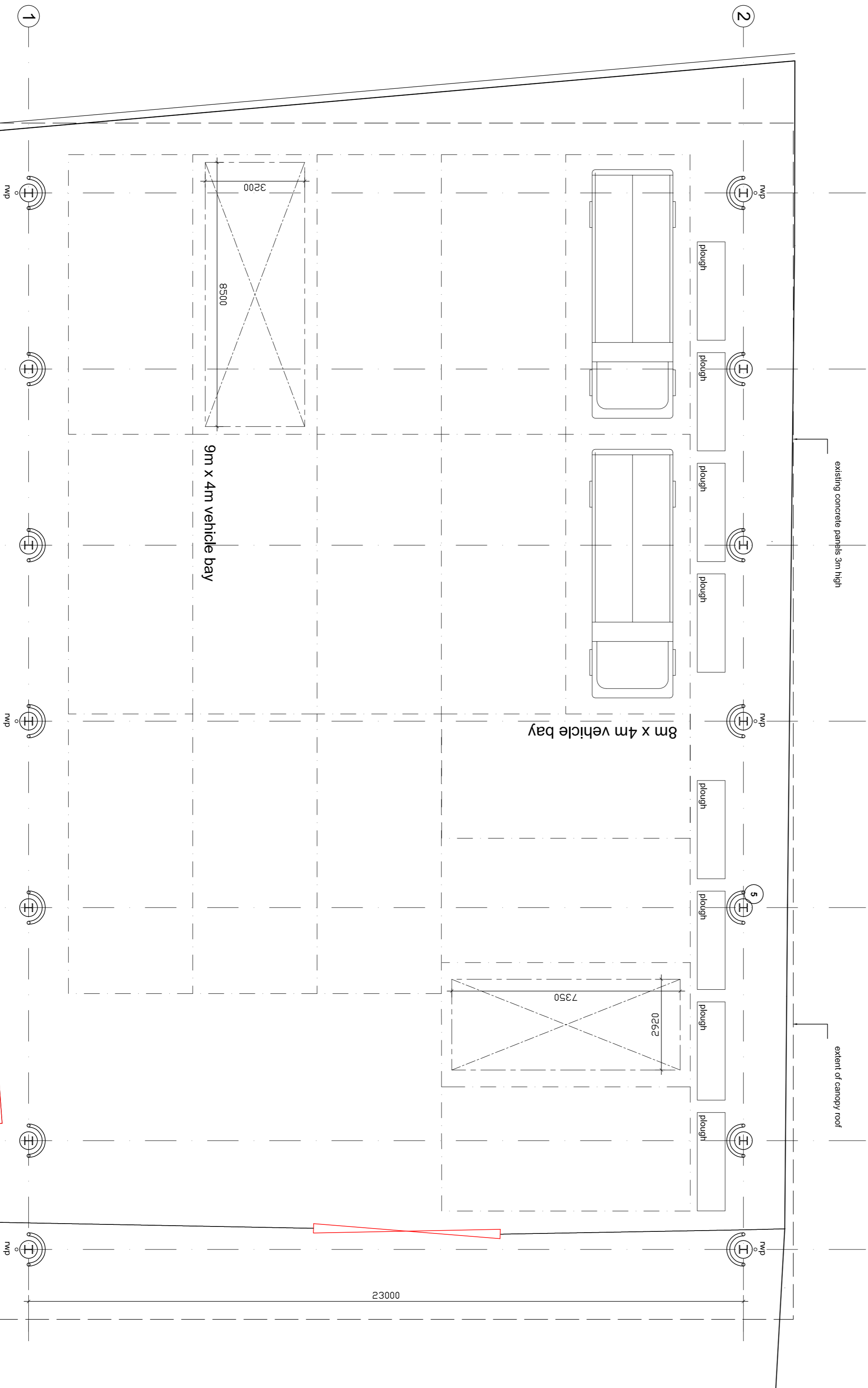


Front elevation (rear similar)

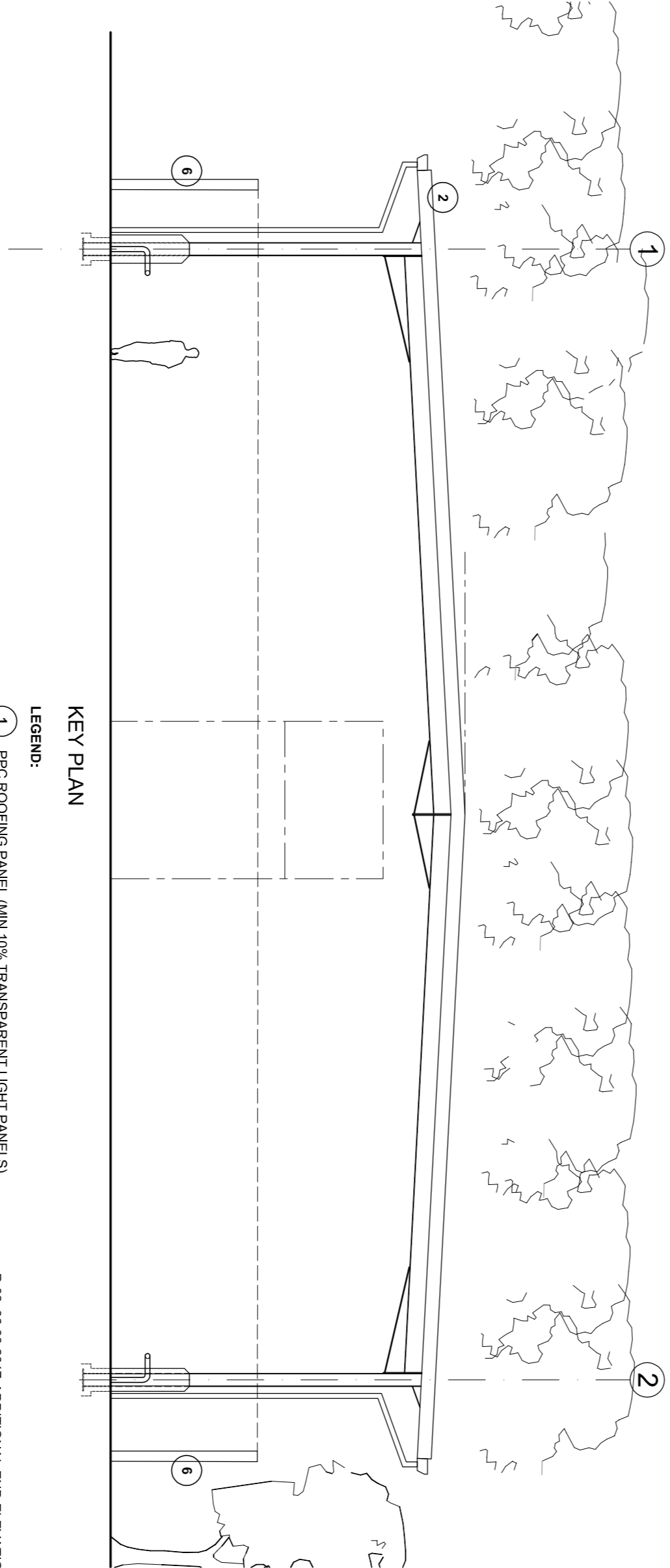
Typical Section



FRONT ELEVATION



Proposed plan



Typical End Elevation (rear is similar)

KEY PLAN

LEGEND:

- 1 PVC ROOFING PANEL (MIN 10% TRANSPARENT LIGHT PANELS)
- 2 PVC EAVES FLASHING
- 3 PVC ALUMINIUM RAINWATER GUTTER + DOWNPIPES
- 4 PROTECTED STEEL STRUCTURE
- 5 LOW LEVEL BARRIER / CONIC ENCASED STEEL PROTECTION
- 6 EXISTING CONIC PANELED ENCLOSURE
- 7 FIRE EXIT DOOR

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Project
LISTER ROAD DEPOT

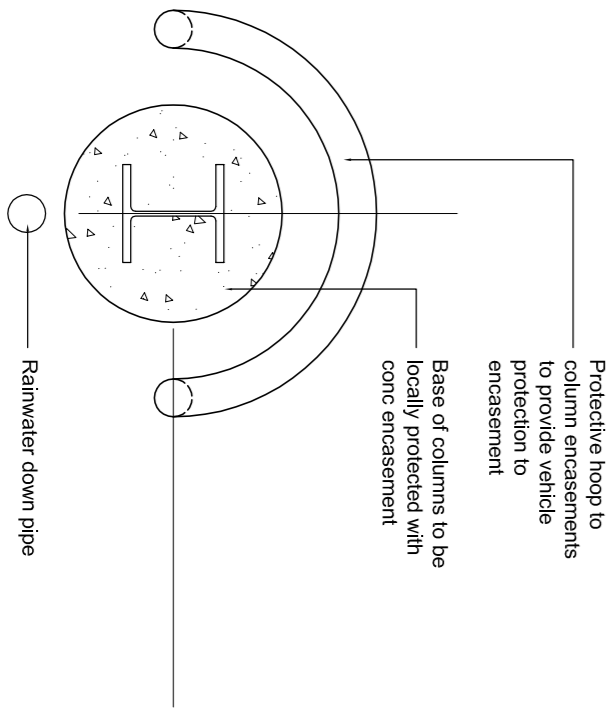
Drawing Title
GRITTER CANOPY PROPOSALS
PLANS + ELEVATIONS + SECTIONS

Drawn	Checked	Paper Size	Scale	Date	Revision
PD	DB	A1	1:100	Jan '17	P-02
Project No.	Drawing No.				
16550	0351				

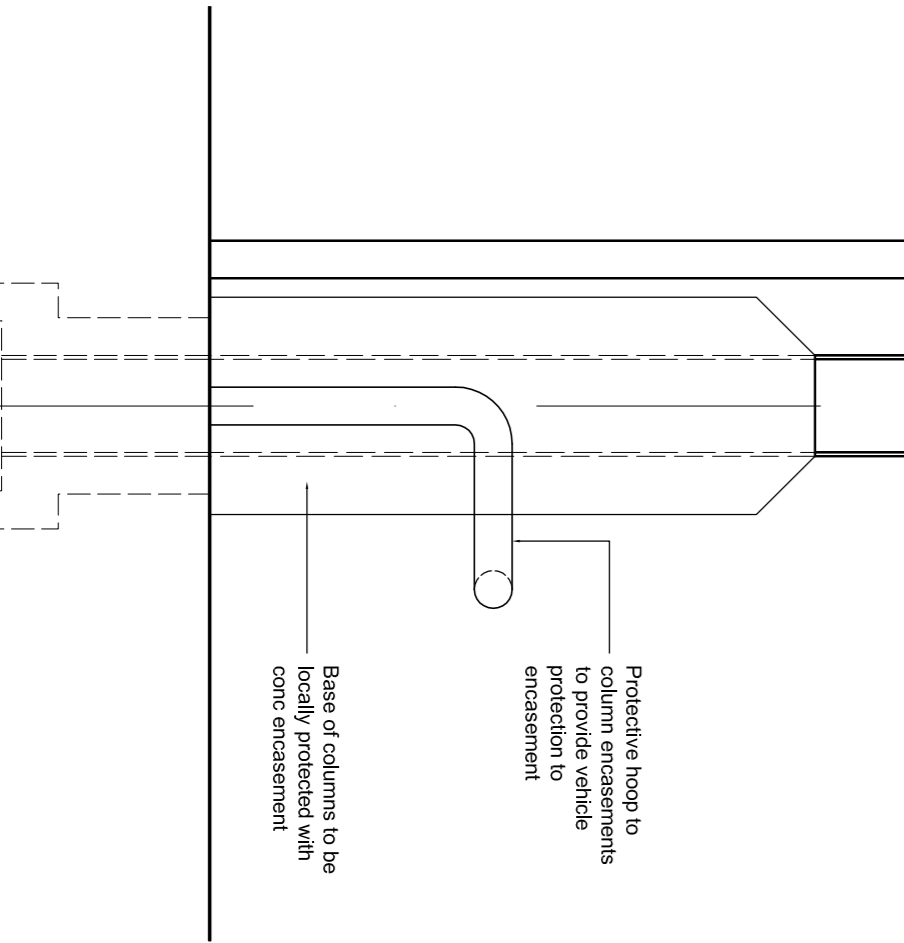
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Proposed Column Encasement
Plan - 1:20



Proposed Column Encasement
Elevation - 1:20



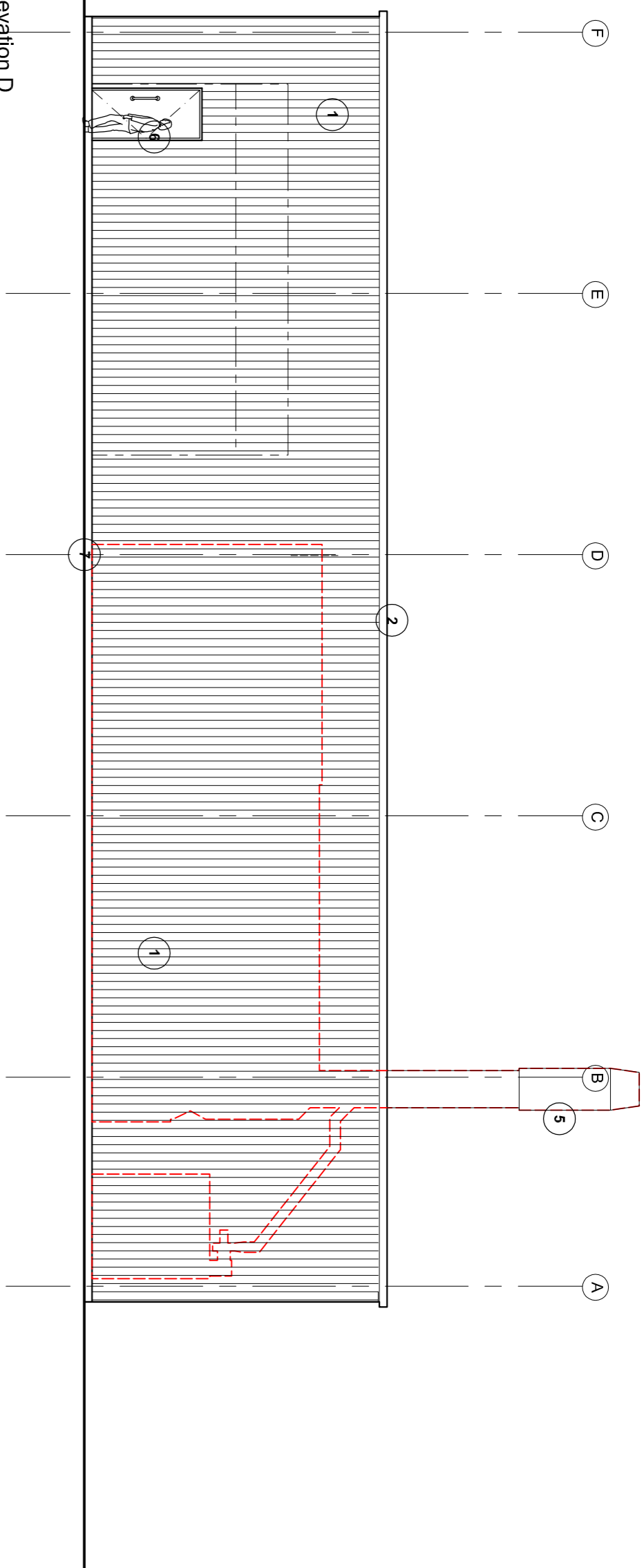
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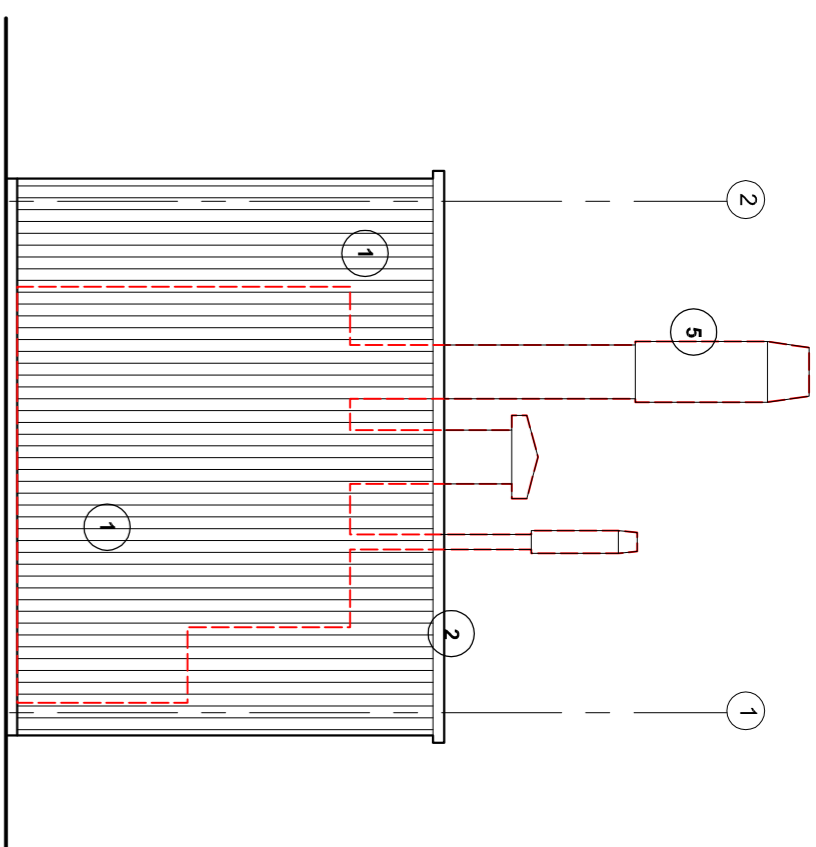
NOTES

LEGEND

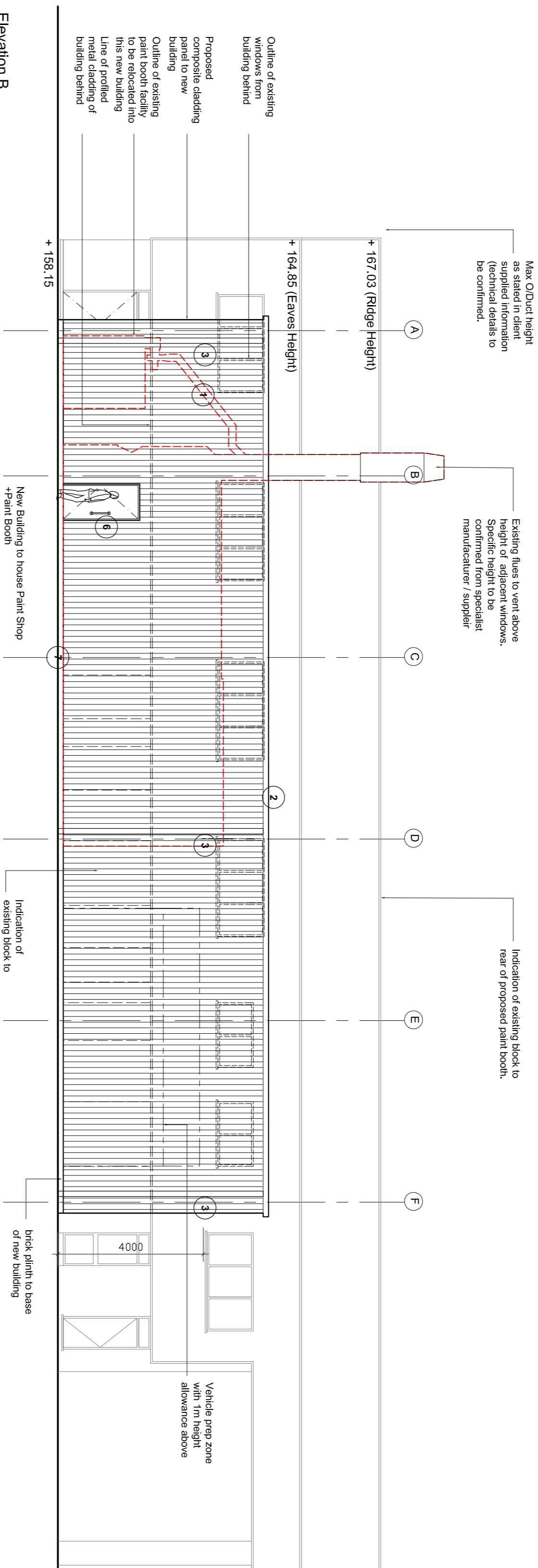
1. PROFILESD COMPOSITE PANEL - GREY
2. PPC EAVES CAPPING
3. PPC ALUMINIUM RAINWATER GUTTER + DOWNPIPES
4. ROLLER SHUTTER DOOR
5. EXTERNAL FLUE SYSTEM FROM EXISTING PAINT BOOTH
6. FIRE EXIT DOOR
7. BRICK - LOW LEVEL ENGINEERING BRICK WORK



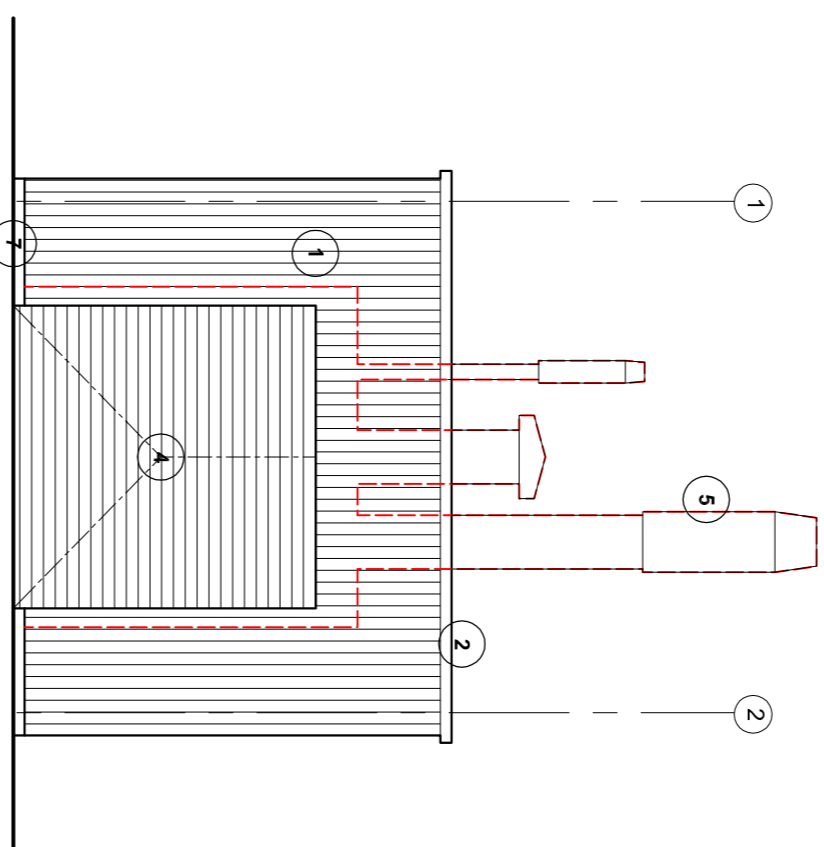
Elevation D
1:100



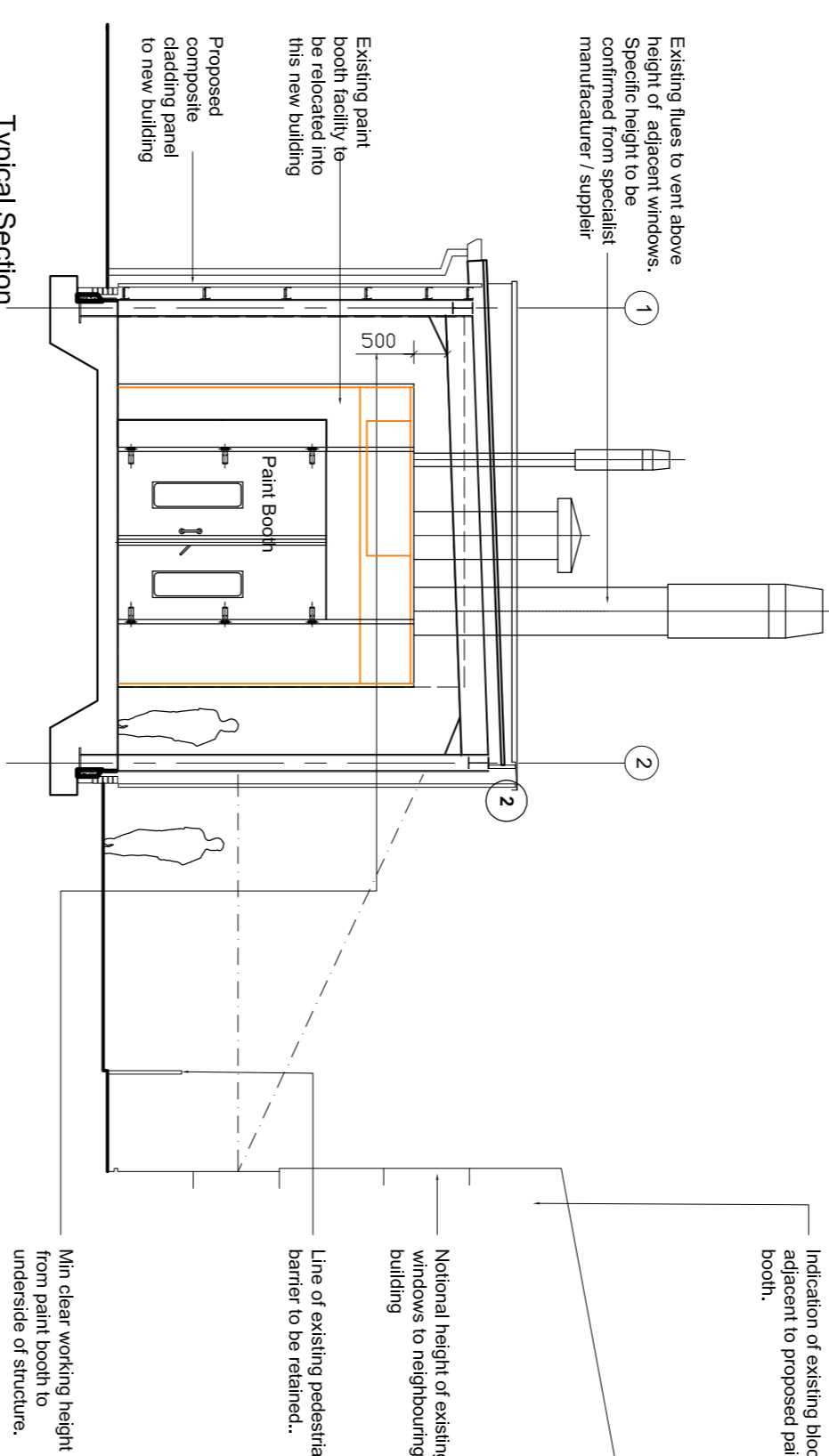
Elevation A
1:100



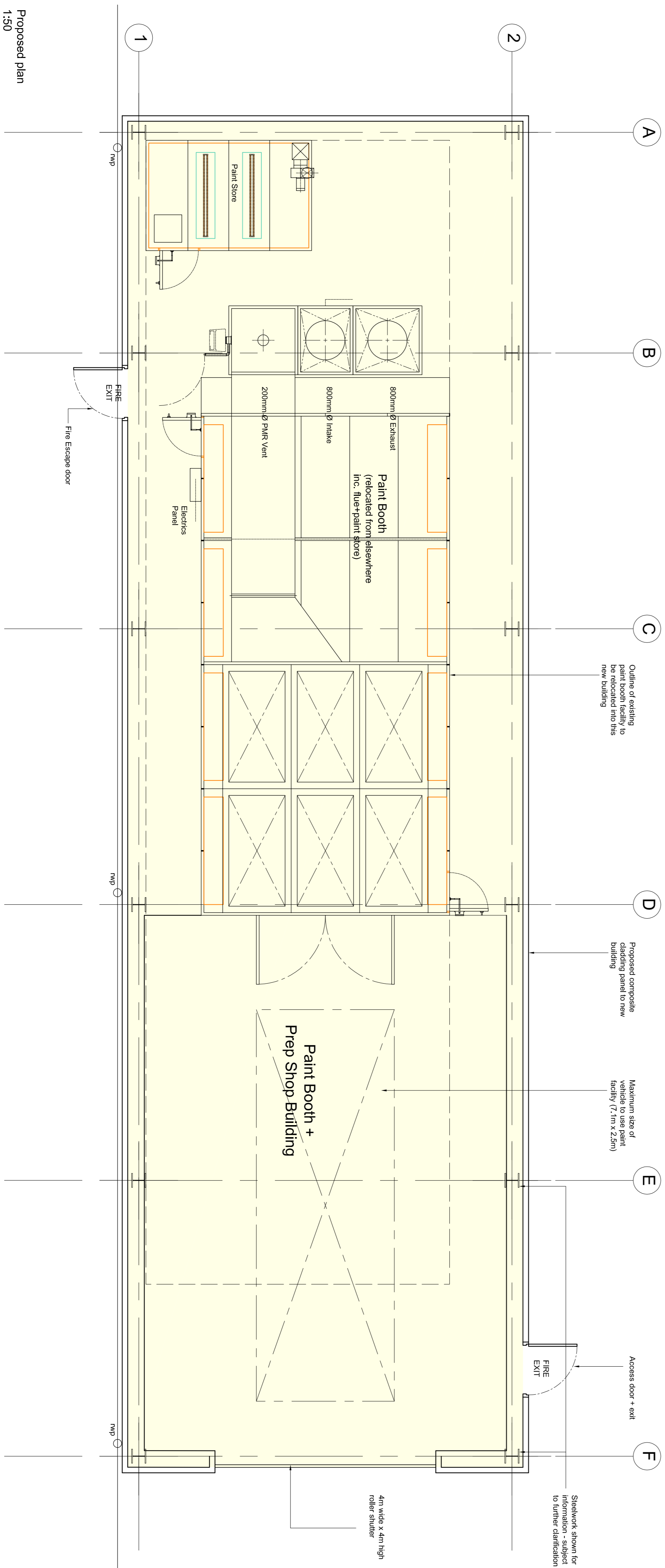
Elevation B
1:100



Elevation C
1:100



Typical Section
1:100

Proposed plan
1:50

P-02 24.02.17	Drawing updated generally. Steelwork updated, notes added.
P-01 27.01.17	Paint booth enclosure updated following receipt of cad information. Building adjusted to suite.

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BOROUGH COUNCIL

LISTER ROAD DEPOT
DUDLEY

Drawing Title

**PROPOSED PAINT BOOTH BUILDING
PLANS + ELEVATIONS**

Drawn	Checked	Paper Size	Scale	Date
DB	EB	A1	AS NOTED	JAN '17
Project No.			Drawing No.	Rev
16550			0352	1

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