

**Redditch Borough Council
Planning Committee**

**Committee Updates
12th October 2016**

2016/118/OUT Land On Green Lane, Green Lane

Additional objections

47 Further detailed additional comments (total of 73)) received in regard to the scheme and associated highways issues and proposed highways alterations/realignments with respect to the augmented S278 plans over those plans shown in the Transport Assessment.

Highway objections;

Object in principal to the proposed T Junction at the bottom of Nine Days Lane.

Why does a new estate with fewer houses get priority over an estate that has been in existence for 40 years.

Concerned regarding gradient of the road and sharpness of the bend. Has anyone taken into account the accident statistics that have been reported not even mentioning the accidents that that are not reportable?

Concerned that combination of bend, camber and gradient will means people cannot stop at bottom of hill especially in poor conditions.

Lives are more important than houses and people matter more than unnecessary development on green wildlife filled land.

This significant road incline is further complicated by the land fall on its left hand side; thus not only does water naturally drain down towards this proposed new Nine Days Lane junction but additional waters come from this right hand side land mass during to its own inclination. This is even worst in winter as the road is north facing and does not have sufficient sun light to counter snow & frost on the tarmac surface. Nine Days Lane is not on the 'gritting route' hence this snow & frost can remain all day & night. The risk of skidding, not being able to stop for those descending from the existing estate is thus that much greater.

Impact of the number of cars at rush hour on this junction.

A number of serious incidents in the past and one reported recently. In bad weather cars have been seen to be unable to stop and hit the kerb opposite. Consider leaving the new development as the turn off instead.

Pedestrian safety trying to cross the road in icy and inclement weather

Road access must be arranged so that existing casual parking ,which is usually (Monday to Friday) along most of the road from the dual carriageway to the dog leg,is curtailed or lessened.

Affected by noise and disturbance in peaceful estate.

Other objections;

Views interrupted by 3 storey office blocks

People have to live somewhere. Not objecting to scheme in principle.

Nearly 2000 patients from Studley Health Centre have just had to re register at other local surgeries around Redditch/ Studley so putting more pressure on them. So local amenities are closing but we are planning more houses, more people, more children and cars

Land should be for improvement for the Alexandra Hospital that is only Hospital in the area, together with a bigger car park, perhaps with free parking up to 1 hour

Concern regarding developer's consultation process. No notifications whilst requesting information nothing forthcoming massive pile of 'undeliverable letters. When only 79 questionnaires returned

Other Matters

Members will note that further detailed comments received by email on 11.10.16 from a direct contributor to the planning application. These comments separately relate to the specific handling/administration of the planning application. As these matters do not relate to any additional material considerations of the merits of application they have not been included in detail in this update but they will be subject to a separate detailed response by the Local Planning Authority to the author.

Highways Issues – Additional Commentary

As noted above there has been a considerable response in respect to the highway concerns over the development. These comments are not just concerned with the impact of the new access but the proposed changes to the priority of Nine Days Lane and the implications on Woodrow Drive and the road network further afield.

Members will note the access arrangements are made in association with the proposed highway priority alterations in the highway (outside the application site) which are sought through a separate S278 Highways agreement. These agreements also relate to new footpath changes/areas off Green Lane. Further to this progression of the Traffic Regulation Order (TRO 'yellow lines') for a parking scheme on Nine Days lane.

It is understood that this arrangement has been subject to detailed consideration by our Highways engineers and further commentary following the augmented details of the S278 and associated concerns appear below.

"Raised concerns that the change of priority will lead to a rise in incidents this position could only be supported where there was a significant level of local incidents at priority junctions which suggested a trend. Having reviewed the accident records there are no incidents in the locality within the last 5 years - 3 years is the normal assessment window. Therefore there is no local evidence to suggest that the junction rule on this matter but flows should not be disproportionate. Given the scale of the proposal it is concluded that there is not a significant variation in expected vehicle trips and given the proposed commercial which will also generate new vehicle trips that the junction flows will be well balanced and therefore the arrangement is suitable. The arrangement has the added advantage of helping to reduce speed as motorists give way which will contribute to a lower speed environment which is suitable for a residential area.

Highways are also aware of the gradient of the road is raised as a serious concern as motorists would be unable to stop at the junction in winter conditions. The gradient cannot be altered and whilst you may have to stop at the give way in the future this will see approach speeds reduced giving greater reaction time. Given the existing alignment would allow for speeds to be greater it is suggested that the risk of a loss of control is reduced with the proposed layout.

There is no evidence to suggest that this application will adversely impact on highway safety and the level of vehicle flow is such that the usage is not unbalanced. The National Planning Policy Framework, paragraph 32, makes it clear that development should only be refused where the residual cumulative impacts are severe, and it is not considered that is this the case for this application."

Further to this progression of the Traffic Regulation Order (TRO 'yellow lines') for a parking scheme on Nine Days lane.

Proposed/Amended Conditions

Given details provided in supporting information

4) Measures to enhance biodiversity across the site shall be carried out in accordance with the Biodiversity Outline Plan and or amendments shall be altered without the prior approval in writing by the Local Planning Authority

Reason: In the interests of sustainability and biodiversity and in accordance with Policies CS2, B(NE)1a and B(NE)3 of the Borough of Redditch Local Plan No.3.

6) The development hereby approved shall be carried out in accordance with the details of landscape management plan (this includes the long term design objectives, management responsibilities and maintenance schedules for all landscape areas (other than small, privately owned domestic gardens) and Nature Conservation proposals) and shall this not be altered/amended without the written approval of the Local planning Authority.

Reason:- To ensure a secure the effective and ongoing maintenance and management of landscape areas in the interests of visual amenity and community safety and in accordance with Policy CS.8 of the Borough of Redditch Local Plan No.3.

10) Details agreed in marketing report and no longer required as a condition so and are now inserted as informative instead

15) & 16) Proposed Deletion picked up in conditions 11 and 14 and internal parking layout now complies with updated County Standards.

19) Amended Wording to ensure clarity - Prior to the commencement of the development of site details of the footpath link running between plots 50 and 51 (to the school) shown on site layout plan shall be provide in writing for approval by the Local Planning Authority. This link shall be implemented in accordance with the details provided and retained as such in perpetuity.

Reason: To secure a sustainable pedestrian connection from the site and to improve permeability. In accordance with saved policy B(BE) 13 of the Redditch local Plan

23) Approved plans Conditions (insert plans numbers etc)

Reason: To accurately define the permission for the avoidance of doubt and to ensure that the development is satisfactory in appearance and in order to safeguard the visual amenities of the area in accordance with Policy B (BE) 13 of the Borough of Redditch Local Plan No 3.

Informatives

Additional Informative – Marketing (condition 10)

The marketing strategy for the B1 development land shall be implemented in accordance with the details as provided in Harris Lamb Report dated July 2015 with appropriate marketing evidence provided to support future results.

2016/133/FUL Vauns Oaks, 13 Icknield Street

No Updates

2016/225/FUL Astwood Business Park, Astwood Lane

Consultee Responses

Worcestershire County Council Highways
Comments summarised as follows:

Recommends that the permission be **Refused** for the following reasons:-

The proposed use and expected vehicle movement pattern is considered to represent an intensive car based development with little opportunity to access the site sustainably.

The proposal would be located in an unsustainable rural location where other more sustainable methods of transport are deficient, leading to dependence on car based trips.

The application should therefore be refused on the basis that it does not address the key issues relating to Sustainable Development and that adequate infrastructure and services have not been provided to increase travel choice. This is contrary to policies DC1 DC5 and DC7 of LTP3

2016/253/FUL 52 Cheswick Close, Redditch

Further to discussions with the Agent, an amended plan 3048_001 B was received which identifies proposed boundary fencing, 1.2m timber palisade fence to the front of the property, and 1.8m timber close boarded fence to the remaining boundaries. The amended plans also includes a revision to the parking spaces for the proposed new dwelling and a tracking plan for the proposed parking arrangements. The proposed boundary fencing and revised parking is supported by officers. These amended plans result in changes to the proposed conditions as detailed below:

Condition 2 - Changes with regard to the drawing number and materials for the boundary treatment. Please see the amended wording for Condition 2:

The development hereby approved shall be implemented in accordance with the following plans:

Drawing Number: 3048_001 B

Materials to match those of Number 52 Cheswick Close. Boundary fencing to be of timber and in accordance with the approved plan.

Reason: To accurately define the permission for the avoidance of doubt and to ensure that the development is satisfactory in appearance in order to safeguard the visual amenities of the area in accordance with Policy B(BE).13 of the Borough of Redditch Local Plan No.3

Condition 3 - Removal of this condition, as the boundary treatment has been included on the revised plans and materials are now detailed in Condition 2.

Condition 4 and 5 - Amended numbering of these conditions, due to the removal of Condition 3. These conditions will now be Condition 3 and 4 respectively.