

**Redditch Borough Council
Planning Committee
19th February 2020**

Committee Update No.1 issued 18.02.2020

2016/077/OUT Land To The West Of Foxlydiate Lane And Pumphouse Lane, Bromsgrove Highway
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This Update Report has been prepared to address 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 details associated with the application by using the Council's public access system <https://publicaccess.bromsgroveandredditch.gov.uk/online-applications/> and viewing both application 16/0263 (where the main documentation is contained) and application 2016/077/OUT

UPDATED PLANNING CONDITIONS

The following page supersedes page 86 of the main agenda

- **Spine Road – details and completion**
- **Access Arrangements for Construction Traffic Access**
Once the dedicated construction access onto Birchfield Road and construction of the haul road linking the Foxlydiate Lane access to the Birchfield Road construction access are provided, use of the Foxlydiate Lane access by construction traffic will permanently cease and construction traffic for the development will then use the dedicated construction access off Birchfield Road and that access only.

REASON: To limit the disturbance of construction traffic on the amenity of residents in the locality.

- **Details of Construction Access onto Foxlydiate Lane**
Before development commences, engineering details of a dedicated construction access onto Foxlydiate Lane shall be submitted and approved in writing by the Local Planning Authority, and constructed in accordance with the approved details.

REASON: To ensure the safe and free flow of traffic onto the Highway.

- **Details of Dedicated Construction Access onto Birchfield Road**
Prior to the construction of any dwellings hereby permitted, engineering details of a dedicated construction access onto Birchfield Road shall be submitted and approved in writing by the Local Planning Authority, and constructed in accordance with the approved details.

REASON: To ensure the safe and free flow of traffic onto the Highway.

- **Cur Lane Access**
Prior to the occupation of the 400th dwelling - details and construction
- **Completion of Access to Birchfield Road for future occupiers and Hewell Lane Improvement Works**
Prior to the occupation of the 600th dwelling – details and construction.
- **Completion of Access to Foxlydiat Lane for future occupiers**
Prior to the occupation of any dwellings - details and construction

The following representations have been received;

Bentley Pauncefoot PC Tech Note 01.A Summary

Road Safety:

Road Safety Audits and Design Compliance Reports should be submitted.
Swept Path Analysis a full suite of Swept Path Analysis should be undertaken to ensure all design are compliant, serviceable and safe.

Forward Visibility:

The applicants intention concerning vegetation clearance should be confirmed

Vertical Alignment and Visibility:

The designs should be updated to ensure they accord with the Council's design standards

Footway/Cycleway Widths:

The designs should be updated to ensure they accord with the Council's design standards

Traffic Distribution and Impacts on Cur Lane:

distribution and the impacts on Cur Lane should be reviewed

Modelling:

No evidence has been submitted to demonstrate that this number of dwellings (1,280) can be accommodated without further detriment to the operation of the 4 off site junctions the modelling should be updated to reflect the intended completion date of the development and the Council should re-review the threshold for delivering mitigation in light of the revised modelling to ensure that the development will not have a 'severe' impact on the local highway network to ensure compliance with National Planning Policy Framework Para. 109

Phasing:

A more detailed phasing plan should be provided and modelled, with assurances that key local services and facilities are constructed in tandem with the proposed dwellings to ensure the proposed local centre is actively used by residents at the earliest opportunity to reduce unnecessary trips onto the external highway network.

Bentley Pauncefoot PC Tech Note 02.A Summary

- The access appraisal has failed to acknowledge the potential of the Option 1 construction access and it is requested that further consideration is given, based on the contents of the Technical Note.

- The access appraisal has sought to justify the use of Option 4 but has not provided sufficient evidence to ensure it is deliverable, safe and a suitable means of access.
- The access appraisal has sought to quantify the number of trips associated with the use of the Foxlydiate Lane construction access, but it is considered that these are unlikely to be realistic given the lack of any input from a potential developer.
- If access from Foxlydiate Lane is progressed, then the wording of the proposed condition needs to be amended to ensure no dwellings are constructed prior to the opening of the Birchfield Road access.
- The wording of the condition for the Construction Environmental Management Plan needs to be updated to include reference to agreed and prescriptive construction access routes to avoid any unnecessary construction activity on the local highway network.

WCC Highway Authority response to e-mail of 07 February 2020 from BPPC re Safety Concerns set out on on page 44 of the main agenda

1. Road safety audits are not mandatory for the Local Highway Network, however WCC requires them as good practice at the Section 278 design review stage. For planning applications a road safety auditor is consulted and safety comments are provided. It can occasionally be beneficial for a safety audit at the planning application stage depending on the nature of the proposal but the absence of one does not result in the submission being unacceptable. In the case of the primary access arrangements at Birchfield Road/Hewell Road junctions the applicant has provided a stage 1 safety audit in April 2016 and updated in May 2019, these have been provided to the Highway Authority to support the submission. The detailed designs would be subject to 3 further safety audits as part of the implementation process. Not only has this process taken place but the proposals have been reviewed by a multidisciplinary team who have expertise in road design and sustainable travel infrastructure, therefore the committee can have confidence that expert opinion has been sought in the review process.
2. The triggers for the implementation of the highway works are a negotiated position based on a technical appraisal provided by PJA, the applicants transport consultant. The submitted transport evidence submitted has been audited by WCC and their term service consultant, additionally it has been reviewed by Mott MacDonald on behalf of Bromsgrove District Council. The evidence before the Highway Authority shows that there would not be a severe impact, no evidence has been presented to challenge this conclusion.
3. The main spine road connecting Birchfield Road and Cur Lane (roundabout) is a relatively straight road. There are no junctions to negotiate or tight bends, it is self-evidence that larger vehicles such as buses, delivery vehicles and refuse vehicles can negotiate this layout. The fact that a tracking detail has not been provided between the junctions does not prevent officers from observing the suitability of the proposed street based on experience of the requirements of larger vehicles. Tracking details of the Birchfield Road junction can be found in TA volume 1 appendix 1F so can be viewed by Parish Council if they wish.

Officer comments in response to Bentley Pauncefoot Representations

The technical submissions made to BDC/RBC for the hybrid applications have been scrutinised by highways officers at Worcestershire County Council and by independent transport consultants (Mott Macdonald) acting on behalf of Bromsgrove District Council. There are no outstanding technical objections and neither WCC Highways or Mott Macdonald deem there to be a severe impact on the local highway network.

Further design development would be undertaken prior to construction, the details of which would be submitted to and approved by the planning authority and the highway authority in accordance with the proposed planning conditions.

The proposed development has been subject to detailed discussion and review by the relevant statutory consultees and there remains no outstanding technical or highway matters.

Further work is required in terms of the other conditions including the Construction Environmental Management Plan. Delegated authority to the Head of Planning and regeneration is sought to produce the final list and wording of conditions as per part 'c' of the officer recommendation.