

PLANNING APPLICATION NUMBER:P12/1521

Type of approval sought	Full Planning Permission
Ward	Lye and Stourbridge North
Applicant	Whitbread Group Plc and Barberry
Location:	FORMER COX HIRE LTD, LAND AT BIRMINGHAM STREET,, STOURBRIDGE, WEST MIDLANDS, DY8 1JR
Proposal	ERECTION OF HOTEL (C1) AND PUB/RESTAURANT (A4), NEW ACCESS OFF BIRMINGHAM STREET WITH ASSOCIATED PARKING AND LANDSCAPING.
Recommendation Summary:	APPROVE SUBJECT TO CONDITIONS

SITE AND SURROUNDINGS

1. The application site, known as the Cox Hire site, is located on Birmingham Street (A458), less than 500 metres to the east of Stourbridge town centre. The site extends to approximately 0.95 hectares and is bound by Birmingham Street to the south, vacant land containing some partially demolished buildings and overgrown areas to the west, the river Stour to the north and industrial land to the east (the remainder of the Cox Hire site).
2. There are a number of industrial buildings on the site including a large two and three storey office building, which is set below but fronts on to Birmingham Street, and a number of buildings previously used as workshops and for storage purposes. The buildings are surrounded by hardstanding areas previously used for parking, open storage and activities associated with the workshops.
3. The topography of the site is generally flat, but the land slopes gently from east to west. There are recorded on the Council's Historic Buildings Sites and Monuments Record under HBSMR 15045, a mill leat which crosses the site east to west to join part of the historic channel of the river Stour, which is also recorded under HBSMR 12448 and in turn cuts across the western edge of the development site but located

in a cutting below the level of the site and is currently screened from the site by trees. There is an existing narrow footbridge across the River Stour but access to the footbridge is currently restricted due to existing vegetation.

4. The site is accessed off Birmingham Street, immediately to the east of the existing office building. There are a number of commercial uses located along Birmingham Street including the application site and adjacent car repair workshop and car wash. To the south of Birmingham Street are residential properties, which are located at a significantly raised level and are separated from Birmingham Street by a steep embankment and existing landscaping.
5. To the north of the application site and the river Stour lies a Council Waste Recycling Centre. This is well screened by existing trees along the banks of the River Stour. Further to the north beyond the recycling centre is a residential area. Although the residential properties fronting Lickey Road and Grampian Road are set at a higher level than the application site, they do not overlook the site due to existing landscaping.

PROPOSAL

6. This application seeks full planning permission for the demolition of the existing buildings to allow for the erection of a four storey building comprising an 80 bedroom hotel (C1 use) and a separate public house / restaurant (A4 use) including a play zone. The total proposed gross floor area for the scheme is 3,591 square metres which includes 2,872 square metres for the hotel and 719 square metres for the public house / restaurant. The development could create 43 full time and 22 part time jobs.
7. The proposed hotel and public house / restaurant would front onto Birmingham Street with car parking located towards the rear. The 'L'-shaped hotel will be located on the western end of the site and the rectangular public house / restaurant on the eastern part of the site. The proposed buildings would increase in height from the

east to form a gateway presence to the town centre when viewed from Birmingham Street.

8. The elevations of the building would be articulated with the use of render treatment and wood cladding. The windows would be timber framed whilst the entrance to the hotel would be defined by a steel and glazed pitched lobby, which in turn wraps around to form a linking corridor between the hotel and public house / restaurant at ground floor level. The hotel would be finished with a flat roof over whilst the public house and restaurant would benefit from a pitched roof over.
9. The site would be accessed off Birmingham Street via a newly formed vehicular access. The proposed access would be located approximately 20 metres further east than the existing vehicular access and the new access road would also serve the remaining land to the east of the application site which is envisaged to be redeveloped at some stage in the future.
10. The car parking area associated with the building would be for employees, guests and patrons would comprise of 122 no. car parking spaces with 6 no. parking spaces benefiting from electric charging points. 7 no. disabled parking spaces would be provided adjacent to the entrance of the hotel and public house / restaurant. A cycle storage area comprising five Sheffield hoop stands would also be provided at the entrance area of the hotel and public house / restaurant whilst the enclosed service area would be located towards the rear of the public house / restaurant.
11. Hard landscaping within the site would be broken up, with the use of tarmac within the parking area and decorative paving around the perimeter of the building, whilst the area dedicated to soft landscaping would be adjoining the river Stour where a wide landscaping buffer would be incorporated within the scheme. A pedestrian / cycle link through the site to the river corridor and joining up with the existing bridge would also be incorporated within the scheme.

12. The scheme would include the retention of the existing brick boundary wall, albeit, the wall would be rendered to marry up to the proposed buildings with a new pedestrian access created from Birmingham Street.
13. The application is accompanied by the following surveys / reports:
 - Design and Access Statement
 - Transport Assessment
 - Green Travel Plan
 - Ground Investigation Reports
 - Ecological Survey
 - Tree Survey
 - Flood Risk Assessment
 - Air Quality Assessment
 - Sustainability Statement
 - Heritage Assessment

HISTORY

Application Site

14. The planning history for the site comprises a number of planning applications relating to the previous use of the site as a tool hire business including erection of storage buildings and car park. An application by the then National Rivers Authority for temporary vehicular access to allow work on a then new gauging station on the River Stour has also been approved in 1993 under planning reference 93/50121.
15. More recently planning applications have been submitted and refused which have related to either the demolition of the existing buildings to allow for retail (A1 use) and ancillary restaurant / cafe (A3 use), submitted under planning references P00/51185 or demolition of the existing buildings to allow for the erection of a retail store (A1 use) with ancillary restaurant / cafe (A3 use) and a car sales show room submitted under planning reference P06/1680.

PUBLIC CONSULTATION

16. The application was advertised by way of letters being sent to the occupiers of 73 properties located within close proximity to the site and by the display of both site notices and newspaper adverts. The final period for comment expired on 29 December 2012.
17. As a result one letter of objection has been received from a local resident stating that they consider the elevations are not suited to the historic townscape, the buildings massing needs to be broken down more and an analysis needs to be made of the effect a building of this scale will have on the daylight of surrounding properties.
18. It should be considered that an analysis of the scheme has been submitted as part of the accompanying Design and Access Statement.

OTHER CONSULTATION

19. Group Engineer (Development): No objection raised subject to conditions including the introduction of a pedestrian link across Birmingham Street to allow for connectivity to both Stourbridge town centre and the Stourbridge Public Transport Interchange (some 100 metres to the south and linking bus and rail passengers).
20. Head of Environmental Health and Trading Standards: Due to the residential accommodation on two sides of the site, conditions are required to adequately control noise arising from the proposed use of the site.

The supporting Air Quality Assessment concludes that the proposed development is predicted to have a negligible impact on local air quality at the residential receptors in the vicinity of the site. The provision of on-site cycle storage as identified in the travel plan and installation of dedicated electric vehicle charging points would provide adequate mitigation of air quality impacts generated by the additional vehicle

movements. To assist with delivering this, a condition is required to secure the provision of electric vehicle charging points.

The Phase 1 Preliminary Sources Report (dated 21 June 2011) and the Phase 2 Fuel Storage Tanks Environmental Investigation Report (dated 06 November 2012) by HSP Consulting have been reviewed. Given that there are requirements for removal of underground fuel tanks and subsequent validation, additional site wide investigations and comments regarding ground gases and vapours would be required and controlled by ground conditions.

21. Environment Agency: No objections raised to the scheme, however the following detailed comments have been made:

The site is almost fully within Flood Zone 1 (except for the River Stour bank slope where there is no development). Finished Floor Levels are 2.5 metres above the 1:1000 year event. The site is less than 1 hectare in size so the Environment Agency have no drainage comments to make aside from recommending Sustainable Urban Drainage Systems (SUDS) and oil interceptors given the close proximity of the River Stour. An 8 metre easement is also required for access purposes.

Based on the 'Phase 1, Preliminary Sources Report - Birmingham Street Stourbridge, HSP Consulting, June 2011', it is understood that the site has a predominantly industrial and commercial history which has given rise to potential contamination sources which may pose a risk to controlled waters. The site is underlain by Principle Aquifer and lies within a groundwater Source Protection Zone III. The River Stour forms the northern boundary of the application site.

Considering the above, the Environment Agency agree further intrusive site investigations are required to further understand the risks to controlled waters from contamination which may be present. The Environment Agency therefore adopt the following position to this development;

The Environment Agency consider that if planning permission is granted, a remediation strategy condition would be required to ensure that the development would not pose an unacceptable risk to the environment.

22. Fire Authority: No objection raised.
23. West Midlands Police: No objection raised.
24. The Birmingham and the Black Country Wildlife Trust: Biodiversity enhancements should be made along the banks of the river Stour and car park lighting should be designed to reduce illumination along the river valley.

The Wildlife Trust view that development proposals with the relevant opportunities should ensure that ecological network and habitat connections within and across the development site and those linking to adjacent wildlife corridors, designated sites and areas of informal green space beyond are maintained and enhanced.

RELEVANT PLANNING POLICY

National Planning Guidance

- The National Planning Policy Framework (NPPF) (March 2012)

Black Country Core Strategy (BCCS) (February 2011)

- The Vision
- Sustainability Principles
- The Spatial Objectives
- CSP1 The Growth Network
- CSP3 Environmental Infrastructure
- CSP4 Place Making
- DEL1 Infrastructure Provision
- EMP5 Improving Access to the Labour Market
- EMP6 Cultural Facilities and the Visitor Economy
- CEN2 Hierarchy of Centres
- CEN4 Regeneration of Town Centres

- CEN7 Controlling Edge-of-Centre and Out-of-Centre Development
- TRAN1 Priorities for the Development of the Transport Network
- TRAN2 Managing Transport Impacts of New Development
- TRAN4 Creating Coherent Networks for Cycle and for Walking
- TRAN5 Influencing the Demand for Travel and Travel Choices
- ENV1 Nature Conservation
- ENV2 Historic Character and Local Distinctiveness
- ENV3 Design Quality
- ENV5 Flood Risk, Sustainable Drainage Systems and Urban Heat Island
- ENV6 Open Space, Sport and Recreation
- ENV7 Renewable Energy
- ENV8 Air Quality
- WM5 Resource Management and New Development

Saved Unitary Development Plan (UDP) Policies

- DD1 Urban Design
- DD9 Public Art
- DD10 Nature Conservation and Development
- UR8 Derelict Land
- UR9 Contaminated Land
- NC1 Biodiversity
- NC6 Wildlife Species
- NC9 Mature Trees
- NC10 The Urban Forest
- HE8 Archaeology and Information
- HE11 Archaeology and Preservation
- SO2 Linear Open Space
- SO3 Access and Enhancement of Green Belt and Linear Open Space
- EP6 Light Pollution
- EP7 Noise Pollution
- STC2 Street Blocks
- STC2(ix) Block 9 – Birmingham Street, Opportunity Site

Supplementary Planning Documents (SPD)

- Parking Standards
- Planning Obligations
- Access For All
- Historic Environment
- Nature Conservation
- Draft Stourbridge Area Action Plan (Publication Stage) (September 2012) This is given weight by virtue of Paragraph 216 of the NPPF – *‘from the day of publication decision takers may also give weight to relevant policies in emerging plans’*

Supplementary Planning Guidance (SPG)

- Design for Community Safety Supplementary Planning Guidance

Other Relevant Documents

- Planning for the Historic Environment – Historic Environment Practice Guide
- Circular 05/94 – Planning Out Crime
- Circular 11/95 – The Use Conditions in Planning Conditions
- CIL Regulations

ASSESSMENT

25. Key Issues

- Principle
- Heritage Assets and Archaeology
- Design
- Scale and visual impact
- External appearance
- Residential Amenity
- Connectivity
- Access
- Parking

- Contamination
- Sustainable Urban Drainage
- Flood risk
- Nature Conservation
- Renewable Energy
- Permitted Development Rights
- Planning Obligations

Principle

26. The National Planning Policy Framework (NPPF) sets out a number of core land-use planning principles which should underpin decision taking. Of relevance to the assessment of this application and the acceptability in principle of the proposal, is that planning should proactively drive and support sustainable economic development to deliver the businesses, infrastructure and thriving local places that the country needs, to encourage the effective use of previously developed ('brown field') land, and focus significant development in locations which are or can be made sustainable.
27. In terms of the proposed C1 (Hotel) and A4 (Public House / Restaurant) uses, these are identified as Main Town Centre Uses in the NPPF (Annex 2 – Glossary); however, the application site is regarded as edge of centre (within 300 metres of the Town Centre boundary [for non A1 Uses]) as referenced within Policy CEN7 (Controlling Edge-of-Centre and Out-of-Centre Development) of the Black Country Core Strategy (BCCS).
28. The proposed scheme would therefore normally be required to be subject to a Sequential Test (to determine whether, as a preference, there were any suitable sites within the town centre which could accommodate these uses) and, as a result of the proposed scale of the development, a retail impact assessment; however, Paragraph 24 of the NPPF states that such provisions should apply unless such a use is not an allocation within an up-to-date Local Plan.

29. The application site falls within Block 9 and part of the Birmingham Street Opportunity Site as identified within Saved Policy STC2 of the Dudley Unitary Development Plan (UDP). Saved Policy STC2 recognises that this Opportunity Site lists Food and Drink and Hotel Uses as “acceptable”.
30. The Stourbridge Area Action Plan (SAAP) identifies the application site as Opportunity Site S6 (North of Birmingham Street – Cox Hire) – “acceptable uses” for this site include Hotel (C1), Restaurant (A3) and Drinking Establishments (A4). The allocations within the Local Plan, therefore removes any requirement to assess the impact of the development of these uses on the vitality and viability of the town centre.
31. There is also further justification for these uses with reference to Policy EMP6 (Cultural Facilities and the Visitor Economy) of the BCCS, which states that additional facilities which support the visitor economy will be focused in centres, including the development of a network of hotels. This site, although edge-of-centre, is in close proximity to the town and the Stourbridge Public Transport Interchange (100 metres). The application site is therefore in a relatively sustainable location with a degree of focus on the town centre.

Heritage Assets and Archaeology

32. The River Stour and the wider riverside area has an acknowledged historic value, particularly in terms of historic industrial development. This is manifest with regard to the presence of the Malthouse / Bedcote Mill to the east of the application site. Furthermore, there are recorded on the Council’s Historic Buildings Sites and Monuments Record under HBSMR 15045, a mill leat which crosses the site east to west to join part of the historic channel of the river Stour, which is also recorded under HBSMR 12448 and in turn cuts across the western edge of the development site.

33. The submitted Heritage Assessment by Prospect Archaeology makes it clear that a historic leat associated with Bedcote Mill once ran right through the middle of the site and into the River Stour to the west. This does not in itself justify preventing development from taking place but the feature needs to be located (if it survives), examined and archaeologically recorded to an extent that would provide enough information to constitute reasonable mitigation against its destruction and loss. Dependent upon its condition, location and depth it may then be justifiable to require “preservation in situ”, which is recognised within Saved Policy HE11 (Archaeology and Preservation) of the Dudley UDP. These further Archaeological Investigation Works would be secured by Condition.

Design

34. In respect of design issues, the NPPF requires that a high quality of design should be sought in developments. Policy ENV3 (Design Quality) of the BCCS advises that development proposals across the Black Country can deliver a successful urban renaissance through high quality design that stimulates economic, social and environmental benefits. Saved Policy DD1 (Urban Design) of the Dudley UDP requires that new developments should make a positive contribution to the character and appearance of the area.
35. The proposed layout of the site would focus the siting of the buildings to the south, along the frontage of the site with Birmingham Street (A458) with the associated car parking located to the north, predominantly screened to the rear of the buildings. The car park would be planted with low level planting and native trees between the rows of car parking and along the street frontage.
36. The proposed Hotel and Public House / Restaurant are of a contemporary design and in terms of their visual impact it is considered that they would have a positive effect and would represent a gateway presence to the town centre when viewed from Birmingham Street by virtue of the buildings increasing in height from the east and being articulated in such a way as to present an active frontage onto the highway.

37. The proposed hotel would be 'L'-shaped and would be four storeys in height whilst the Public House / Restaurant would be two storeys in height. The Public House / Restaurant would be sited within a central position within the sites frontage and would be rectangular in shape with the long section addressing Birmingham Street. The hotel would address the southwest corner of the site with long elevations fronting onto Birmingham Street and the undeveloped open area to the west of the site.
38. The external appearance of the buildings would be contemporary in style comprising a mix of render treatment and wood cladding. The massing and form of the buildings would be broken up with the use of these treatments whilst the elevations of the Hotel and Public House / Restaurant would vary in terms of their projection. The Public House / Restaurant would also be distinguished from the Hotel building through differing form, scale and roof type and line. Furthermore, the proposed buildings would be separate (although linked by a low level glazing corridor) which would further reduce the dominance of the buildings along Birmingham Street.

Scale and visual impact

39. The site is largely flat in nature and is currently occupied by large two storey / three storey format buildings which are to be demolished as part of this proposal. Whilst the site slopes gently from southwest to northeast, by approximately 2 metres, the site does not contain any major level changes which would inhibit its redevelopment.
40. The land to the south of the site, on the opposite side of Birmingham Street rises significantly (by virtue of a retaining wall and embankment) in excess of 8 metres, with residential properties on Mount Street and Birmingham Street being elevated above the application site. The commercial buildings to the east are two storeys in height. The reducing building height of the Public House / Restaurant would allow for a better relationship with these buildings and the wider residential scale and character of the area.

41. The application has been supported with a street scene and Design and Access Statement which includes a montage showing the proposed scale and massing of the building. This information demonstrates that the proposed building would not appear out of context in terms of its height and scale when compared to the height and scale of surrounding properties.
42. In view of the above the proposed scale and visual impact of the buildings would be appropriate when set within its context and would not have an adverse visual impact in terms of obstructing long distance surrounding views beyond the site.

External appearance

43. The use of defined windows, canopies and fascias would mark the entrance into the buildings. The scheme includes the addition of windows on each elevation to ensure that the building addresses and faces not only the street scene but also the surrounding area thereby providing natural surveillance and active frontages.
44. The site is located within a mixed use area characterised by a variety of land uses and age, type and style of buildings. In view of the eclectic mix of buildings that surround the site, it is considered that the overall appearance of the proposed scheme would not appear out of context or inappropriate. The means adopted to break up the massing of the buildings through adding a vertical emphasis, the treatments of the buildings as well as the landscape and ecological enhancements would ensure the development would form a well designed development. The scheme would also allow for the regeneration of the area through the redevelopment of a vacant previously developed site that would have a major beneficial impact on the local economy through improving tourist facilities as well as increasing the numbers of people visiting the area and the commercial benefits that would offer the local area.
45. In view of the above, the proposed development would make a positive contribution to the character and appearance of the area and would comply with the outlined policy framework.

Impact upon residential amenity

46. A local resident has raised concerns with respect to the potential impacts of the height of the building and the potential for the overshadowing of surrounding properties. The residential properties closest to the site (Mount Street and Birmingham Street) are located to the south on the opposite side of Birmingham Street.
47. The residential properties are located approximately 50 metres from the proposed buildings and this separation distance would ensure the retention of a sufficient level of privacy associated with the occupiers of these properties.
48. In view of the proximity and orientation of the residential properties from the application site the proposed development would not result in the overshadowing of these residential properties. In addition, since the properties on Mount Street / Birmingham Street are elevated some 8 metres above the application site (ground level) whilst the two storey residential properties are approximately a further 8 metres in height, the height of the four storey Hotel would be comparable with the height of these dwellings. This would also serve to reduce any impacts associated with the height of the proposed Hotel in terms of its visual impact.
49. For those reasons set out above it is considered that the proposed development would not have an adverse impact upon the residential amenity of the occupiers of nearby properties.

Connectivity

50. Saved UDP Policy SO2 (Linear Open Space) advises that the function of Linear Open Space is to link open spaces in urban areas with green wedges and provide recreation for neighbouring areas. The design and layout of development within linear open space is required to complement and enhance its function. Saved UDP Policy SO3 (Access and Enhancement of Green Belt and Linear Open Space)

seeks to ensure that public access to, through and within Linear Open Space is protected and where possible enhanced.

51. Policy CSP3 (Environmental Infrastructure) of the BCCS states that development proposals should protect, enhance and expand the strategic network of environmental infrastructure at every opportunity. Policy TRAN4 (Creating Coherent Networks for Cycling and Walking) of the BCCS advises that, in the interests of creating sustainable environments, new developments should link to existing walking and cycle networks. Where possible existing links should be enhanced and the networks extended to serve new developments. New developments should have good walking and cycling links to public transport nodes and interchanges.
52. This is expanded upon by Policy CSP4 (Place Making) of the BCCS, which seeks the provision of easy access by walking, cycling and public transport to centres and a permeable street network with pedestrian priority that gives maximum freedom of movement and reiterated by Policy TRAN1 (Priorities for the Development of the Transport Network). Saved UDP Policy DD1 requires that development proposals should provide pedestrian routes that make movement easier through and within the built up area.
53. A key requirement for the development is to establish a clear level of connectivity with the surrounding area, as well as connectivity to and along the River Stour from the Birmingham Street. The site is in relatively close proximity both to Stourbridge town centre and the Stourbridge Public Transport Interchange (some 100 metres to the south and linking bus and rail passengers). The application site is therefore in a sustainable location. However, this argument gives more credence to establishing stronger links between the site and pedestrian links across Birmingham Street. Within the SAAP a surface pedestrian link would be required and would be best situated to the sites frontage across Birmingham Street for effectiveness in joining the site to its wider environs.
54. The Group Engineer has advised that the proposed development would increase the number of pedestrian crossing movements. The Group Engineer has advised

that the site has been assessed and contrary to the view in the submitted Transport Assessment, there is a reasonable prospect of non-vehicle trips to the site because of the proximity to the bus station and links to the train station and the wider rail network. However, walking from the bus / train station to the site is not ideal and pedestrians would benefit from an uncontrolled pedestrian refuge facility adjacent to the proposed pedestrian access to the hotel. This could be formed by widening the existing central reservation and a kerb build out to tie into the existing adjacent bus stop. The proposed works to incorporate a crossing are acceptable in principle, although further detailed information would be sought by condition.

55. The strengthening of the physical linkage between the site, the town centre and the Stourbridge Public Transport Interchange would also allow for greater connectivity from Birmingham Street to the River Stour Gateway. Through the application of Saved Policy SO2 (Linear Open Space) and SAAP Policy 14 (The River Stour), the development is expected to deliver a continuous public footpath / cycleway on one side of the river, however, it is reasonably argued that the area on the opposite side of the river (to the north of the site) would better provide for this facility but this would be on the basis that the opposite bank could be reached through the application site. Policy 14 of the SAAP states that this public footpath and cycleway “shall be continuous along the length of the river utilising river and highway crossing points as appropriate...”.
56. In order to implement this, amended plans have been secured to provide permeability through the site in the form of a footway / cycleway link connecting the river corridor to the highway / public realm by joining up with the existing but unused bridge. The bridge could then be investigated for its potential to be re-used as a crossing point in the future. It is currently fenced off at the moment - for security reasons in terms of the operation of the civic amenity site, and until such a scheme / monies are forthcoming to lay out a link on the opposite riverbank. This would ensure compliance with Saved Policy SO3 (Access and Enhancement of Green Belt and Linear Open Space) and Black Country Core Strategy Policies ENV3 (Design Quality) and TRAN4 (Creating Coherent Networks for Cycling and

for Walking) and SAAP - Policies 4 (Public Open Space), 6 (Sustainable Urban Drainage Systems (SUDs) and Flood Risk) and 14.

Access

57. Policy TRAN2 (Managing Transport Impacts of New Development) of the BCCS requires that development proposals which are likely to have significant transport implications should demonstrate an acceptable level of accessibility and safety by all modes of transport. The site is highly accessible and on and off-site improvements would improve the pedestrian and cyclists environment by providing improved linkages between the site, Stourbridge town centre and the Stourbridge Public Transport Interchange (some 100 metres to the south and linking bus and rail passengers).
58. The Group Engineer (Development) considers the proposed revised vehicular access point from Birmingham Street an improvement comparable to the existing vehicular access to the site; however, further details would be required regarding the design of the junction radii and the required right turning lane. The principle of extinguishing the existing vehicular access to allow for the revised vehicular access (some 20 metres to the east) is therefore supported by the Group Engineer (Development) and in this regard the scheme would accord with Policy TRAN2 of the BCCS.

Parking

59. The application has been supported with the submission of a Transport Statement. This demonstrates to the satisfaction of the Highway Authority that the proposed level of car parking adequately meets the needs of the proposed development. Therefore the assessment can be considered to be robust and that 106 parking spaces would be required.
60. As 122 no. parking spaces have been provided this would be adequate. The adjacent Highway has prohibition restrictions but there is a section opposite that

provides some on street parking but it is recognised that this is already well used. Given the proximity to the bus station and links to the train station there is a good prospect that a number of visits may access the development by non car modes.

61. In accordance with the Council's Standards, the scheme provides 6 parking spaces afforded electric vehicle charging points. The scheme also provides 7 no. mobility impaired car parking spaces with an overall size of 6 metres by 3.6 metres in order to comply with current standards.
62. In accordance with the Council's standards, the scheme also provides a cycle storage area for 10 bicycles at the entrance area of the hotel and public house / restaurant in accordance with the adopted standards.
63. In light of the above, the proposed development would provide sufficient onsite parking to meet the needs of the development, it would ensure the provision of a safe access and egress to / from the site and the local highway network has sufficient capacity to accommodate the additional vehicles associated with the proposed development thereby ensuring that the development would not result in an adverse impact upon highway safety. The scheme as submitted accords with Policies TRAN2, TRAN4 and TRAN5 of the BCCS and the adopted Parking Standards Supplementary Planning Document.

Contamination

64. Saved UDP Policy UR9 (Contaminated Land) requires that, where it is known or suspected that land is contaminated, planning applications should be accompanied by information to determine the remediation required in relation to the proposed land use. A Phase 1 Preliminary Sources Report and a Phase 2 Fuel Storage Tanks Environmental Investigation Report have been submitted as part of the application. The Head of Environmental Health and Trading Standards is generally satisfied with the information submitted and has advised a contaminated land condition should be included in order to ensure that the risks associated with any contamination are reduced to acceptable levels.

Sustainable Urban Drainage

65. Policy ENV5 (Flood Risk, Sustainable Drainage Systems and Urban Heat Island) of the BCCS recognises that to assist in both reducing the extent and impact of flooding and also reducing potential urban heat island effects, all developments should incorporate Sustainable Drainage Systems, unless it would be impractical to do so, in order to significantly reduce surface run-off and improve water quality. The type of Sustainable Drainage Systems will be dependent on ground conditions.

Flood Risk

66. Policy ENV5 of the BCCS also seeks to minimise the probability and consequences of flood risk by adopting a strong risk-based approach. The NPPF requires that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. The NPPF recommends that an 'exception test' be applied, against which all development within flood zones should be assessed to determine whether the proposal is acceptable in principle. For the test to be passed it must be demonstrated that:
- a. the development provides wider sustainability benefits to the community that outweigh flood risks;
 - b. the development is on previously-developed land;
 - c. The flood risk assessment shows that the development will be safe, without increasing flood risk elsewhere, and where possible reduce flood risk overall.
67. The submitted Flood Risk Assessment advises that the site lies almost fully within Flood Zone 1 (except for the River Stour bank slope where there is no development). The layout and form of the proposed development should therefore reduce the overall level of flood risk in the area with the application of appropriate sustainable drainage techniques and create space for flooding to occur by restoring

the functional floodplain and by allocating open space for flood storage. The Finished Floor Levels would be 2.5 metres above the 1:1000 year event.

68. With regard to criteria (a) and (b) it is considered that the proposal does pass the test for the reasons set out in paragraph 63 above. In respect of criteria (c) the submitted Flood Risk Assessment demonstrates that the development can proceed without creating an unacceptable flood risk either to users of the site or elsewhere. The Environment Agency is satisfied with the development easement from the banks of the River Stour; however, given that the site lies within Source Protection Zone 1 on a Principal Aquifer and on the banks of the River Stour, further works to investigate and assess any pollution risks to Controlled Waters prior to any redevelopment are considered necessary. It is requested by the Environment Agency that conditions relating to the prevention of the contamination of aquifers and flood risk are secured.

Nature Conservation

69. Policy ENV1 (Nature Conservation) of the BCCS requires that all appropriate development should positively contribute to the natural environment of the Black Country, whilst Saved Policy DD10 (Nature Conservation and Development) of the Dudley UDP seeks to ensure that the effects of development proposals on wildlife features are taken into full account. Policy CSP3 (Environmental Infrastructure) of the BCCS states that development proposals should protect, enhance and expand the strategic network of environmental infrastructure at every opportunity
70. Beyond the car park to the north would be a 10 metre wide open space / ecological buffer containing native trees, nectar rich wildflower meadows, an elongated pond, as well as bird and bat boxes along the southern bank of the River Stour to help to ensure diverse habitats and compliance with Saved UDP Policies SO2 (Linear Open Space) and SO3 (Access and Enhancement of Green Belt and Linear Open Space) whilst taking forward one of the principal aims of the SAAP, as articulated within Policy 14 (The River Stour). Block 9 of the Stourbridge Town Centre Inset, also recognises that the open space and landscape setting of the area along the

River Stour should as far as possible be safeguarded and enhanced since it contributes to the character of this part of the Stour Valley. The development would not have an adverse affect upon the open space and landscape setting of along the River Stour.

71. The habitat improvements proposed for this site and recognised within the applicant's ecological appraisal are considered thorough and its conclusions made on a sound basis. The laying out of this open space for the benefit of wildlife is also considered positive, particularly with regard to responding to the river / riverbanks designation as a Site of Local Importance for Nature Conservation (SLINC), which also extends to across the vacant land to the west of the site. The creation of an elongated pond on the riverbank is particularly welcome in terms of adding to the variety of habitat present. In order to avoid or minimize the impact of the works, and to maximize the ecological benefits they will deliver, a number of mechanisms / measures are recommended. These should be secured by conditions to ensure that the development makes a positive contribution to the natural environment

Renewable Energy

72. The applicant's Sustainable Statement has been submitted in accordance with the requirements of Policy ENV7 (Renewable Energy) of the BCCS. All non-residential developments of more than 1,000 square metres must incorporate a level of energy generated from renewable sources, and the energy assessment must demonstrate that this requirement has been met. The statement sets out the key requirements for sustainability appropriate to developments of this type, in order to provide a statement of intent for the future development of the site. Sustainable development will be achieved in this case by aiming to exceed local renewable energy performance criteria, preventing and reducing emissions, enhancing local amenities and creating employment, appropriate forms of design, and reducing wastage through all stages of the development. This would be secured by condition.

Permitted Development Rights

73. Notwithstanding the broad acceptance of the proposed uses it would be possible for the pub/restaurant to be converted into a Retail Use (A1) without the requirement for planning permission. As this is not an acceptable use in the Local Plan such a use would be likely to impact on the viability of the town centre. As such, it is considered prudent to remove permitted development rights through condition to prevent this scheme reverting to a retail use without the need for planning permission.

Planning Obligations

74. Policy DEL1 (Infrastructure Provision) of the BCCS sets out the adopted policy framework for Planning Obligations within Dudley and the adopted Supplementary Planning Document (Planning Obligations) provides further detail on the implementation of this policy; these policy documents were prepared in accordance with national legislation and guidance on planning obligations.
75. Policy DEL1 of the BCCS requires all new developments to be supported by sufficient on and off-site infrastructure to serve the development, mitigate its impact on the environment, and ensure that the development is sustainable and contributes to the proper planning of the wider area.
76. The obligations potentially triggered according to the Planning Obligations Supplementary Planning Document are Transport Infrastructure Improvements, Air Quality Improvements, Nature Conservation Enhancements, Public Art and Economic and Community Benefit.
77. In determining the required planning obligations on this specific application the following three tests as set out in the CIL Regulations, in particular Regulation 122, have been applied to ensure that the application is treated on its own merits:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development;
- (c) fairly and reasonably related in scale and kind to the development.

78. Following consideration of the above tests the following planning obligations are required for this application:

On-Site Provision (to be secured by condition)

- Nature Conservation Enhancements – to an equivalent value of £4,940.00
- Economic and Community Benefit - to source local labour and materials to aid stimulus of the both the local economy and employment opportunities and to reduce the carbon footprint of the development by sourcing materials locally and to ensure best fit with the local materials of the surrounding built environment
- Public Art – 1% of the Design and Build Costs

Off-Site Provision (to be secured by Grampian condition)

- The provision of an uncontrolled pedestrian refuge facility adjacent to the proposed pedestrian access to the hotel.

79. It is considered that these contributions meet the necessary tests as stated above in that they contribute to the delivery of a sustainable development and are deemed to be in scale and kind to the proposed development.

80. This development complies with the requirements Policy DEL1 of the BCCS and the Planning Obligations Supplementary Planning Document.

CONCLUSION

81. The principle of the proposed development on a sustainable 'brown field' site is acceptable in that it would be a mixed use development in a sustainable location. The proposed development would provide regeneration benefits and apply the

principles of good urban design whilst making a positive contribution to the character of the area. The development would also provide satisfactory parking and delivery arrangements whilst having no significant impact upon highway safety.

82. No significant adverse impacts have been identified but positive impacts would arise in terms of economic, social and environmental.
83. In terms of economic issues the development would generate economic outputs, physical regeneration and local employment. The development could create 43 full time and 22 part time jobs. The development would also generate jobs in the construction phase of the development. The development would also generate revenue streams through increased tourism to the area. The scheme would result in a significant number of new jobs and economic benefits to Stourbridge, the Black Country and the West Midlands as a whole at a time of high unemployment.
84. The principle of the use of the site as a Hotel and Public House / Restaurant accords with the relevant Saved Dudley UDP land designation for this part of Stourbridge as the proposal provides a regeneration opportunity to help sustain the town centre as a whole and would help to achieve one of the aims of the NPPF to secure economic growth in order to create jobs and prosperity.
85. A sufficient amount of parking is to be provided, and the proposed highway improvement works will ensure that the increased vehicular pedestrian and vehicle generation can be satisfactorily accommodated. An appropriate amount of additional infrastructure is to be provided to ensure that the development achieves its sustainability objectives.
86. With respect to the environmental benefits of the scheme the development would contribute to the enhancement of both the natural and built environment of which it would form a part. An appropriate amount of additional infrastructure is also to be provided to ensure that the development achieves its sustainability objectives.

87. Finally, there is a positive health and wellbeing impact from the development which would be well linked to the rest of the centre and the wider area, and proposes clear and legible pedestrian routes, active street frontages which can help to create healthy, inclusive communities.
88. Planning Obligations can be secured by condition with Air Quality Improvements, Nature Conservation Enhancements, Public Art Enhancements being provided on site to the equivalent of the off-site value and a condition can be attached to require the submission and approval of a local employment / materials strategy in the interests of economic and community benefits. The proposed off site Transport Infrastructure Improvements would be secured via Grampian Condition. On this basis, the development is considered compliant with policy and the associated guidance.

RECOMMENDATION

89. It is recommended that the application be approved subject to the following conditions:

Reason for approval

The principle of the proposed development on a sustainable 'brown field' site is acceptable in that it would be a mixed use development in a sustainable location. The proposed development would provide regeneration benefits and apply the principles of good urban design whilst making a positive contribution to the character of the area. The development would also provide satisfactory parking and delivery arrangements whilst having no significant impact upon highway safety.

No significant adverse impacts have been identified but positive impacts would arise in terms of economic, social and environmental.

In terms of economic issues the development would generate economic outputs, physical regeneration and local employment. The development could create 43 full time and 22 part time jobs. The development would also generate jobs in the construction phase of the development. The development would also generate

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A sufficient amount of parking is to be provided, and the proposed highway improvement works will ensure that the increased vehicular pedestrian and vehicle generation can be satisfactorily accommodated. An appropriate amount of additional infrastructure is to be provided to ensure that the development achieves its sustainability objectives.

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Planning Obligations can be secured by condition with Air Quality Improvements, Nature Conservation Enhancements, Public Art Enhancements being provided on site to the equivalent of the off-site value and a condition can be attached to require the submission and approval of a local employment / materials strategy in the interests of economic and community benefits. The proposed off site Transport Infrastructure Improvements would be secured via Grampian Condition. On this

basis, the development is considered compliant with policy and the associated guidance.

Informative

Highways

The proposed off site Highway Infrastructure Works will require the applicant to enter into a Section 278 Agreement of the Highways Act (1980) with the Highway Authority who will supervise the works.

All developments within coalfield standing advice area

The proposed development lies within a coal mining area which may contain unrecorded mining related hazards. If any coal mining feature is encountered during development, this should be reported to the Coal Authority.

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires the prior written permission of The Coal Authority.

Property specific summary information on coal mining can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com

Approval Statement Informative

In dealing with this application the local planning authority have worked with the applicant in a positive and proactive manner, seeking solutions to problems arising in relation to dealing with the application, by seeking to help the applicant resolve technical detail issues where required and maintaining the delivery of sustainable development. The development would improve the economic, social and environmental concerns of the area and thereby being in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

Conditions and/or reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically in writing:
 - i) A desk-top study to formulate a conceptual model of the site. The requirements of the LPA shall be fully established before the desk-study is commenced;
 - ii) Once the desk study has been approved by the LPA, a site investigation shall be carried out to identify and evaluate all potential sources and impacts of identified contamination in accordance with the conceptual model. The findings of site investigation shall be presented in report format for approval by the LPA and shall include a risk-based interpretation of any identified contaminants in line with UK guidance;
 - iii) Following the approval of both desk-top study and site investigation reports, a written remediation scheme and method statement (the contamination proposals) shall be agreed in writing with the LPA prior to commencement of the development. The contamination proposals shall include provisions for validation monitoring and sampling, including a scheme and criteria for both the use of imported materials and reuse of site-won materials, and be retained throughout the lifetime of the development.
 - iv) The contamination proposals shall be implemented in full and no deviation shall be made from the contamination proposals without the express written agreement of the LPA.
 - v) If during development works any contamination should be encountered which was not previously identified or is derived from a different source and/or of a different type to those considered under the contamination proposals then the LPA shall be notified immediately and remediation proposals formulated/amended for consideration.
 - vi) If during development work, contaminants are found in areas previously expected to be acceptable, then the LPA shall be notified immediately and remediation proposals formulated/amended for consideration.
 - vii) A completion report confirming the objectives, methods, results and conclusions and demonstrating that the contamination proposals have been fully implemented and completed shall be submitted to the LPA for approval.
3. Prior to the commencement of development, details shall be submitted to and approved in writing by the local planning authority of the proposed materials to be used on the buildings hereby permitted. Details shall include details of the type, texture and colour of materials including cladding, external brickwork, render,

window frames, glazing, doors, fascia details and canopies. The scheme shall be built with in accordance with the approved details and retained for the lifetime of the development.

4. Landscape plans (including an establishment and maintenance programme), taking into account appropriate improvements for nature conservation shall be submitted and approved by the local planning authority before any development commences. All works must be carried out in accordance to the approved plans and programmes.
5. Prior to the commencement of development, details of the boundary treatments to be installed on the whole site shall be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved details, which shall be installed on site prior to occupation and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.
6. No deliveries or despatches shall be made to or from the site, and no delivery or despatch vehicles shall enter or leave the site (whether laden or unladen), before the hours of 07:00 nor after 23:00 on any day unless otherwise agreed in writing by the local planning authority.
7. Prior to the first occupation of the site, the external charging points (as annotated on Drawing No. 1218/01 Revision A - Dated November 2012) shall be provided adjacent to each allocated parking space and shall be designated for the sole use of electric vehicles. The charging points shall be supplied by an independent 32 amp radial circuit and equipped with a type 2, mode 3, 7-pin socket conforming to EN61296-2.. The Electric Charging point(s) shall thereafter be maintained for the life of the development unless otherwise agreed in writing by the local planning authority.
8. The development hereby permitted shall not commence until drainage plans for the disposal of surface water and foul sewage have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use and maintained throughout the life of the development.
9. The development hereby permitted shall not be commenced until such time as a scheme to ensure access to/improve/protect and maintain the River Stour corridor has been submitted to, and approved in writing by, the local planning authority.
This should include:

1. An easement strip of a minimum of 8m must be provided from the top of bank of the River Stour.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

10. The noise rating level of any fixed plant and/or machinery associated with the development shall not exceed background noise levels at any nearby dwelling, as assessed under the methodology of BS 4142 (1997) (Method for rating industrial noise affecting mixed residential and industrial areas) and/or its subsequent amendments.

11. No development shall commence until an Economic and Community Development Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall address as a minimum, measures to increase the number of jobs open to local people available on the site and the development of initiatives that support activities to upskill local unemployed people of working age so as to support them into sustained employment as outlined in the Council's Planning Obligations Supplementary Planning Document. The development shall be implemented in accordance with the approved Statement and retained in accordance with the Statement for the lifetime of the development.
12. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.
13. Prior to the commencement of development, details of the existing and proposed levels of the site (including finished floor levels), which should be related to those of adjoining land and highways, shall be submitted to and approved in writing by the local planning authority. The development shall proceed in accordance with the approved levels.
14. No part of the development hereby permitted shall be commenced until full details of soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details must include, where appropriate, planting plans, written specifications, a schedule of plants including species, plant sizes and proposed numbers/densities and a programme of implementation. Plans must also include accurate plotting of all existing landscape features.

The works approved as part of this condition shall be completed within the first

planting season following first occupation.

Any trees or shrubs planted in pursuance of this permission including any planting in replacement for it 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.

15. No works should commence, or continue, if the most recent protected species survey and assessment is over 12 months old. These surveys and assessments must be of, or above, the standard detailed within the Nature Conservation SPD. They must include the whole of the site and be carried out by an experienced and qualified ecological consultant and integrated into a site mitigation plan. All of these must be submitted to and approved in writing by the Council before any works commence (or continue). All works must be carried out in accordance to the approved plan.
16. If protected species are found during any stage of the development all works must stop immediately and Natural England, the project's ecologist and the Council's Nature Conservation Officer must be contacted immediately. Works should not recommence until relevant licences have been obtained and written permission is granted by Natural England and the Council.
17. The demolition of the buildings and the clearance of trees and other vegetation should avoid the bird nesting season (February – August inclusive) unless a breeding bird assessment (with recommendations) is carried out by a trained ecologist within 7 days of the works commencing. This should be submitted in writing and approved by the Council before works begin. All works must be carried out in accordance to the approved assessment's recommendations.
18. A plan detailing suitable replacement native trees, and their establishment programme, should be submitted and approved in writing by the Council before any works proceed. All works must be carried out in accordance to the approved plan and programme.
19. Any outside lighting should conform to the Bat Conservation Trust and Institute for Lighting Engineers' guidance 'Bats and lighting in the UK'. It should be close to the ground and directed downwards. It should be activated by a timed sensor with a low movement sensitivity, so as not to be triggered by wildlife. A plan detailing outside lighting will be submitted and approved in writing by the Council before any works proceed. All works must be carried out in accordance to the approved plan.
20. No development shall commence until details of secure cycle parking facilities in accordance with the Council's parking standards have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall thereafter be provided in accordance with the approved details prior to first occupation of the development, shall be made available at all times and be maintained for the life of the development.
21. The development shall not be occupied until a Travel Plan has been submitted to and approved in writing by the local planning authority, including details of a Travel Plan Co-ordinator, Staff Travel Survey, Car Parking Management, Walking and Cycling initiatives, Publicity and Marketing, Set targets and monitoring and to join Company Travel Wise in Dudley together with a timetable for the implementation of each such element. 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.

22. No development shall commence until details of highway works to include a new uncontrolled pedestrian refuge facility (formed by widening the existing central reservation and a kerb build out to tie into the existing adjacent bus stop) which shall link to the pedestrian access to the hotel, across Birmingham Street and be to an adoptable highway standard have been submitted to and approved in writing by the local planning authority. The development shall not be occupied until these highway works have been implemented in accordance with the approved details.
23. A scheme for the minimisation of the effect of light glare on nearby properties shall be submitted to the local planning authority for written approval. The works in the approved scheme shall be completed before any lighting equipment to which this approval relates is operated, and shall be maintained during such operation for the life of the development.
24. At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low-carbon energy sources (as described in the glossary of Planning Policy Statement: Planning and Climate Change (December 2007)). Details and a timetable of how this is to be achieved, including details of physical works on site, shall be submitted to and approved in writing by the Local Planning Authority [. The approved details shall be implemented in accordance with the approved timetable and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.
25. Any outside lighting should be close to the ground and directed downwards. It should be activated by a timed sensor with a low movement sensitivity, so as not to be triggered by wildlife. A plan detailing outside lighting will be submitted and approved in writing by the Council before any works proceed. All works must be carried out in accordance to the approved plan.
26. Any trenches, including foundations, should be covered with boards and ramps placed in them overnight to limit their hazard to badgers. A protocol detailing this will be submitted to and approved in writing by the Council before any works proceed. All works must be carried out in accordance to the approved protocol.
27. No development shall commence until details have been submitted to and approved in writing by the Local Planning Authority of the proposed street furniture. The scheme shall be built in accordance with the approved details prior to the first occupation and retained for the lifetime of the development.
28. No development shall commence until details of nature conservation enhancement works have been submitted to and approved in writing by the Local Planning Authority. The nature conservation enhancement works shall thereafter be provided in accordance with the approved details prior to first occupation of the development and be maintained for the life of the development.
29. No development shall commence until details of works of public art have been submitted to and approved in writing by the Local Planning Authority. The works of public art shall thereafter be provided in accordance with the approved details prior to first occupation of the development and be maintained for the life of the development.
30. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that order with or without modification) no development referred to in Schedule 2 Part 3 of that order shall be carried out.

31. No works of construction, levels changes, re-grading or other site clearance or infrastructure works involving ground disturbance shall begin until the developer has secured the implementation of a programme of archaeological investigation and recording work including appropriate provision for subsequent analysis, reporting and archiving in accordance with a Written Scheme of Investigation (WSI) which has first been submitted to and approved in writing by the local planning authority. The WSI shall include details of any physical archaeological evaluation works to areas identified as having the potential for archaeological significance and at the appropriate stage details of proposals for the preservation in situ of archaeological remains identified by evaluation as being of significance or with the written agreement of the local planning authority only appropriate provision for further archaeological investigation and recording required in mitigation of damage to or loss of such archaeological remains. Following approval of the WSI all such works will be carried out in accordance with the agreed details.
32. Prior to the first occupation of the development hereby permitted the parking area as indicated on approved Drawing No. 1218/01 Revision A - Dated November 2012, shall be surfaced and marked out in complete accordance with this plan and thereafter maintained for the life of the development unless otherwise agreed in writing by the Local Planning Authority.
33. No development approved by this permission, including the construction of any building, shall be commenced until a scheme to deal with contamination of land (including ground gases and vapours) has been submitted to and approved by the Local Planning Authority (LPA). Furthermore, no part of the development shall be occupied until the LPA has been satisfied that the agreed scheme has been fully implemented and completed.

The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically in writing:

- i) A desk-top study to formulate a conceptual model of the site. The requirements of the LPA shall be fully established before the desk-study is commenced;
- ii) Once the desk study has been approved by the LPA, a site investigation shall be carried out to identify and evaluate all potential sources and impacts of identified contamination in accordance with the conceptual model. The findings of site investigation shall be presented in report format for approval by the LPA and shall include a risk-based interpretation of any identified contaminants in line with UK guidance;
- iii) Following the approval of both desk-top study and site investigation reports, a written remediation scheme and method statement (the contamination proposals) shall be agreed in writing with the LPA prior to commencement of the development. The contamination proposals shall include provisions for validation monitoring and sampling, including a scheme and criteria for both the use of imported materials and reuse of site-won materials, and be retained throughout the lifetime of the development.
- iv) The contamination proposals shall be implemented in full and no deviation

shall be made from the contamination proposals without the express written agreement of the LPA.

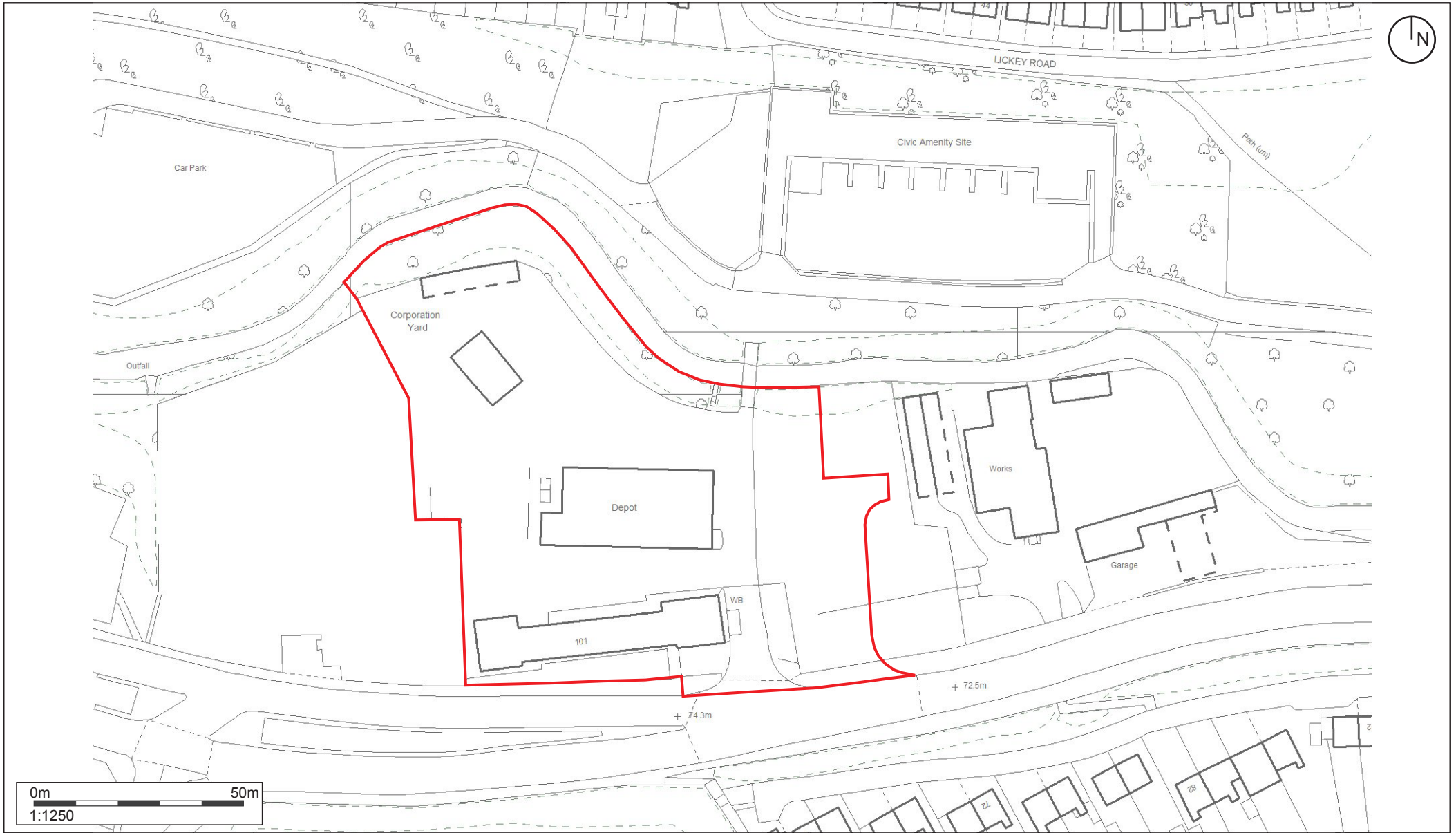
v) If during development works any contamination should be encountered which was not previously identified or is derived from a different source and/or of a different type to those considered under the contamination proposals then the LPA shall be notified immediately and remediation proposals formulated/amended for consideration.

vi) If during development work, contaminants are found in areas previously expected to be acceptable, then the LPA shall be notified immediately and remediation proposals formulated/amended for consideration.

vii) A completion report confirming the objectives, methods, results and conclusions and demonstrating that the contamination proposals have been fully implemented and completed shall be submitted to the LPA for approval.

34. Prior to the commencement of development details shall be submitted to and approved in writing by the Local Planning Authority of means to ensure that all entrance doors can be easily identified by the use of lighting, visual contrast and manifestations and with the inclusion of weather protection to any manual non-powered entrance doors.
35. Development shall not begin until a scheme for protecting the occupiers of the proposed hotel from noise from road traffic has been submitted to and approved in writing by the local planning authority. All works which form part of the approved scheme shall be completed before occupation of the permitted hotel, unless otherwise agreed in writing by the Local Planning Authority.
36. Prior to the commencement of development, details shall be submitted to and approved in writing showing the provision of litter bins throughout the site. The scheme shall be implemented in accordance with the details and retained for the lifetime of the development.
37. Prior to the commencement of development details of the visibility splays to be provided at the junction between the proposed means of access and the highway have been submitted to and approved in writing by the local planning authority. Prior to the occupation of the development hereby permitted, the agreed splays shall be provided on site and thereafter maintained free from obstruction for the lifetime of the development.
38. No development shall commence until details of highway works to include a right turning lane on Birmingham Street and be to an adoptable highway standard has been submitted to and approved in writing by the local planning authority. The development shall not be occupied until these highway works have been implemented in accordance with the approved details.
39. No development shall commence until details of highway works to include replacement of all redundant dropped kerb stones with full height kerbstones and making good of the footway to Birmingham Street and be to an adoptable highway standard has been submitted to and approved in writing by the local planning authority. The development shall not be occupied until these highway works have been implemented in accordance with the approved details.

40. The development hereby permitted shall be carried out in accordance with the following approved plans: 'Site Plan', 'JBA 12/287-01 (Revision A)', '1218/01 (Revision A)', '1218/02', '1218/03', '1218/04', '1218/05', '1218/06', '1218/07' and '12/287 SK01 (Revision A)'.



Project: Land at Birmingham Street, Stourbridge

Job No: WHIQ2014

Date: Nov 2012

Dwg No: TA01

Scale: 1:1250@A4

Revision: -

Author: NW

Title: Site Plan

Client: Whitbread

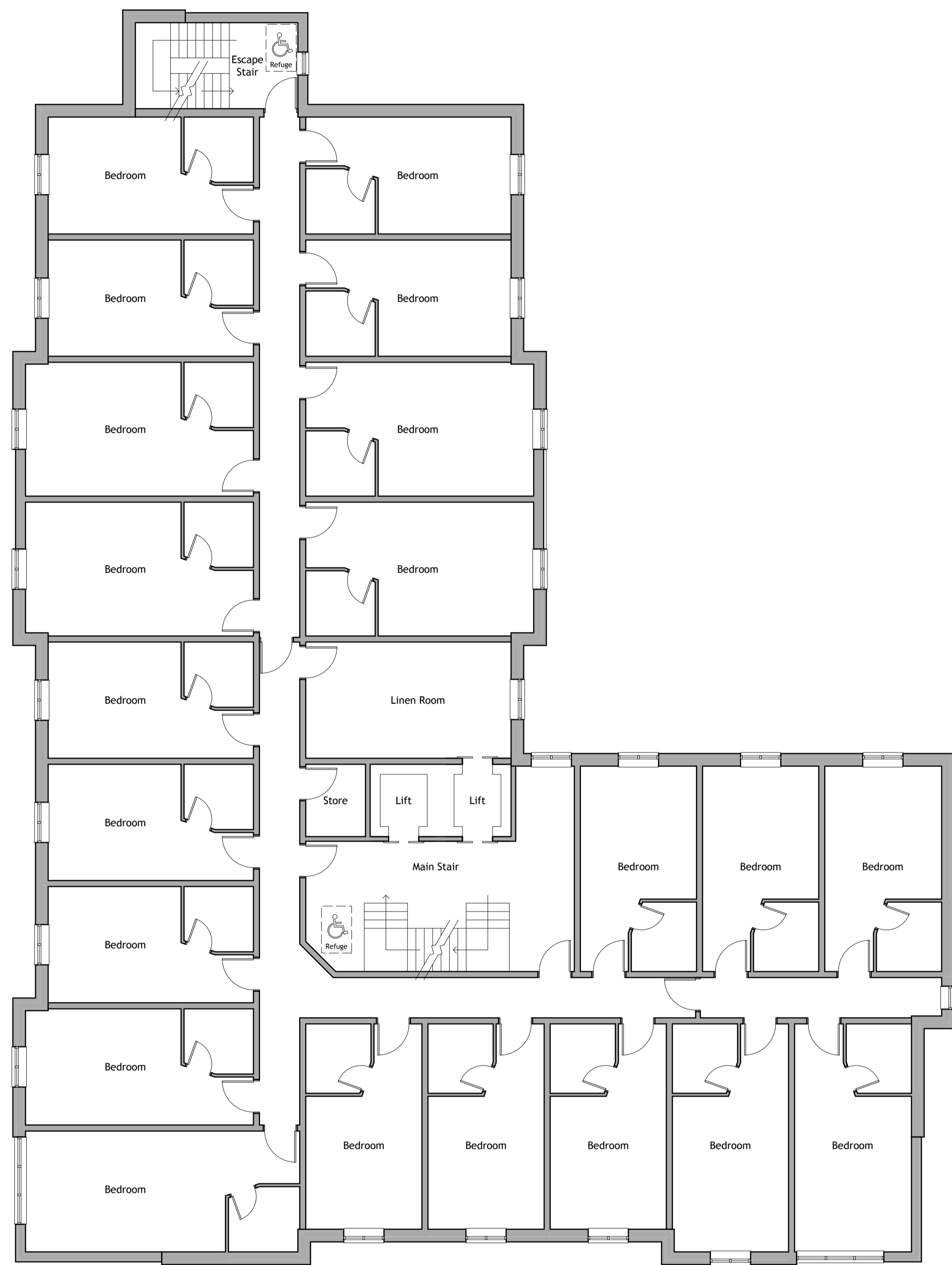
Status: Final

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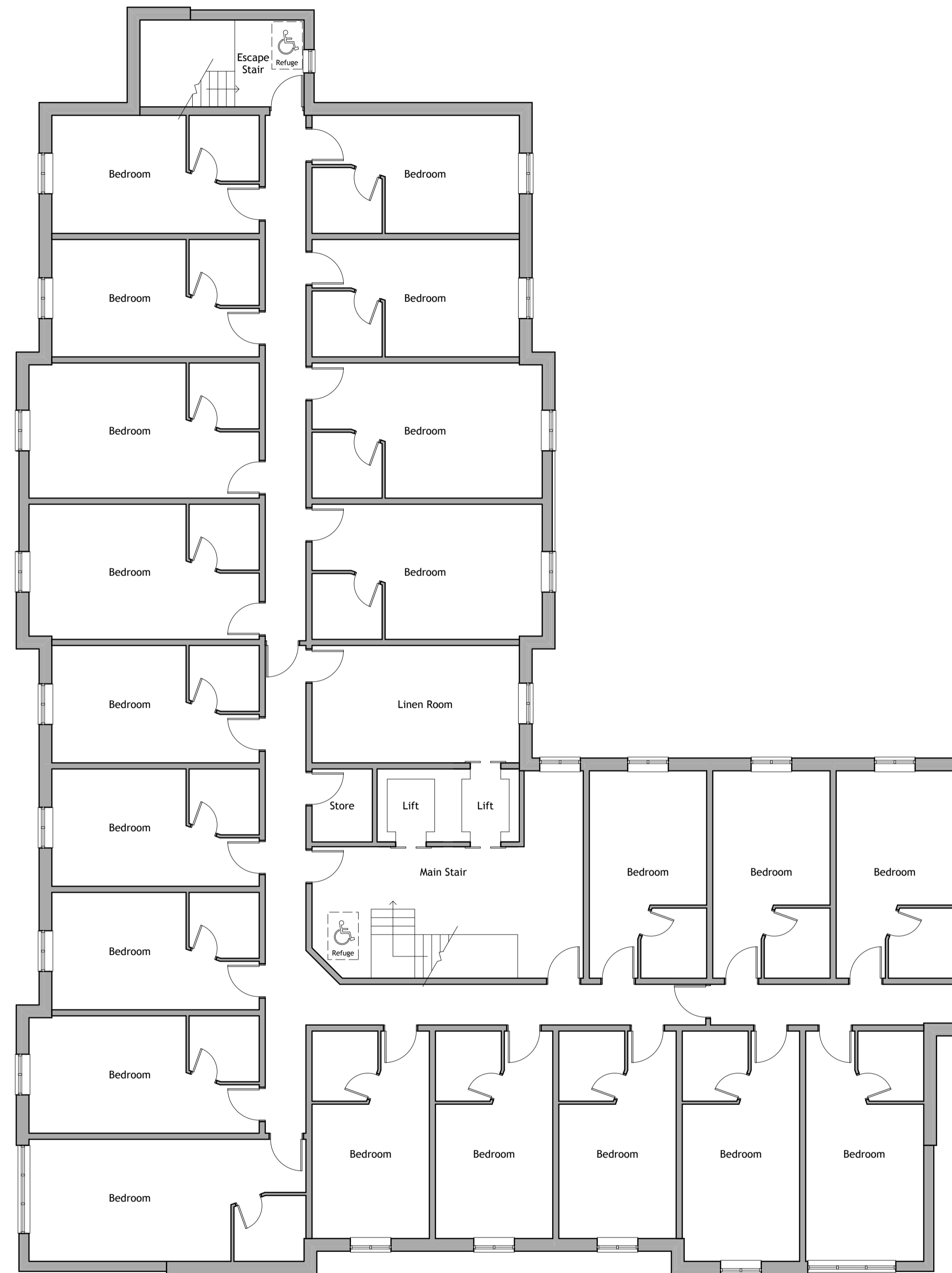
TURLEYASSOCIATES

www.turleyassociates.co.uk

NOTE
 All dimensions to be checked on site and any discrepancies to be notified prior to the commencement of work
 Do not scale from this drawing
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Second Floor Plan (21 Bedrooms)



Third Floor Plan (21 Bedrooms)

Rev	Revision Notes	Date	Initial

arch-e-tech
 design ltd
 Butterthwaite House
 Jumble Lane
 Ecclesfield
 Sheffield, S35 9XJ
 Tel: 0114 2451021 Email: admin@archetech.co.uk

client
 WHITBREAD PLC

job title
 BREWERS FAYRE & PREMIER INN
 BIRMINGHAM ROAD
 STOURBRIDGE

drg title
 PROPOSED
 PREMIER INN
 FLOOR PLANS (sheet 2 of 2)

date Sept 2012 drawn JMT

scale 1:100 sheet A1

drwg no 1218/04 rev

In order to preserve and enhance local biodiversity, bat and bird boxes will be installed at strategic points on the vegetation on the bank of the River Stour.



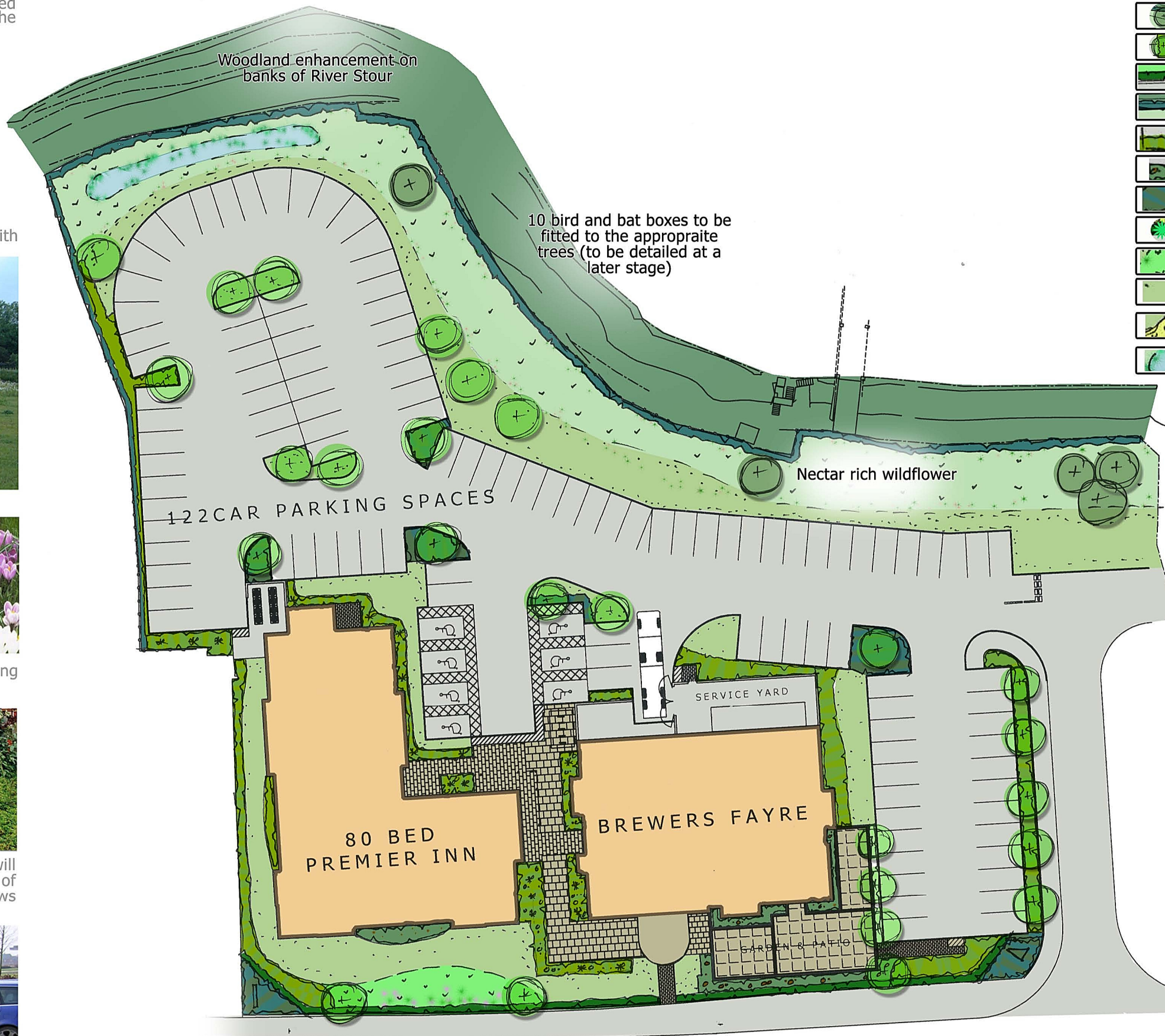
Low maintenance wildflower meadow with native bulb planting enhancing biodiversity.



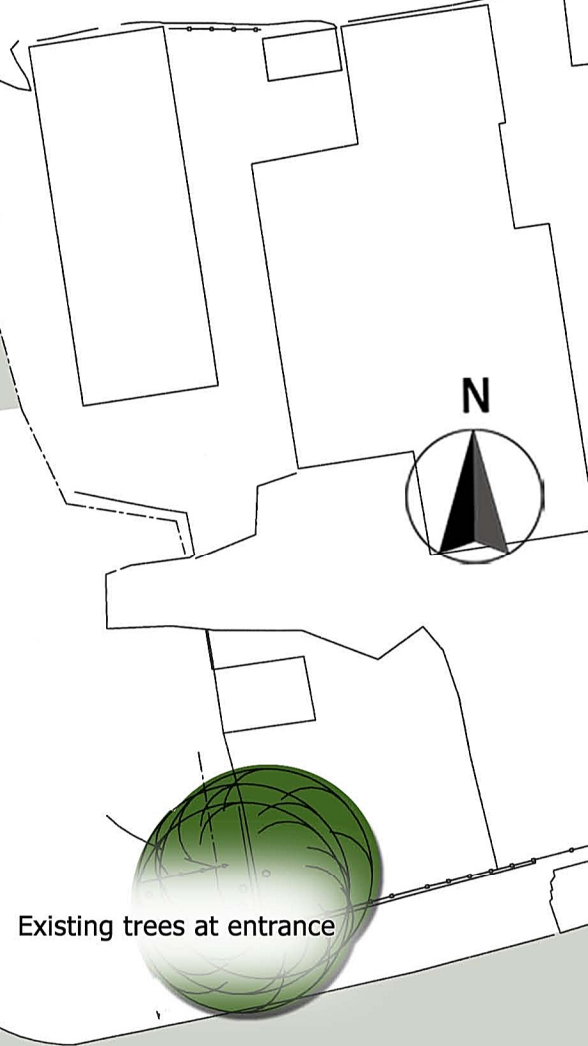
Amenity grass seeded with native bulb planting in grass.



Semi-native ground covering shrubs will delineate boundaries and create a sense of space whilst at the same time allowing views from the roads towards the Hotel.



- KEY**
- Proposed native trees, on bank of River Stour
 - Proposed ornamental & native trees within development
 - Ornamental hedge
 - Native hedge
 - Ornamental shrub planting
 - Ornamental shrub planting with pebble mulch and larger feature pebbles
 - Semi native groundcover
 - Feature topiary at entrance
 - Wildflower areas
 - Grass seeded areas
 - Bulb planting
 - Pond/ Marsh area (Refer to Ecological enhancement plan)



Rev A Amended to latest layout received
 Purpose: Planning Initials: NW Auth: JBA
 James Blake Associates
 Landscape Architecture • Landscape Planning • Arboriculture • Ecology
 The Black Barn Hall Road Lavenham Suffolk, CO10 9QX
 tel. 01787 248216 fax. 01787 247264
 email. jamesblake@jba-landmarc.com

	Client Site	Whitbread Stourbridge
	Dwg Title Rev	Landscape Concept 12/287-5K01 A
Scale Date	1:500 @ A3	November 2012

Whitbread- Birmingham Street, Stourbridge

NOTE
 All dimensions to be checked on site and any discrepancies to be notified prior to the commencement of work
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South Elevation



East Elevation

Rev	Revision Notes	Date	Initial

arch-e-tech
 design ltd
 Butterthwaite House
 Jumble Lane
 Ecclesfield
 Sheffield, S35 9XJ
 Tel: 0114 2451021 Email: admin@archetech.co.uk

client
 WHITBREAD PLC

job title
 BREWERS FAYRE & PREMIER INN
 BIRMINGHAM ROAD
 STOURBRIDGE

drg title
 PROPOSED COMBINED ELEVATIONS

date Sept 2012 drawn JMT

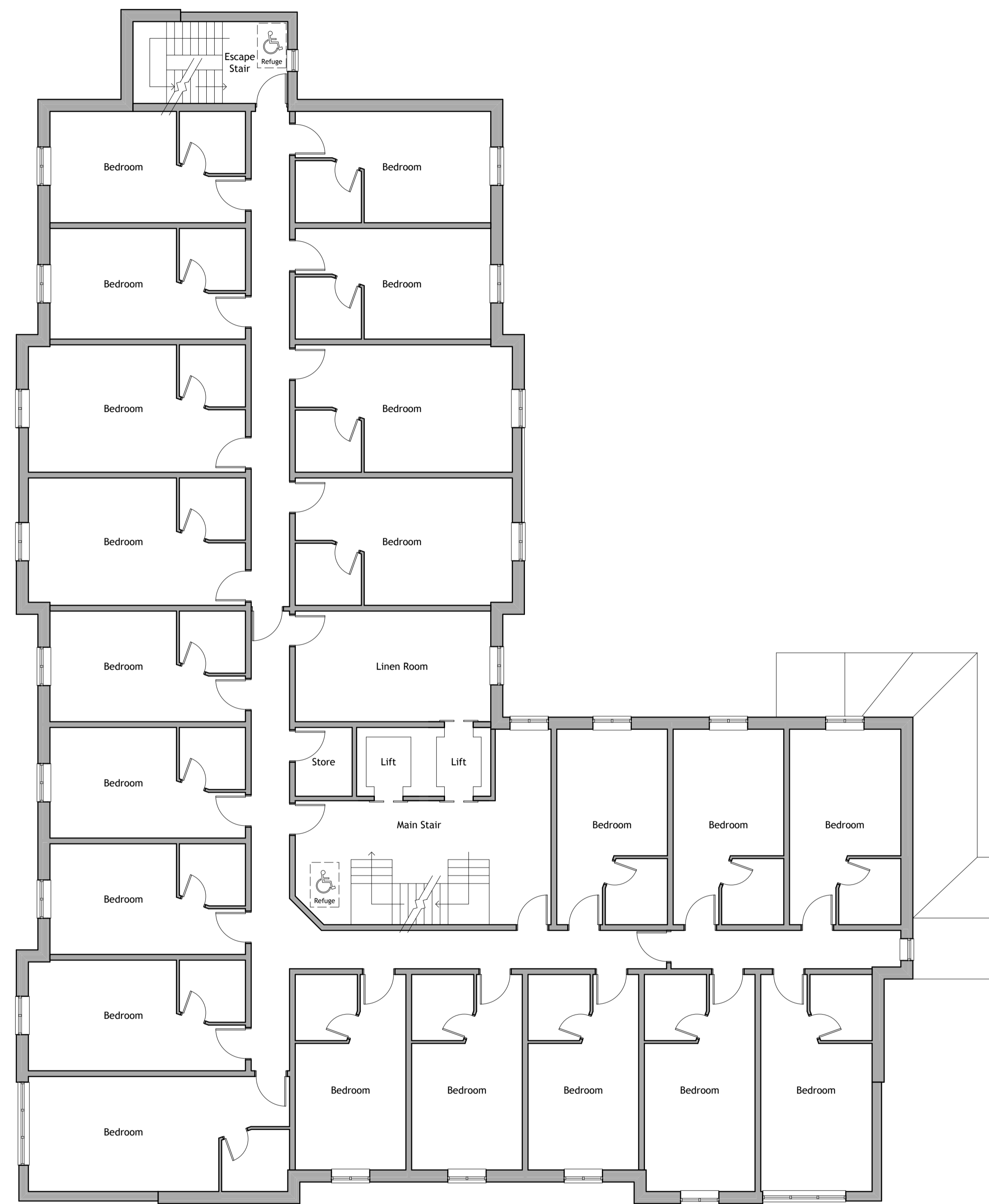
scale 1:100 sheet A1

drwg no 1218/07 rev

NOTE
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Ground Floor Plan (17 Bedrooms)



First Floor Plan (21 Bedrooms)

Rev	Revision Notes	Date	Initial

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 Butterthwaite House
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 Ecclesfield
 Sheffield, S35 9XJ
 Tel: 0114 2451021 Email: admin@archetech.co.uk

client
 WHITBREAD PLC

job title
 BREWERS FAYRE & PREMIER INN
 BIRMINGHAM ROAD
 STOURBRIDGE

drg title
 PROPOSED
 PREMIER INN
 FLOOR PLANS (sheet 1 of 2)

date Sept 2012 drawn JMT

scale 1:100 sheet A1

drwg no 1218/03 rev



East Elevation

Polyester powder coated steel & glass canopy
colour RAL 7024 (grey)

Polyester powder coated aluminium copings
colour RAL 7024 (grey)

Thermowood horizontal boarding
light oak finish

Factory finished timber windows,
colour RAL 7024 (grey)

'Off White' Render

NOTE
All dimensions to be checked on site and any
discrepancies to be notified prior to the
commencement of work

Do not scale from this drawing

If in doubt ask

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Signage indicative only.



South Elevation



North Elevation



West Elevation

Rev	Revision Notes	Date	Initial

arch-e-tech
design ltd
Butterthwaite House
Jumble Lane
Ecclesfield
Sheffield, S35 9XJ
Tel: 0114 2451021 Email: admin@archetech.co.uk

client
WHITBREAD PLC

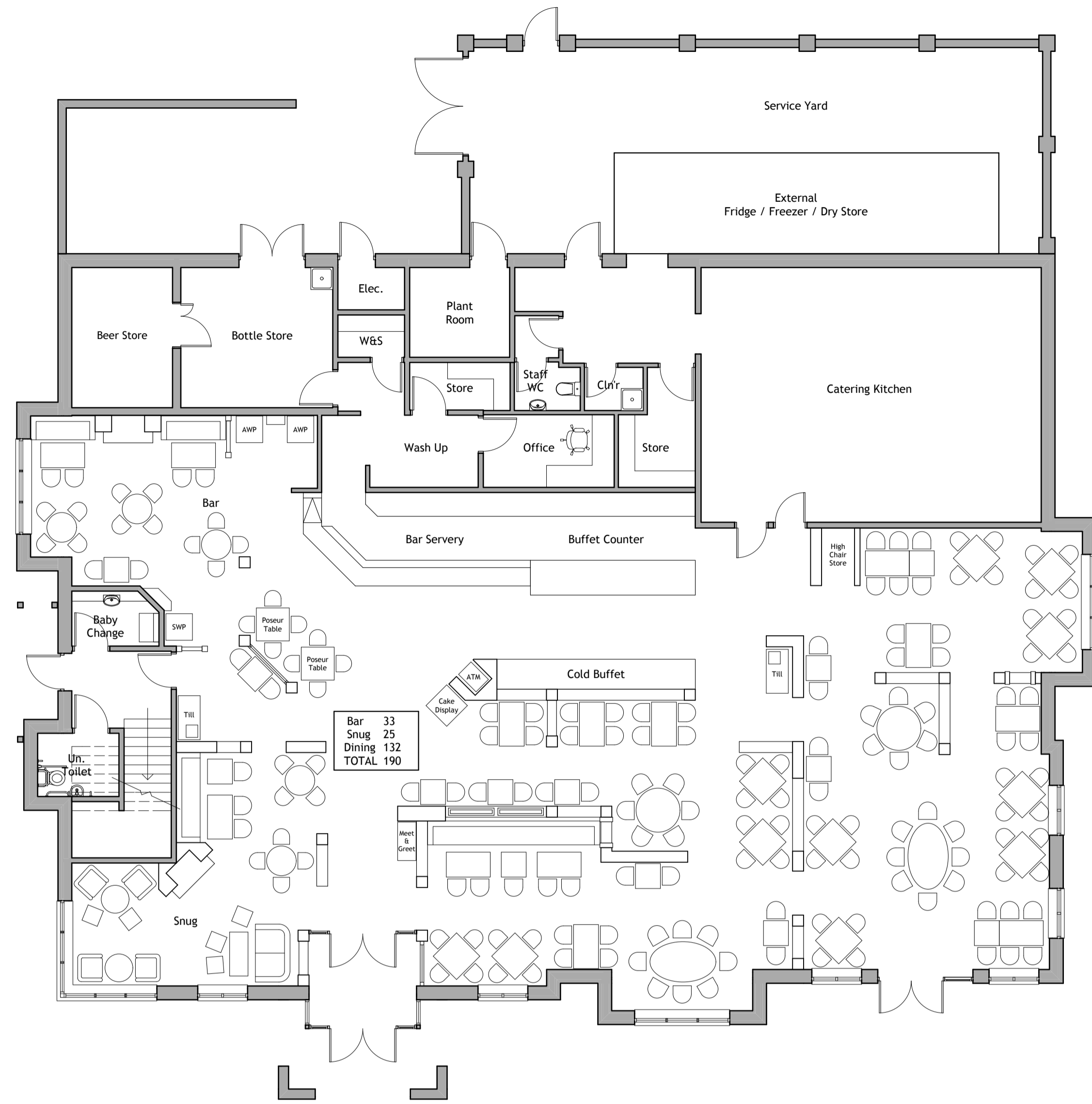
job title
BREWERS FAYRE & PREMIER INN
BIRMINGHAM ROAD
STOURBRIDGE

drg title
PROPOSED
PREMIER INN
ELEVATIONS

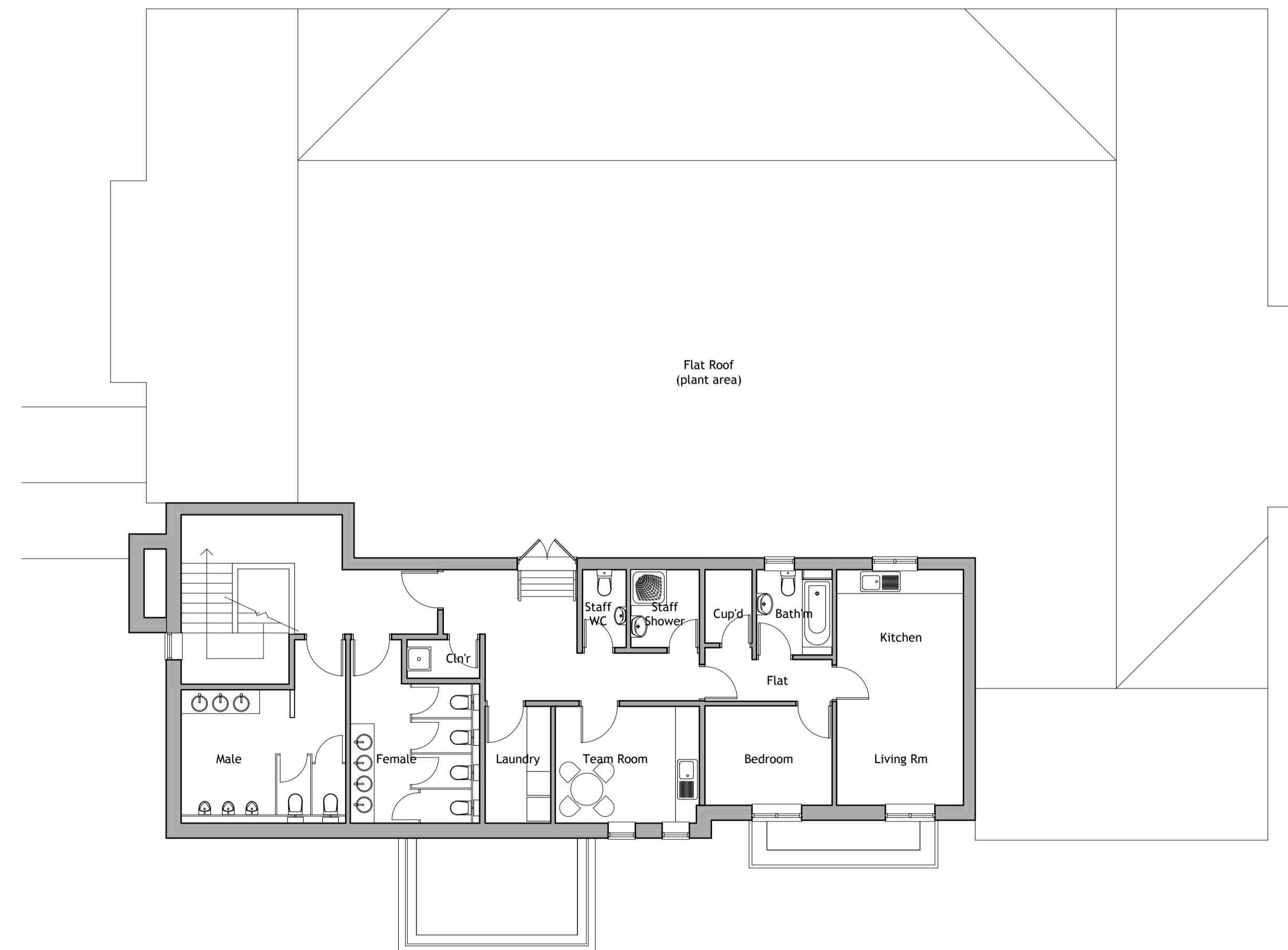
date Sept 2012 drawn JMT

scale 1:100 sheet A1

drwg no 1218/06 rev



Ground Floor Plan



First Floor Plan

NOTE
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 STOURBRIDGE

drg title
 PROPOSED
 BREWERS FAYRE
 FLOOR PLANS

date Sept 2012 drawn JMT

scale 1:100 sheet A1

drwg no 1218/02 rev

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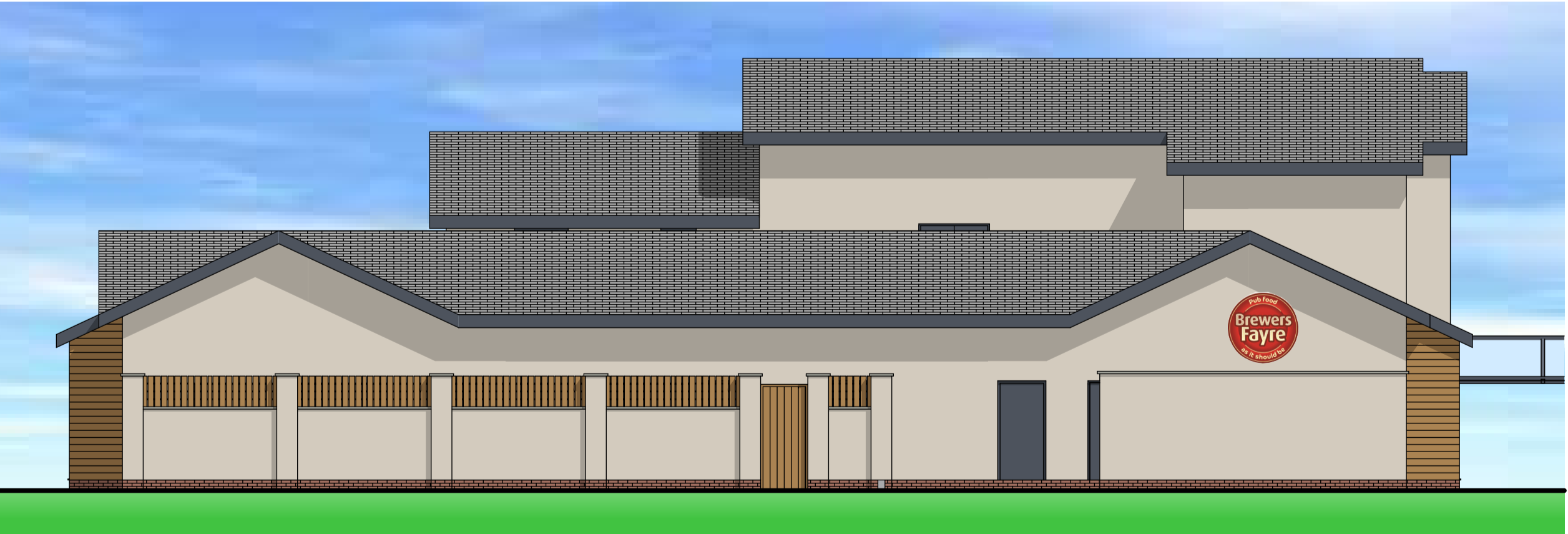
South Elevation



West Elevation



East Elevation



North Elevation

Rev	Revision Notes	Date	Initial

arch-e-tech
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 BIRMINGHAM ROAD
 STOURBRIDGE

drg title
 PROPOSED
 BREWERS FAYRE
 ELEVATIONS

date Sept 2012 drawn JMT

scale 1:100 sheet A1

drwg no 1218/05 rev

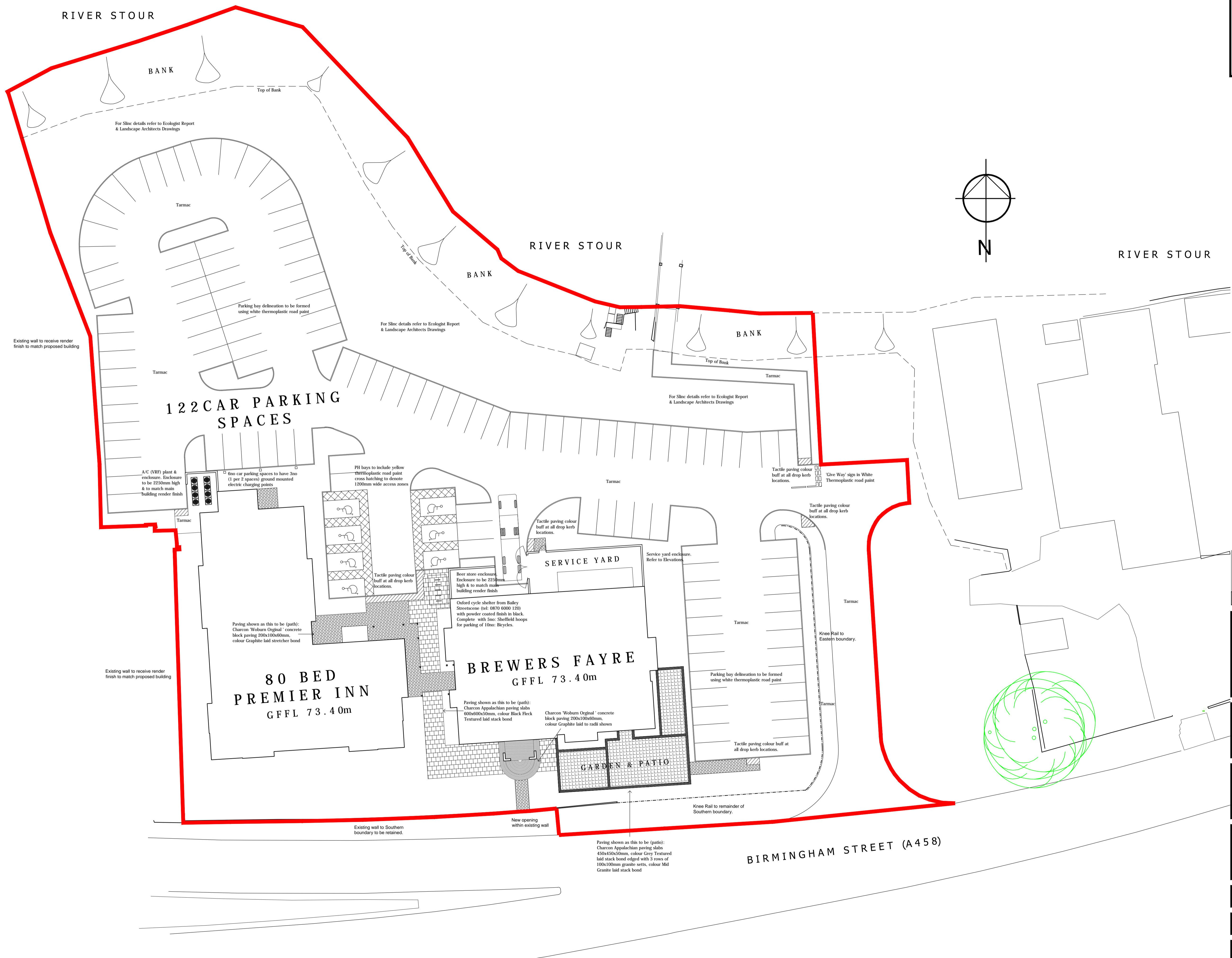
NOTE
 All dimensions to be checked on site and any discrepancies to be notified prior to the commencement of work

Do not scale from this drawing

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Refer also to the Landscape Architects drawings for the 'soft' landscape works.



Rev	Revision Notes	date	initial
A	Footpath to bridge and charging points added	22/01/13	CF

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job title
BREWERS FAYRE & PREMIER INN BIRMINGHAM STREET STOURBRIDGE

drg title
PROPOSED SITE LAYOUT

date **NOV 2012** drawn **JMT**

scale **1:250** sheet **A1**

drg no **1218/01** rev **A**