### Application Number
19/00836/FUL

### Site Address
Former Ice Works, 174 Bromyard Road, Worcester, WR2 5EE

### Description of Development
Amendments and alterations to design of residential scheme for 54 no. apartments approved under P15C0371

### Case Officer
Mike Nicholls

### Applicant
Iceworks Developments Ltd

### Ward Member(s)
Bedwardine Ward

### Agent
Tom Locke

### Reason for Referral to Committee
Ward Member referral

### Expiry Date
30 January 2020

### Key Issues
The acceptability of the amended proposals and whether the revised scheme would be sustainable form of development having regard to the 3 dimensions of sustainable development in terms of its economic role, social role and environmental role.

### Web link to application
https://plan.worcester.gov.uk/Planning/Display/19/00836/FUL

### Recommendation
The Deputy Director - Economic Development and Planning recommends that the Planning Committee grant planning permission subject to the conditions set out in section 9 of this report.

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1. **Background**

1.1 The application was registered on 31 October 2019 and is due for a decision on 30 January 2020.

1.2 The application has been referred to the Planning Committee at the request of Councillor Richard Udall on the following grounds:

- the impact of the development on neighbouring properties in Broadway Grove;
- traffic safety, and;
- issues surrounding adequacy of parking.

2. **The site and surrounding area**

2.1 The site is located to the west of Worcester, off Bromyard Road, and comprises a parcel of land of approximately 0.45 hectares. Within the site are a number of vacant industrial buildings including the former Ice Works building. New residential apartments are under construction to the east of the site.
2.2 The site has been developed around the old Victorian mill that was converted to be used as a dry ice works and cold store in circa 1900 before being used for general industrial purposes in more recent years. Various ancillary buildings have been added to the site over the years to provide further storage and workshop space. The former Ice Works is identified as a Building of Local Significance and is also on the Heritage at Risk Register.

2.3 The surrounding area is a mix of commercial and residential. To the north is a large industrial unit. Laugherne Book runs to the rear of this unit beyond which are properties in Broadway Grove. To the west of the site is a car serving servicing garage and tyre shop and to the east is a small area of scrub land contained within the Laugherne Brook open space. To the south of the site and to the other side of Bromyard Road lies a railway track atop an embankment. On the other side of the railway track lies the Persimmon Homes residential development of the former Kays site.

2.4 The topography of the application site is relatively level. The adjoining railway track is considerably higher than the application site.

2.5 There are currently two vehicular and pedestrian access points, either side of the former Ice Works, off Bromyard Road into the site.

2.6 In July 2016 planning permission was granted for a residential scheme on the site involving the conversion of the Ice Works building and some new build to create 54 new apartments – 53no. two bed units and 1no. one bed unit, together with associated parking, landscaping and infrastructure: application P15C0371 relates, see planning history below. Some works have already commenced, including the construction of new buildings 1 and 2 to the east of the site and urgent internal repair/support works to the main Ice Works building.
3. The proposals

3.1 This application seeks to amend the design of the proposals by reducing the scale of part of the new build element from five to three storeys; removing later buildings at the front of the site (not the main Ice works building) and rebuilding; reducing internal corridors, entrances and stairwells to help facilitate a greater use of shared space; increase internal room sizes as far as possible; improve visibility for pedestrians and vehicles existing the eastern entrance off Bromyard Road; improve amenity and defensible space to the Bromyard Road frontage to define public/private areas.

3.2 The number of proposed residential units remains unaltered at 54 in total, although the previously approved one bed unit becomes two bedroomed. Parking numbers would also remain unaltered: there are to be 54 spaces (i.e. 1 per unit) and 10 visitor spaces.

3.3 The application is accompanied by a full set of plans together with a new Design and Access statement and revised Drainage Strategy.

3.4 In accordance with Article 15 (7) of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), full details of the application have been published on the Council’s website. As such, Members will have had the opportunity to review the submitted plans and documents in order to familiarise themselves with the proposals prior to consideration and determination of the application accordingly.
4. **Planning History**

4.1 The site has been the subject of the following planning applications:

- **P15C0371**: Conversion of the Former Ice Works and demolition of redundant ancillary buildings and erection of new build to comprise 53 no. two bedroom apartments and 1 no. one bedroom apartment with associated landscaping and infrastructure. Approved by Planning Committee at the meeting on 21st January 2016.

- **P18C0542**: Non material amendment to window positions and minor adjustments to buildings 1 and 2; amendments to parking layout. Approved under delegated powers on 17th January 2019.

**Pre-application Engagement**

4.2 The applicant made a formal pre-application enquiry regarding the proposed design changes and seeking advice on the type of application required in August 2019 (pre application no. 19/00664/PA). A subsequent site meeting took place between the Council’s Heritage and Planning Officers together with the applicants and their architects on 8th October, which has advised the current submission.

5. **Planning Policy**

5.1 The Town and Country Planning Act 1990 (‘the Act’) establishes the legislative framework for consideration of this application. Section 70(2) of the Act requires the decision-maker in determining planning applications/appeals to have regard to the Development Plan, insofar as it is material to the application/appeal, and to any other material consideration. Where the Development Plan is material to the development proposal it must therefore be taken into account. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application/appeal to be determined in accordance with the Plan, unless material considerations indicate otherwise.

5.2 The Development Plan for Worcester comprises:

- The South Worcestershire Development Plan (SWDP) which was adopted February 2016
- The Worcestershire Waste Core Strategy, which was adopted in December 2012
- The City Plan shows the area for possible short term improvement.

**South Worcestershire Development Plan (SWDP)**

5.3 The following policies of the SWDP are considered to be relevant to the application proposals:-

- SWDP1: Overarching sustainability principles
- SWDP2: Development strategy and settlement hierarchy
- SWDP4: Moving Around South Worcestershire
- SWDP5: Green Infrastructure
- SWDP13: Effective use of land
5.4 The revised National Planning Policy Framework was updated on 19th February 2019. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It constitutes guidance for local planning authorities and decision takers and is a material planning consideration in determining planning applications.

5.5 All the policies in the NPPF constitute Government's view of what sustainable development in England means in practice: an economic role, contributing to a strong, responsive, competitive economy; a social role, supporting vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations and by creating a high quality built environment with accessible local services that reflect the community’s needs; and an environmental role, protecting and enhancing our natural, built and historic environment. Economic, social and environmental improvement should be sought jointly and simultaneously.

5.6 Paragraph 38 of the NPPF encourages Local Planning Authorities to approach decision taking in a positive way and to foster the delivery of sustainable development. Local Planning Authorities are advised to approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

5.7 On 6th March 2014 the Government also published National Planning Practice Guidance (NPPG) that has been revised and updated in the meantime and comprises, amongst other matters: Air Quality, Health and Wellbeing, Noise, and Use of Planning Conditions. Similarly, in October 2019 the Government published the National Design Guide.

5.8 The following Supplementary Planning Documents are relevant to the application proposals:

- Design Quality SPD
The Design Quality SPD was adopted on 5th March 2018 and replaces the previous Supplementary Planning Guidance Note 3: Design (SPG3). Both documents encourage high standards of design for development proposals in accordance with the aims and interests that the NPPF seeks to protect and promote in this regard. The Design Quality SPD is consistent with the planning policies in the SWDP.

- Planning for Health in South Worcestershire SPD

The Planning for Health SPD primarily focuses on the principal links between planning and health. It provides guidance and interpretation of the SWDP from a public health perspective. The SPD addresses following nine health and wellbeing principles:

- Sustainable development
- Urban form - design and the public realm
- Housing and employment
- Age-friendly environments for the elderly and those living with dementia
- Community facilities
- Green infrastructure and play spaces/recreation
- Air quality, noise, light and water management
- Active travel
- Encouraging healthier food choices

**Worcestershire’s Local Transport Plan (LTP4) 2018 – 2030**

5.9 LTP4 sets out issues and priorities for investment in transport infrastructure, technology and services, focussed on supporting travel by all modes. In accordance with national and local objectives, a series of local transport-specific objectives are identified in the LTP4:

- “To support Worcestershire’s economic competitiveness and growth through delivering a safe, reliable and efficient transport network.
- To limit the impacts of transport in Worcestershire on the local environment, by supporting enhancements to the natural environment and biodiversity, investing in transport infrastructure to reduce flood risk and other environmental damage, and reducing transport-related emissions of nitrogen dioxide, particulate matter, greenhouse gases and noise pollution. This will support delivery of the desired outcomes of tackling climate change and reducing the impacts of transport on public health.
- To contribute towards better safety, security, health and longer life expectancy in Worcestershire, by reducing the risk of death, injury or illness arising from transport and promoting healthy modes of travel.
- To optimise equality of opportunity for all of Worcestershire’s citizens with the desired outcome of creating a fairer society.
- To enhance the quality of life for Worcestershire’s residents by promoting a healthy, natural environment, for people, wildlife and habitats, conserving our historic built environment and preserving our heritage assets.”
5.10 The ‘Streetscape Design Guide’ (SDG) was produced to aid architects, engineers, planners, developers, designers and other professionals in preparing transport infrastructure related to new developments. It is to be considered in conjunction with Manual for Streets 1 and 2, as well as the Design Manual for Roads and Bridges.

5.11 Chapter 4 relates to ‘Planning for Parking’ and seeks to provide an approach as to how car parking in Worcestershire should be provided to support development in a manner which embraces the NPPF. It is considered that if the applicant is the end user that they are well placed to assess operational demands but all sites must be considered against a planning use class to ensure they equally address the needs of future users. Therefore applications should provide a suitable evidence base to ensure vehicles are not displaced onto the highway to ensure highway safety is not compromised and maintain the free flow of traffic to the benefit of the local economy. This document only reflects a small part of managing vehicle demands and therefore should be read alongside the Local Transport Plan (above) which contains policies to promote sustainable travel through the provision of physical infrastructure and travel planning initiatives.

5.12 Car and cycle parking standards are provided within the SDG which replace those contained in WCC’s Interim Car Parking Standards (2016). With regard to car parking standards for residential development the SDG states as follows:

‘There is no direct relationship between car parking provision and choice of transport mode, so a minimum provision for residential need should be made to ensure suitable in curtilage storage.

The following are the minimum requirements:

1 Bedroom Unit 1 Space, 1 cycle space
2 – 3 Bedroom Units 2 Spaces, 2 cycle spaces
4 – 5 Bedroom Units 3 Spaces*, 2 cycle spaces

These are the minimum requirements. They apply to both Affordable/Social Housing and Market Housing. The requirements apply to flats/apartments and houses. Cycle parking must be sheltered, secure and easily accessible.

6. Consultations

6.1 Formal consultation, including display of site notices, has been undertaken in respect of the application. The following comments from statutory and non-statutory consultees and interested third parties have been received in relation to the original and amended proposals and are summarised as follows:

**Neighbours and other third party comments:** Two objections have been received from local residents with regard to the following:
• 24 Broadway Grove: Supports the latest plans as being preferable to the original scheme but still has concerns that there would be a loss of privacy to their property caused by the development: proposes amendments to fenestration. Concerns are also expressed regarding the adequacy of parking provision as traffic congestion is a significant issue in the area. A copy of the letter of objection has been forwarded to the applicants for their observations.

• 170 Bromyard Road: Has concerns regarding extra speeding traffic on Bromyard Road: states that there is a concealed driveway to the property and street signage requesting traffic to slow down may be a solution.

Worcester City Council Design and Heritage Officer: Supports revised proposals.

Worcester City Council Archaeological Officer: No objections but requires revised archaeological conditions to be imposed.

Worcester City Council Landscape and Biodiversity Adviser: No response received.

Worcestershire County Council (Highway Authority): No objection subject to the imposition of conditions in relation to cycle parking, residential welcome pack and provision/retention of parking/access/manoeuvring. Detailed comments are as follows (my emphasis):

"The site benefits from planning permission P15C0371 for 53 number 2 bedroom and 1 number 1 bedroom apartments, the works associated from this permission have commenced, this represents a planning fallback position. The application proposed is for 54 number 2 bedroom apartments, therefore the consideration is the net impact that this may have. The number of residential apartments remains identical to the consented scheme, therefore there is no change in vehicle impact on the highway network, the access is also proposed in the same position.

The main consideration is the impact on car parking space. When considering the site as a whole as per the consented proposal some 64 parking spaces are provided comprising of 54 allocated spaces and 10 visitor spaces, this effectively provides 1 space per unit. The current parking space requirement is 2 spaces for a 2 bedroom apartment, this clearly cannot be accommodated within the proposal. The key consideration is the net impact of the 1 bedroom unit becoming a 2 bedroom unit. The current streetscape design guide advises that this increases the car parking levels from 1 space to 2 spaces. So whilst the application is new the material consideration of the fallback consent means that the consideration is one of 1 car parking space demand increase.

The Highway Authority must consider the implications of the 1 space and whether or not the potential displacement would have a severe impact."
The evidence that underpins the streetscape design guide is based on the average number of parking spaces required per bedroom utilising data from the census which has been rounded to the nearest practical space, the data set indicates that a 1 bedroom unit is 1 space and a 2 bedroom unit is also 1 space, a sensitivity check which took a more pessimistic approach concluded that a 2 bedroom unit would be 1.15 spaces. It is concluded that 1 space for a 2 additional 2 bedroom apartment is likely to be sufficient to address the developments need. However in the event of further demands there remains the flexibility of the 10 visitor spaces which could be partially utilised given that there is no specific policy requirement for this number of spaces.

It is therefore concluded that the net implications of this proposal will not have any impact on the Highway network and is unlikely to increase parking demand, but even if it does it would still be contained within the site. As a result there would not be any displacement on the highway network and there are not considered to be sufficient grounds to justify a recommendation of refusal.

Cycle spaces are required at a ratio of 2 spaces per units, this is recommended by condition, this meets the Streetscape Design Guide requirements and matches that conditioned on the previous consent.

The access works also need to be conditioned as before.”

Worcester City Council Tree officer: No objection.

Worcestershire Regulatory Services: No response received.

South Worcestershire Land Drainage Partnership: No response received

Conservation Advisory Panel: No objection.

Environment Agency: State that they were satisfied with the original drainage modelling information and had no objection to the original scheme. They acknowledge that that the scheme is already part built but wish to see revised drainage modelling undertaken to reflect climate change scenarios and therefore do not support the application at this time.

Worcestershire Acute Hospitals Trust: states that the trust is operating at full capacity and wish to see a contribution made to health care provision.

6.2 Members have been given the opportunity to read all representations that have been received in full. At the time of writing this report no other consultation responses have been received. Any additional responses received will be reported to members verbally or in the form of a late paper, subject to the date of receipt.

6.3 In assessing the proposal due regard has been given to local residents comments as material planning considerations. Nevertheless, I am also mindful that decisions should not be made solely on the basis of the number of representations, whether they are for or against a proposal.
The Localism Act has not changed this, nor has it changed the advice that local opposition or support for a proposal is not in itself a ground for refusing or granting planning permission unless it is founded on valid planning reasons.

7. Comments of Deputy Director - Economic Development and Planning

7.1 Policy SWDP1 of the South Worcestershire Development Plan sets out overarching sustainable development principles and these are consistent with the Framework. The various impacts of the development have to be assessed and the benefit and adverse impacts considered, to establish whether what is proposed is sustainable development. Taking the above matters into account I consider the main issues raised by the proposal relate to the principle of development and whether the development would be sustainable, having regard to the 3 dimensions of sustainability set out in the Framework: economic, social and environmental, in particular with regard to:

1. The economic role;

2. The social role:
   - residential amenity;

3. The environmental role:
   - design and appearance;
   - impact on heritage assets;
   - access, car parking and highway safety;
   - energy conservation.

These issues will now each be considered in turn.

The Principle of Development

7.2 The principle of the residential conversion/redevelopment of the site was agreed by the Council when granting planning permission for 54 apartments in 2016.

Sustainable Development

1. The economic role

7.3 In the short term the proposal would see the creation of construction jobs for the construction period of the project and some on-going opportunities for the provision of goods and services. In my opinion, this weighs in favour of granting planning permission.

2. The social role

7.4 A key aim is to provide housing for local people. As a consequence, it has important social roles which weigh in favour of granting planning permission. The proposal in part also brings an economically viable residential use to a heritage asset – the main Ice Works building – and thereby guarantees its retention in the street scene for future generations.
Residential Amenity

7.5 The site lies near to residential properties in Broadway Grove. Policy SWDP 21 requires that new development does not have a significant adverse effect on neighbouring amenity. This is consistent with the NPPF that requires planning policies and decisions, amongst other matters, to ensure a high standard of amenity for existing and future users of land and buildings. In my opinion, the revised design with a partial reduction from five to three storey height is an improvement to the original scheme and would lessen any potential overlooking to nearby properties.

7.6 Any new development could also give rise to potential noise and disturbance for the occupiers of the surrounding properties as a result of demolition works, the movement of construction and related traffic, construction works, and from the operation of the site on completion from activities on site and movements to and from the site. However, given the previous permission on the site, this revised application would not result in any material additional adverse affects.

3. The environmental role

Design and appearance

7.7 In approving the original development for 54 dwellings in 2016, the Council accepted that the proposals play an important environmental role by bring a disused building back into productive use. The development represents 54 new dwellings on brownfield land, which in turns lessens development pressure elsewhere.

7.8 In terms of design the revised proposals in my opinion create a more visually cohesive development that provides a good quality of living environment for new occupiers and protects the amenities of existing residents in Broadway Grove.

7.9 Good quality landscaping and adequate parking are proposed in the development and overall I consider the scheme appropriately addresses the requirements of SWDP 21.

Impact on heritage assets

7.10 The proposals re-use the main Ice Works building, which is a significant heritage asset. The residential repurposing generates the necessary funding to allow for the sizeable amount of internal repair/supporting works to take place. The benefits to the historic environment were fully assessed in the determination of the original permission.

Access and Highway Safety

7.11 The original application provided for a total of 54 car parking spaces, on the basis of 1 per unit and 10 spaces for visitors. The revised scheme does not alter this balance. There is no physical scope for adding additional parking numbers without removing landscaping and diminishing the quality and appearance of the development.
Indeed, I note that although the current standards set out in the County Council’s Streetscape Design Guide would not be met, nevertheless there is a material fallback permission as there is an extant permission for 54 units that is currently being implemented. My view on this matter is reinforced by the lack of objection from the Highway Authority that has accepted this position as set out in its consultation response.

7.12 The amended proposals improve the visibility of the eastern exist/entry to the site improving highways safety.

7.13 The Highway Authority has no objection to the amended scheme.

8. **Conclusion and planning balance**

8.1 The NPPF identifies a series of the components that are considered critical to achieving sustainable development. In my opinion, the above assessment of the planning application proposals against the planning policy framework demonstrates that the application responds to, and is in accordance with, the requirements of the adopted planning policy within the development plan and material considerations relevant to the determination of the application.

8.2 The original planning permission ref. P15C0371 established the principle of the residential redevelopment of the site with 54 apartments – 53no two bed, 1no 1 bed. In terms of absolute numbers the only addition is that that the one bed unit changes to a further two bed unit.

8.3 In terms of design, the (part) reduced scale improves the appearance of the scheme and reinforces and supports the function main Ice Works building, which is the central focus of the development. The Council’s Design & Heritage Officer and the Conservation Advisory Panel have no objection to the amended proposals. The objector in Broadway Grove acknowledges that the scheme is improved from the original design. In terms of design and appearance I therefore consider the proposals to be satisfactory.

8.4 The proposed parking facilities with a total of 54 spaces is below the threshold for current developments (the original application being approved prior to the parking standards set out in the County Council’s Streetscape Design Guide). However, given that the approved development has already been substantially commenced (new buildings 1 and 2 are also almost complete) and this submission does not add to overall dwelling numbers, I consider the proposed parking is satisfactory, as does the Highway Authority. In any event there is little/no scope to introduce additional parking.

8.5 I note the views of the Environment Agency regarding potential drainage modelling updates and the NHS Trust’s request for funding contributions to healthcare. However in both respects I can only reiterate that the previously approved scheme has been substantially commenced and that therefore – in my opinion – the requests are unreasonable and disproportionate at this time, in an application that merely seeks to improve design and functionality and not additional apartment numbers.
8.6 Having regard to the above and the totality of the policies within the Development Plan and the Planning Framework, I consider that the proposed development is acceptable and that it is sustainable when looking at social, economic and environmental factors.

9. **Recommended conditions**

9.1 In the event that members resolve to grant planning permission, the following conditions are recommended:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

2. The development hereby permitted shall be carried out and completed in accordance with the following approved plans and associated documents and the specifications and recommendations contained therein, except where otherwise stipulated by conditions attached to this permission

   Zeb1071 Pl Design And Access Statement
   P15c0371 15 0725 Ice Works Worcester Fra Complete Final
   P1201Zeb1071 Pl201 Rear Elevations
   P1200Zeb1071 Pl200 Front Elevations
   P1003Zeb1071 Pl003 Proposed Site Plan
   P1002Zeb1071 Pl002 Existing Site Plan
   P1115Zeb1071 Pl115 Fifth Floor Plan
   P1114Zeb1071 Pl114 Fourth Floor Plan
   P1112Zeb1071 Pl112 Second Floor Plan
   100100 Drainage Strategy A1
   P1111Zeb1071 Pl111 First Floor Plan
   P1202Zeb1071 Pl202 Side Elevations
   P1113Zeb1071 Pl113 Third Floor Plan
   P1116Zeb1071 Pl116 Sixth Floor Plan
   P1110Zeb1071 Pl110 Ground Floor Plan
Samples of facing, surfacing and roofing materials shall be submitted to and approved by the local planning authority in writing prior to implementation as part of the development hereby approved. The development shall not be carried out otherwise than in accordance with such approved details.

Reason: To protect, conserve and enhance the significance of heritage assets and to ensure that the new materials are in keeping with the surroundings and/or represent quality design in accordance with policies SWDP 6, SWDP21 and SWDP24 of the South Worcestershire Development Plan.

4. No development shall take place until full details of a programme of archaeological work have been submitted to and approved in writing by the local planning authority and the approved works shall be carried out as approved.

For the following reason:-

To allow the historical and archaeological potential of the building to be recorded in accordance with policies SWDP6 and SWDP 24 of the South Worcestershire Development Plan and aims and objectives of the National Planning Policy Framework.

5. No demolition shall commence until a written scheme of investigation (WSI) for archaeological building investigation and recording has been submitted to and approved in writing by the local planning authority. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the WSI, which shall include the statement of significance and research objectives, and the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

For the following reason:-

To allow the historical and archaeological potential of the building to be recorded in accordance with policies SWDP6 and SWDP 24 of the South Worcestershire Development Plan and aims and objectives of the National Planning Policy Framework.

6. Notwithstanding any details shown on the submitted plans, groundworks and foundations shall be constructed in accordance with details to be agreed in writing
by the local planning authority before works commence>.

For the following reason:-

To preserve the archaeological interest of the site in accordance with policies SWDP6 and SWDP 24 of the South Worcestershire Development Plan and aims and objectives of the National Planning Policy Framework.

7. If during the course of the works hereby approved any of the following features of interest are uncovered, the local planning authority shall be notified immediately and no works affecting such features shall take place until they have been inspected by persons authorised by the local planning authority and a scheme for their retention and/or treatment agreed in writing.

For the following reason:-

To allow the historical and archaeological potential of the <site/building> to be recorded in accordance with policies SWDP6 and SWDP 24 of the South Worcestershire Development Plan and aims and objectives of the National Planning Policy Framework.

8. Any new access gates/doors shall not open over the highway and shall be made to open inwards only.

For the following reason:-

In the interests of highway safety policies SWDP 21 of the South Worcestershire Development Plan and aims and objectives of the National Planning Policy Framework.

9. Prior to the first occupation of any dwelling hereby approved secure parking for 2 cycles per unit to comply with the Council's standards shall be provided within the application site and these facilities shall thereafter be retained for the parking of cycles only.

For the following reason:-

In the interests of highway safety and in accordance with adopted cycle parking standards.

10. No dwelling hereby permitted shall be occupied until the applicant has submitted to, and has approved in writing, a welcome pack that promotes sustainable travel for future residents with the Local Planning Authority.

For the following reason:-

In the interests of highway safety and in accordance with policy BE1 of the City of Worcester.

Local Plan 2004.

11. Finished floor levels shall be set no lower than 19.12m AOD (600mm above JBA's modelled Laugherne Brook bridge blockage scenario level of 18.52m AOD) unless
otherwise agreed in writing by the LPA.

For the following reason:-

To protect the proposed dwellings from flood risk for the lifetime of the development and in accordance with policy BE1 of the City of Worcester Local Plan 2004 and NPPF.

12. The development hereby permitted shall not be brought into use until the access, turning area and parking facilities shown on drawing PL003 has been provided. These areas shall thereafter be retained and kept available for their respective uses at all times.

For the following reason:-

In the interests of highway safety and to ensure the safety and free flow of traffic using the adjoining highway in accordance with policy TR12 of the City of Worcester Local Plan 2004.