

Update Report 2



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
Jennifer Wheeler

5. Update Reports (Pages 1 - 6)

Please see second Update Report attached.

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Redditch Borough Council
Planning Committee
27th January 2021

Committee Update No.2 issued 27.01.2021

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.

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 Planning Conditions

The following amended conditions supersede the wording of the conditions in the main agenda.

Timeframes and Compliance

1. With the exception of Phase 3 (approved in full as part of this permission - 128 dwellings accessed off Weights Lane, new public open space, drainage system, engineering operations associated works) a detailed phasing plan for the development shall be submitted to and approved in writing by the local planning authority prior to the submission of the first reserved matters application. The phasing plan shall specify the proposed timing for delivery of the housing and other build elements of the development. The development shall be carried out in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority. Any subsequent amendment to the phasing of the development shall be submitted in the form of a revised phasing plan to the Local Planning Authority for approval in writing and the development shall be carried out in accordance with the approved revised details.

Reason: In order to secure a satisfactory delivery of development.

Approved Plans

4. The development hereby permitted shall be carried out in accordance with the following approved plans and particulars:

Hybrid Scheme:

- P-01Rev A – Location Plan
- 8506-L-02 RevJ Framework Plan
- DAS RevB

Full Element:

- P-04 Rev D – Affordable Housing Plan
- P-05 Rev D – Tenure Plan
- P-06 Rev E – Storey Heights Plan
- P-08 Rev A – Gas Main Plan
- P-03 Rev B - External Materials
- P-02 Rev V- Scheme Layout
- Sub-station (SS-01)
- Pumping station (PS-01 RevA)
- Gas governor (GG-01 RevA)
- P-H-19 Gisburn
- P-H-01 Corfe
- P-H-02 Himbleton
- P-H-03 Leicester
- P-H-04 Clayton
- P-H-05 Hatfield
- P-H-06 Hanbury
- P-H-07 Alnwick
- P-H-14 Clayton Corner
- P-H-17 Dalby
- P-H-18 Lumley
- P-H-08 HQI 65
- P-H-09 HQI 79
- P-H-10 HQI 84
- P-H-11 HQI 73
- P-H-12 HQI 60
- P-H-13 HQI 50
- P-H-15 HQI 114
- P-H-16 HQI 83

Technical Drawings:

- FRA – 19039 Drainage Strategy – Sheet 1A & Sheet 2A
- 2809-12-P4 Dagnell End Road –GA
- 2809-TR-03-06 Highway Improvements Access

Reason: To define the permission and in order to secure the satisfactory delivery of the development.

Foul and surface water sewerage

15. No dwelling on any development phase shall be occupied until a drainage system to allow for the disposal of foul and surface water sewerage has been completed in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that a suitable drainage system is place.

Housing Mix

28. Plans and particulars of the Reserved Matters referred to in Condition 2 shall include a plan identifying the number and location of the market housing units to be provided within each relevant phase. The plan shall confirm the size (bedroom numbers) and type of market housing. The development shall be carried out in accordance with the approved details.

Reason: To ensure the creation of a mixed and vibrant community.

County Highways Response to Bordesley Matters objection received 22nd January 2021

1. Development Vehicle Trip Distribution and Assignment

The request for clarity on trip distribution / assignment information on 8 August 2019 was related to information previously discussed and agreed during pre-application scoping discussions between the applicant's team and a different highway authority officer. The request was to ensure that the new highways officer taking over the work could check that results and verify them. The results were checked and accepted and these matched trip distribution results summarised in the TA.

2. Brockhill Through Route

It is correct that a 'through route' will be provided through the Brockhill Phase 1, 2 and 3 sites and the connection will be made as a result of the Phase 3 proposals. The Phase 3 TA takes account of traffic associated with earlier Brockhill development phases partly rerouting to use the newly connected Weights Lane access, when travelling to locations north of the site.

Background traffic is not assumed to travel through the site. The internal Brockhill development phases include roads designed for a residential site. They include horizontal alignment that limits vehicles to a 20mph speed limit, with further build outs provided within the site. The internal route is not designed to provide a fast and direct route through the site. It will serve a buses that will need to stop at the side of the carriageway, which will temporarily pause vehicles travelling thorough the site, and at times, vehicles turning into driveways or deliveries parking on street, will again will slow traffic. The Weights Lane bridge will be signal controlled and therefore will provide a further delay to the journey times through the site. The internal link will not be signed as a through route.

The route via Windsor Road and the A441 is almost the same distance in length, but includes significantly faster roads, signed routes (and via Sat Nav) and routes that have been established for many years. The junctions positioned along these routes are also identified for improvement within the IDP, and so any congestion they may experience at peak times at present, will eventually be remedied.

3. A441 Birmingham Road / B4101 Dagnell End Road Junction

The Dagnell End Road Junction LinSig model has been subject to lengthy discussions with the highway authority to ensure it is validated and calibrated. The applicant has undertaken robust measures to ensure that all elements of the junction model are validated as closely as possible against the current operation, this includes replicating junction geometry, signal timings, saturation flows and traffic flows observed on-site.

The applicant's modelling includes the Foxlydiate and Webheath committed developments within the 2030 future year scenario. Committed development traffic has been included in all junction models.

The 'through route' traffic referenced in the earlier point would not have any bearing on the operation of the Dagnell End Road junction. It is not assumed to occur and the traffic would be unchanged on the A441 Birmingham Road by the time it reached this junction.

It has been shown that the Dagnell End Road junction 'can be cost effectively mitigated to an acceptable degree as required by National Planning Policy Framework (NPPF) paragraph 108(c)'. The development is required to off-set its traffic impact on this junction, but is not required to address existing capacity issues. That said, the applicant has purchased additional land adjacent to the junction and has tested a number of improvement schemes. The highway authority is confident that the scheme identified offers the greatest amount of capacity possible in this location, whilst also providing pedestrian crossing enhancements. No detriment capacity is achieved.

4. Staging of Highway Improvement Schemes

The requirement to separate the Weights Lane and Dagnell End Road schemes is a requirement of the highway authorities road space management team. They require a sufficient space between one set of roadworks finishing and another starting, especially when in close proximity to each other. The improvement scheme will also need to be subject to further Road Safety Audit stages and full technical approval. It will take some time for the applicant to undertake this work and achieve sign off from the highway authority.

The condition allows for 13% of the full development (128 dwellings) site to be occupied in advance of the Dagnell End Road improvement scheme being provided and only a proportion of this traffic will route through the junction. It is unclear where the 8 year timescales have come from, but it is believed that the applicant will look to implement the scheme, and then build the remainder of the site, much faster than this timescale (anticipated start in 2022).

The A441 Birmingham Road is a principle route providing access to the M42 and Birmingham from Redditch and beyond. The Dagnell End Road junction will always remain busy at peak times, but this development will offset its impact and provide pedestrian crossing enhancements, something which the local community has been requesting. The requirement for the junction scheme does form a 'Grampian Condition,' but with a trigger of 128 dwellings, after which the applicant will not be able to build any further housing until the improvement scheme is in place. The remaining 87% of the development will be built with the Dagnell End Road junction scheme being in place.

5. Misleading Statements

It is not the highway authorities intention to mislead and we can only apologise if a statement made is not clear. The comment that states that 'the scale of the impact being relatively small' does not relate to the full development proposals. It is accepted that the full proposals do have a sizable impact on the Dagnell End Road junction, and that is why mitigation measures have been requested. The phrase relates to the traffic generated by 128 dwellings, prior to the mitigation scheme being provided i.e. the mitigation trigger point. This is equivalent to less than 2% of the background traffic flows through the junction.

The highway authority is fully aware that 'Microprocessor Optimised Vehicle Actuation (MOVA) signal control' is already provided at the Dagnell End Road junction, but its reference in the planning condition is simply to ensure that MOVA remains at the junction following its improvement.

Following the publication of Committee Update No.1 issued 26.01.2021 1 additional representation has been received objecting to the scheme.

- No new matters or issues raised above those contained in the published report.

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