

Update Report 1



Planning Committee

Wed 27 Jan
2021
7.00 pm

Virtual Meeting

REDDITCH BOROUGH COUNCIL

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Planning

Wednesday, 27th January, 2021

7.00 pm

Virtual Meeting - Microsoft
Teams

Agenda

Membership:

Cllrs:

Gemma Monaco (Chair)
Salman Akbar (Vice-Chair)
Tom Baker-Price
Roger Bennett
Michael Chalk
Andrew Fry

Julian Grubb
Bill Hartnett
Anthony Lovell
Jennifer Wheeler
Peter Fleming

5. Update Reports (Pages 1 - 6)

Please see Update Report attached.

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Redditch Borough Council
Planning Committee
27th January 2021

Committee Update No.1 issued 26.01.2021

19/00977/HYB Land At Brockhill East, Weights Lane

This Update Report has been prepared to provide information received since the publication of the main Planning Committee report. It is likely a further update report will be published prior to the meeting of Planning Committee.

Members are reminded that it is possible to view the full responses received and the details associated with the application by using the Council's public access system <https://publicaccess.bromsgroveandredditch.gov.uk/online-applications/> and viewing both application 19/00976/HYB (where the main documentation is contained) and application 19/00977/HYB.

Updated Recommendation

The following section supersedes page 47 and 48 of the main agenda, it now includes the town centre contribution and the final planning obligation monitoring fee.

RECOMMENDATION:

(a) MINDED to APPROVE HYBRID PLANNING PERMISSION

(b) That **DELEGATED POWERS** be granted to the Head of Planning and Regeneration to determine the outline planning application following the receipt of a suitable and satisfactory legal mechanism in relation to the following:

i) Highways

- **Bromsgrove & Redditch IDP** £780,000 (Redditch) and £469,429.03 (Bromsgrove)
- **TRO Application** The processing cost for a TRO for Weights Lane, in seeking to change the speed limit from 40mph to 30mph.
- **Community Transport.** Contribution £40,000 over 5 years
- **Bus Service Strategy** Contribution £324,000
- **Bus Service Infrastructure** Based on 3 pairs of stops with associated shelters only in the inbound direction. Contribution £40,000.

ii) Education Infrastructure

Transfer of a strip of land adjacent the new first school site to support the expansion of the school.

First school contribution calculated on a per plot basis

- £2,307 per open market 2 or 3 bed dwelling
- £3,461 per open market 4 or more bed dwelling
- £ 923 per open market 2 or more bed flat

A Middle school contribution calculated on a per plot basis

- £2,308 per open market 2 or 3 bed dwelling
- £3,462 per open market 4 or more bed dwelling
- £ 923 per open market 2 or more bed flat

iii) **Off-site Open Space** £405,000

iv) **Waste Management Contribution**

Waste and recycling bins calculated as follows:

- Dwellings within the Redditch BC authority - Refuse bins (1 x green bin / 1 x grey bin) £31.29 per dwelling
- Dwellings within the Bromsgrove DC authority - Refuse bins (1 x green bin / 1 x grey bin) £52.24 per dwelling

v) **Planning Obligation Monitoring Fee** £7,500

vi) **Redditch Town Centre (Enhancement Contribution)** £520,320

vii) **Bromsgrove and Redditch CCG** Contribution £363,370

viii) **Worcestershire Acute Hospitals Trust (WAHT)** Contribution £459,390.86

And:

- ix) The securing of a 30% provision of on-site affordable dwelling units for dwellings Redditch BC authority
- x) The securing of a 40% provision of on-site affordable dwelling units for dwellings Bromsgrove DC authority
- xi) The provision and future maintenance in perpetuity of the on-site play space, SuDs facilities and open space provision with appropriate mechanism (including commuted sum) to adopt the open space
- xii) District Centre, outlining specification (including uses) and Marketing Plan

And: (c) **That DELEGATED POWERS be granted to the Head of Planning and Regeneration to agree the final scope and detailed wording and numbering of conditions as set out in the report**

The following representations have been received.

Bordesley Matters – Highways objection received 22nd January 2020

They have identified five areas of concern, which are summarised as follows:

Development Vehicle Trip Distribution and Assignment

The requested trip distribution and assignment information and calculations have not been placed in the public domain for scrutiny by the local community, Ward Members and Members of the Planning Committee. Consequently, it appears to the local community that planning application consultation procedures can be considered to be deficient in this respect.

New Brockhill East Through Route

Bordesley Matters consider that the omission of the potential reassignment of traffic onto the new "Through Route" from the Transport Assessment is of serious concern and as such the review

undertaken by WCC cannot be considered to be robust. The impact on the highway network as a result of the introduction of a new “Through Route” link should be considered within the supporting evidence and should be undertaken as a matter of urgency. The planning application supporting evidence is considered to be deficient in this respect.

A441 Birmingham Road / B4101 Dagnell End Road Junction

The Applicant has not shown that the significant impact arising from the proposed development at the A441 Birmingham Road / B4101 Dagnell End Road junction, in terms of capacity and congestion, can be cost effectively mitigated to an acceptable degree as required by National Planning Policy Framework (NPPF) paragraph 108(c).

Staging of Highway Improvement Schemes

Bordesley Matters strongly object to WCC's condition that *“no more than 128 dwellings hereby approved shall be bought into use until the highway improvement to the Dagnell End Road/A441 Birmingham Road junction as shown is open to traffic”*.

The reasoning behind the condition is that there is a need to build in space between the Weights Lane improvements finishing and the Dagnell End Road works starting. We do not accept this reasoning and see no reason why the junction improvements cannot be built before the occupation of the first house or even at the same time as the Weights Lane improvements.

Allowing a junction, which is already operating over capacity with lengthy queues and delays during the peak hours, to worsen due to a housing development. Why should the residents of Bordesley suffer more queues and delays along the A441 Birmingham Road until the first house of the second phase of the development is brought into use, which is likely to be in 2030.

It is contended that this is unacceptable and a condition to the planning application should be changed to a “Grampian” type condition, whereby no dwelling should be occupied until the highway improvements to the Dagnell End/A441 Birmingham Road junction is open to traffic.

Concern is also raised that Wychavon District Council have previously served an injunction on the Applicant to cease work on their Yew Tree house development in Droitwich as highways works has not been undertaken.

Misleading Statements

Firstly, at page 8 of WCC's letter to RBC and BDC dated 5th January 2021 states that “the scale of the impact being relatively small and typical of the daily variation movements the Highway Authority believes this balanced view and a way forward is acceptable”.

The scale of impact on traffic flow is not small, it amounts to an increase of 10% in traffic, which if the impact of the development is assessed correctly could be significantly more, we see this as significant. Furthermore the typical daily variation in traffic flow is generally accepted as 5%, in the case of the A441 this figure is a lot less (as determined from count data) and therefore the scale of impact cannot be deemed as relatively small, it is far in excess of the typical variation of daily traffic flow.

Secondly, at Page 12 of WCC's letter to RBC and BDC dated 5th January 2021, under the condition for the Dagnell End Road/A441 Improvement scheme it states that “The junction is to include Microprocessor Optimised Vehicle Actuation (MOVA) signal control.” This statement is incorrect as the existing junction already operates under the MOVA system. As a result, the statement gives the local community little confidence in the Highway Authority's understanding of the current operation of the Dagnell End Road/A441 junction.

These misleading statements show that the Highway Authority do not understand the local highways conditions.

As more information becomes available Bordesley Matters reserve the right to submit representations in support of the case that Planning Application 19/00977/HYB should be refused.

Councillor Monaco – Comments received 24th January 2020

Whilst the Councillor recognises the need for housing within Redditch and the allocation within the Borough of Redditch Local Plan No.4 and Bromsgrove District Plan. The Councillor does raise the following concerns:

Access to the site

Construction traffic routing within Brockhill Estate will cause severe noise and disruption to the residents living along this route.

Implementation of the Weights Lane work and that this access will not be available for construction traffic. This is not acceptable when there are ways to implement the commencement of the access point off Weights Lane at the same time as the start of the Phase 3 development.

S278 improvements

The S278 works to the Dagnell End Lane junction incorporate a footpath to both sides of the carriageway to enable pedestrians to cross safely. I believe that this should be considered as a condition of this application.

Section 106

Historically there have been issues with the signing off and receipt of S.106 within the existing remit of Brockhill. They would like reassurance that a limited and set timeframe for the signing off and transfer of S.106 monies is considered as a condition as part of this application to avoid any future issues or delays occurring.

Speeding

Parts of Brockhill have been issues with speeding vehicles. A condition should be incorporated to ensure give way chicanes are installed to slow down vehicles entering and exiting Brockhill East on the main access routes into the development from both the West (existing Brockhill end) and East (Weights farm end).

Construction Operating hours

For the comfort and benefit of all existing residents on Phases 1 and 2 of Brockhill East, it would be prudent to have defined set times for the arrival and dispersal of all heavy good vehicles and Construction traffic. All heavy good vehicle movements should be kept to minimal hours to avoid any congestion on the roads and to alleviate any transfer of noise.

District Centre

There is a great need for the district centre to be built within Brockhill. The district centre should be built alongside the development of Phase 3 for the benefit of all Brockhill East Residents, and residents in neighbouring parts of Brockhill and Batchley.

As a whole, it is disappointing that a development of this size is occurring within Brockhill, however as this site is not defined as sitting within Greenbelt and forms part of the RLP4 and BDP. It is essential that utmost due care and attention is considered at each full application stage. Issues

affecting the local infrastructure network should be considered alongside conditions proposed to be implemented for the benefit of all parties.

2 additional representations have been received objecting to the scheme.

The following new matters or issues have been raised that were not contained in the published report.

- The proposal should include the adoption of the new school as part of the Eco-Schools scheme and obligation made to approach the England Woodland Grant Scheme for funds as part of the proposal.
 - Sustainability matters and renewable energy are not sufficiently covered in the committee report.
 - Condition 21 Lighting strategy should be a prior to commencement condition.
 - Condition 32 Noise should be a prior to commencement condition.
 - CPRE raises the requirement for additional sporting fields and this should be considered as part of the overall landscaping/design and visual impact statements.
 - What account on safety (inclement weather/disruption to services) has been made regarding the existing steep gradients?
-

Alvechurch Parish Council

In relation to the representations made by Alvechurch Parish Council, these further comments are made in response.

The Dagnell End Road / A441 Birmingham Road Junction works outlined in section 13 of the Committee outline the detailed measures that are proposed on this junction. It is recognised that these works will address some of the issues raised by Alvechurch Parish Council.

In response to the comments raised by Alvechurch Parish Council and a large of objectors regarding construction traffic and in relation to how it has previously been managed and how it will be managed going forward. It is considered that proposed Condition 39 will control this element and once agreed would give local people confidence that this matter will be managed more efficiently in the future.

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