

**PLANNING
COMMITTEE**

18th July 2012

PLANNING APPLICATION 2012/120/OUT

MIXED USE DEVELOPMENT OF UP TO 200 DWELLINGS, 5000M² OF B1 OFFICE FLOORSPACE WITH ASSOCIATED OPEN SPACE AND ACCESS ARRANGEMENTS

LAND AT WEIGHTS LANE, REDDITCH

**APPLICANT: GALLAGHER ESTATES LTD
EXPIRY DATE: 2 AUGUST 2012**

WARD: ABBEY

(See additional papers for Site Plan)

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Site Description

The site is bounded by the railway line to the west, the A441 Alvechurch Highway to the east and Weights Lane to the north. Weights Lane is the district boundary; beyond is land controlled by Bromsgrove District Council.

The site is a green field, currently used for agricultural grazing purposes. There is a pair of semi detached cottages of painted brick and clay tile to the Weights Lane frontage near the railway line, and these are excluded from the application site. The field is largely grassed and contains two solitary mature trees which are protected by a TPO (Tree Preservation Order).

North of Weights Lane the fields slope down towards the River Arrow and then the valley rises to the north on the other side of the river.

To the west of the railway line is more agricultural land, with the site being opposite the Abbey Stadium across the A441. The Abbey Stadium site is quite open, with a grass bund mound separating it from the road. To the south of the site are residential properties on Birmingham Road. Some front directly onto the Alvechurch Highway, however, most are accessed from Birmingham Road.

Proposal Description

This is an outline application seeking to establish the principle of residential and office development on this site along with detailed access arrangements. All other matters of detail are reserved for future consideration. Therefore matters of layout, appearance, scale and landscaping are not for consideration here but reserved for a future application.

PLANNING COMMITTEE

18th July 2012

The access arrangements show a roundabout inserted into the A441 at the point where it meets Weights Lane, with four arms off it; the A441 north and south, Weights Lane and an access into the proposed development. However, the plans also show where the Weights Lane arm could lead in a north west direction along the River Arrow corridor, to demonstrate the potential for a future Bordesley bypass route.

The application is supported by a design and access statement including a climate change statement & a secured by design statement, a statement of community involvement, a sustainability report, an ecological appraisal, a landscape and visual impact assessment, a noise and vibration assessment, an air quality technical note, a flood risk assessment with drainage strategy, a drainage & flood report, a sewerage report, an Arboricultural survey, a geo-environmental assessment, a transport assessment, a travel plan and an archaeological desk based assessment. There are also landscape and highways masterplans included for illustrative purposes.

The application proposes that open space provision associated with the proposed residential development would be provided on land to the north of Weights Lane and that an overprovision would occur in order that some of the land could then be used in the future for the provision of the Bordesley Bypass (if required) without reducing the provision below the required levels.

Additional information and amended plans have been received during the course of the application in order to address comments made by consultees, as detailed below

Relevant Key Policies

All planning applications must be considered in terms of the planning policy framework and all other relevant material considerations (as set out in the legislative framework). The planning policies noted below can be found on the following websites:

www.communities.gov.uk

www.wmra.gov.uk

www.worcestershire.gov.uk

www.redditchbc.gov.uk

National Planning Policy

NPPF – National Planning Policy Framework.

Regional Spatial Strategy

Whilst the RSS still exists and forms part of the Development Plan for Redditch, it does not contain any policies that are directly related or relevant to this application proposal. Therefore, in light of recent indications at national level that such policy is likely to be abolished in the near future, it is not considered necessary to provide any detail at this point in relation to the RSS.

**PLANNING
COMMITTEE**

18th July 2012

Further, the only element likely to have been of relevance related to the housing targets for the different authorities in the West Midlands. Whilst this was reviewed in the compilation of the replacement document, and published, it was never adopted and as such remains as only one of many material considerations in determining planning applications.

Worcestershire County Structure Plan

SD2	Care for the environment
SD4	Minimising the need to travel
D6	Affordable housing needs
T1	Location of development
T3	Managing car use
T4	Car parking
T10	Cycling and walking
RST4	Recreational walking routes
RST5	Recreational cycling routes
IMP1	Implementation of development

Borough of Redditch Local Plan No.3

CS2	Care for the environment
CS5	Achieving balanced communities
CS6	Implementation of development
CS7	Sustainable location of development
CS8	Landscape character
S1	Designing our crime
B(HSG)5	Affordable housing
B(BE)13	Qualities of good design
B(BE)19	Green architecture
B(BE)28	Waste management
B(BE)29	Construction waste
B(NE)1	Overarching policy of intent
B(NE)1a	Trees, woodland and hedgerows
B(NE)3	Wildlife corridors
B(NE)10a	Sites of national wildlife importance
B(NE)10b	Sites of regional or local wildlife importance
B(RA)2	Housing in the open countryside outside the green belt
B(RA)3	Areas of development restraint
L2	Education provision
E(EMP)6	North west Redditch master plan – employment
C(T)2	Road hierarchy
C(T)11	Road schemes
C(T)12	Parking standards
R1	Primarily open space
R3	Provision of informal unrestricted open space
R4	Provision and location of children's play areas
R5	Playing pitch provision

PLANNING COMMITTEE

18th July 2012

Local Plan Designations

The entire site lies within a larger parcel of land designated as ADR (area of development restraint) and containing all of a road reserve element identified within the ADR.

The relevant policies seek to protect the land from development that would prevent the future implementation of a Bordesley bypass (and support such development) and ADR land for development beyond April 2011 where it has been subject to a review in a Development Plan Document, with no specific use or uses identified.

Supplementary Planning Guidance / Supplementary Planning Documents

Encouraging good design
Open Space
Education
Designing for community safety
Affordable housing

Other relevant corporate plans and strategies

Worcestershire Community Strategy (WCS)
Worcestershire Local Area Agreement (WLAA)
Worcestershire Local Transport Plan (WLTP)
Redditch Sustainable Community Strategy (SCS)
Town Centre Strategy (TCS)

Emerging policies

The Core Strategy is the document that will eventually replace the local plan, and is currently working through the process towards adoption. It has been published and consulted upon, and therefore counts as emerging policy to which some weight can be given in the decision making process. The current version is the 'revised preferred draft core strategy' (January 2011).

The draft Core Strategy contains objectives for the overall approach to development in the Borough up until 2026, as well as strategic policies. A further version will be published in the future prior to its examination and adoption for use, for which the evidence base is currently being compiled and published.

The draft Core Strategy contains objectives for the overall approach to development in the Borough up until 2026, as well as strategic policies. The policies that could be considered of relevance to this decision are:

- 2 Natural environment
- 3 Flood risk & water management
- 4 Sustainable travel and accessibility
- 7 Development strategy

**PLANNING
COMMITTEE**

18th July 2012

- 8 Housing provision
- 9 Effective and efficient use of land
- 10 Affordable housing
- 12 Location of new employment
- 13 Development within employment areas
- 21 Historic environment
- 23 High quality and safe design
- 29 Brockhill East strategic site

Policy 29 includes a list of criteria which development on this site and others near it should meet in order for proposals to be considered favourably. It identifies an area east and north of Brockhill where further residential (and other) development to meet the needs of the Borough could reasonably and sustainably be located.

Emerging evidence supporting the emerging policies

Since the most recent public consultation on the emerging core strategy, other documents have been published within the public arena that provide the evidence on which future policies will be supported and justified. These include:

- Employment Land Review 2011 (ELR)
- Strategic Housing Land Availability Assessment (SHLAA)
- Strategic Housing Market Assessment (SHMA)

Relevant Site Planning History

Application reference	Description	Decision	Decision date
2011/270/OUT	Outline up to 220 dwellings, open space and access	Refused	21 December 2011

This application was refused for the following reasons (in summary):

1. Principle of developing residential properties on ADR unacceptable when considered as open countryside
2. Residential development on the site would prejudice future employment development opportunities
3. Lack of S106 agreement to make contributions/provision for education, open space, sport, recreation and affordable housing
4. No certainty that the related open space would gain consent and development would be unacceptable without it as under-provision would result
5. Inadequate drainage details provided therefore full assessment not possible

PLANNING COMMITTEE

18th July 2012

Public Consultation Responses

Responses against

Two letters of comment received raising the following points:

- Both roundabout and junction not required – should only have roundabout
- The TA should include the cumulative impact bearing in mind the other developments in the vicinity which already benefit from planning permission
- Play areas should be within the housing area
- TPO tree should be fully protected during construction
- Layout is cramped and more consideration should be given to open space, ponds and facilities associated with the river Arrow

Other response

Alvechurch Parish Council have requested that they be informed of the decision and identified various relevant material considerations which are addressed in the assessment section of the report. They have not expressed an opinion either for or against the application.

Consultee Responses

Development Plans team

Current local plan designation is ADR (Area of Development Restraint) with future uses to be identified through plan process according to need at time and protection of land to facilitate bypass provision.

A new plan is not yet adopted, however the evidence base and draft core strategy show the site as part of the wider 'Brockhill East strategic site' which is designated for a mix of uses; some of the strategic site now benefits from planning consent. The evidence base demonstrates that the application site would be appropriate for employment (B1 office) uses, and demonstrates a need for such development within the Borough. It has also been demonstrated that the residential development quota in the core strategy policy could be accommodated to the west of the railway line.

The mixed use proposed which allows for future bypass provision is therefore not objected to in principle.

Concern raised that the open space provision would not be within the residential development but adjacent to it and that its deliverability (in the adjacent district council area) is uncertain. Also that connectivity with the wider strategic site is not provided for in terms of walking/cycling links in the future.

PLANNING COMMITTEE

18th July 2012

Land Drainage Engineer

Previous refusal reason has been addressed. Further information required regarding technical matters that could be dealt with through condition if necessary; these relate to flood mitigation, as the proposal would not create flood risk to residential or commercial properties (existing or proposed), but does raise concerns that the A441 would flood more/worse than currently. Support proposed water treatment methods.

Landscape & Countryside Officer

No objection to principles set out in landscape assessment but would seek further information at reserved matters stage through the imposition of conditions now.

Leisure

Various matters of detail raised that can be addressed through the imposition of conditions or the detail in the reserved matters application(s). These include mitigation for loss of existing boundary hedging, safe crossing on Weights Lane to access open space and the location and provision of play equipment.

Legal

Draft planning obligation under compilation in liaison with applicant's solicitors.

Arboricultural Officer

- Two mature trees on site are subject to a TPO and are shown to be retained. Retention welcomed.
- Notes that landscaping is a reserved matter to be dealt with in the future.
- The indicative location of some of the proposed development is too close to some of the remaining trees and hedgerows that exist on site and it should be possible to ensure their long term retention and their protection during construction
- Arboricultural report shows insufficient detail – the remainder could be required through the imposition of conditions as principles are acceptable

Housing Strategy Team

Raised detailed matters regarding size, tenure etc that can be fed into the design process and planning obligation ahead of a reserved matters application being made.

Waste Management Team

No comments received

**PLANNING
COMMITTEE**

18th July 2012

County Highway Network Control

Further technical information and some minor amendments have been requested in order to address minor details of concern, including the puffin crossing, bus stop locations and T junction technical design. These are all matters that would be dealt with in a S278 agreement between County and the applicant, but need to be addressed in case they result in slight changes to the layout and access arrangements.

Contributions towards sustainable schemes and signage for the employment area have also been requested by the Sustainable Schemes Team, as well as a contribution towards enhancing the subway under the A441 and the pedestrian links to it from the site.

County Archaeologist

No evidence of significant deposits has been found. Therefore, no objection subject to a condition providing for any potential finds during construction.

County Education Officer

(Carried forward from previous application) Would seek reduced contributions as capacity exists at middle and high school levels, but is needed at primary level.

Bromsgrove District Council

No comments received

North Worcestershire Economic Development Unit

No comments received

WRS Environmental Health

No objection subject to conditions regarding potential for contaminated land (following phase one information), noise, construction times and informatives relating to burning and light nuisance.

West Mercia Constabulary

No objection subject to conditions regarding boundary fencing/gates for the B1 element of the site and a note that parking courtyards are not encouraged. Reserved matters details should meet Secured by Design standards.

Severn Trent Water

No objection subject to a condition regarding drainage details

Highway Agency

No objection

**PLANNING
COMMITTEE**

18th July 2012

Network Rail

Object as wish to ensure that land north of Weights Lane remains free from obstruction and available for their use during the construction of the Weights Lane – Alvechurch passing loop, and thus postpone this development beyond Summer 2014.

Environment Agency

No comments received

Worcestershire Wildlife Trust

No comments received

Warwickshire Wildlife Trust

No comments received

HSE

No comments received

Assessment of Proposal

The key issues for consideration in this case are the principle of residential and commercial development on this site, the access details and the impact of the proposal on the potential future bypass development.

Principle

LP3

The acceptable use on this site can be considered in a number of different ways. Firstly, Local Plan 3 designated the site as ADR, for which the policy suggests that the site should be considered as being in open countryside, until the plan has been reviewed and the need for the site in the future, and the use for which it would be required, can be established. The proposed development would not be considered appropriate within a countryside location, and would therefore be recommended for refusal.

Emerging Core Strategy and evidence of need

However, the evidence base in support of the emerging core strategy identifies a need for a significant quantum of development (both residential and commercial) within the Borough, in fact, possibly more than could physically fit within the Borough boundaries. Therefore, this emerging evidence should be taken into account and the development of the site be considered.

Residential

If the need for development within the Borough is given considerable weight, it should be noted that the site forms part of the wider Brockhill strategic development area, which is identified in the emerging core strategy as a site for a mix of uses, including both residential and commercial.

PLANNING COMMITTEE

18th July 2012

Commercial

The emerging evidence in the Employment Land Review (ELR) points towards this being an appropriate site for employment (commercial) uses. The site is identified in the ELR for employment uses, other than an element retained for the road reserve. There is a significant shortfall of land available for such uses within the Borough relative to the demand that has been identified for the next plan period. Therefore, to lose the site in its entirety to housing was not considered acceptable under the previous application. However, this application now proposes a mix, including 5000m² of B1 (office) space, which meets the demand identified in the ELR. This is supported by the draft core strategy designation as a strategic site for a mix of uses and is therefore now considered to be acceptable.

Road reserve

As part of the LP3 designation for future use, the site is noted as being needed in order to facilitate the implementation of the proposed Bordesley Bypass. This bypass is proposed within the current Local Transport Plan 3 and therefore is still an aspiration of the County Council, although there is no information available yet on a funding strategy and a previous planning permission has now lapsed. It would therefore be unacceptable to allow development that would prevent its future implementation. The onus therefore falls on the applicant to demonstrate that the proposed development and access would not result in the prevention of the future implementation of the bypass.

The highway engineer has confirmed that the proposed development would not prevent the future provision of the Bordesley Bypass, in fact it would facilitate it to some extent by providing an appropriate access point to it from both the existing highway network and the remainder of the strategic site. Given that this application has come ahead of any further detailed work relating to requirements for financial contributions, and in recognition of the physical infrastructure contribution that would result from this development, this is considered to be sufficient at this stage.

Gateway feature

Policies suggest that this site should be designed such that it forms an inviting and welcoming gateway feature into the town when arriving from the north on the A441. It is considered that this could be designed suitably for a variety of uses and thus does not prejudice the type of development that it would be acceptable to accommodate on this site. As this is an outline application, it is considered possible that a reserved matters residential scheme could include such a gateway feature, and therefore there is no concern in this regard.

Wider context of strategic site and the place of this development within it

This is the second site within the 'Brockhill East Strategic Site' designation that has been reported to Committee. Despite both applications coming forward ahead of the core strategy adoption, it is considered that there is

PLANNING COMMITTEE

18th July 2012

sufficient evidence in each case to support the proposals. However, they should not be considered in isolation, and any impacts that the site as a whole would have on demands for infrastructure etc should be considered and where possible addressed at this stage. However, due to the timing of the application, the full requirements have not yet been identified.

In this case, it is considered that the implementation of the roundabout, (and thus the facilitation of the beginning of the Bordesley Bypass), and the improvement of Weights Lane by widening, re-aligning and resurfacing along most of its length east of the railway line, would be significant infrastructure elements required to be provided in order to facilitate the development of the whole strategic site. Therefore, whilst other necessary improvements are not yet identified in detail, this is considered to be a significant contribution and thus no further infrastructure requirements are considered to be necessary in this case.

Landscaping and trees

These matters will be dealt with at reserved matters stage, and the two mature trees on the site benefit from protection which would remain if this application is granted permission.

Highways and Access

The proposed roundabout is as shown on the previous application plans and has been confirmed as acceptable by the Highway Engineer, and the designs meet the necessary policies and standards such that this is considered to be acceptable. Therefore it would be adequate to provide access to the proposed dwellings and would not result in any harm to the existing road network. The modelling has also taken into account traffic generation from other nearby sites where planning permission has recently been granted, even in cases where it is yet to be fully implemented. Details of internal road layouts, standards, and parking provision would be dealt with through the reserved matters application(s). Conditions should be imposed to deal with the submission and agreement of these details.

The right turn lane to be added to the centre of the A441 to facilitate access to the office development proposed is also considered to be acceptable, subject to the deletion of the proposed pedestrian crossing; amended plans showing this have been received. The crossing is not required, as the development is not considered likely to result in sufficient demand for this when considered against the highways technical guidance and two other options – at the roundabout and via the existing subway – would be available for use in any case.

The current bus stop locations may need to be altered slightly, due to the proposed T junction. However, this would be dealt with under the highway works agreement and needs no further consideration here.

PLANNING COMMITTEE

18th July 2012

Open space and play

When considering the development site as a whole, the applicant is able to demonstrate that the quantum of open space to be provided 'on-site' would exceed the required amounts set out in the current SPG and that even should the bypass be implemented in future, then a sufficient amount equal to the policy requirements would remain. Therefore, the proposal is considered to be compliant with policy and acceptable in this regard. However, in this case, the majority of the open space lies outside the Borough boundary and therefore this Council retains less control over this element of the development, as demonstrated in the recommendation below. If it is considered that planning permission should be granted for this mixed use development, and that the open space is required to be provided as part of that, then this permission cannot be given with any certainty until the application in Bromsgrove for the open space has been granted consent and the details of any conditions regarding its delivery are known.

In terms of the provision and long term maintenance of the open space and equipped play areas, this would normally be controlled through the planning obligation, in order to ensure their standard and retention in perpetuity.

The illustrative layout plans accompanying the application show two small areas of open space among the residential development, around the existing protected trees. However, both these are too small to be functional, and may not be large enough to ensure the protection of the tree roots. Therefore, this detail will need to be designed and considered carefully at reserved matters stage and a condition to that effect is considered appropriate.

Drainage

As a result of recent changes to the drainage legislation and partnership working across the County, it is now necessary for the drainage elements of proposals such as this to become controlled by the Council. Therefore, it is necessary to seek the transfer of the pond and other drainage facilities into the control of the Council and then to seek a contribution towards their ongoing maintenance, similarly to the other 'public' elements of the site. In cases where these are not accessible from the public highway, rights of access are also required. These matters can all be included within a planning obligation.

Sustainability

The site is on the edge of the town, served by some public transport routes, and identified for meeting future development needs. The detailed design should include sustainable design features and therefore it is not considered necessary to address this matter further at this stage.

The highway team responsible for sustainable schemes have requested that contributions be sought towards off-site footpath connections, improvements to lighting on adjacent footpaths, links to the national cycle network (NCN),

PLANNING COMMITTEE

18th July 2012

signs on existing cycleways and signage on the commercial element of the site, to include directional and map information. This will add to the accessibility and sustainability of the site, and is therefore considered to be compliant with policy and appropriate. The applicants have accepted these proposals.

Planning Obligation

The size of the proposed development is above the policy threshold for requiring contributions which should be sought via a planning obligation:

- A contribution towards County education facilities would normally be required in relation to the private market housing proposed; and
- A contribution towards playing pitches, play areas and open space in the area due to the increased demand/requirement from future residents is required in compliance with the SPG; and
- The proposal would also require that 40% of the dwellings be provided as affordable units for social housing in line with SPD policy and their retention for this purpose in perpetuity.

However, in this case, the issues are slightly different, as noted under the separate headings above. Therefore, the planning obligation as proposed would seek the following:

- A contribution towards County primary education in relation to the private market housing; and
- The provision of on-site open space and equipped play areas and their future maintenance in perpetuity; and
- A contribution towards off-site playing pitch provision; and
- 40% of the dwellings to be provided as affordable units for social housing in line with SPD policy and their retention for this purpose in perpetuity; and
- The transfer of the SuDs facilities (including the balancing pond) and a contribution towards their future maintenance and the provision of a right of access if appropriate; and
- Contributions towards off-site sustainable links as requested by the County Sustainable Schemes Team; and

PLANNING COMMITTEE

18th July 2012

- Contributions towards information provision relating to the B1 (office) development; and
- A contribution towards the enhancement of the existing subway crossing of the A441 and the pedestrian links to it from the site.

Other issues

The comments received in the representations are either addressed within the assessment above or are not relevant at this stage, as they relate to matters of detail which are reserved for future application(s).

Network Rail raise concerns that are not planning matters, that are being dealt with by the relevant landowners and their agents. Therefore no further consideration of their comments is necessary as part of the determination of this planning application.

Conclusion

There are many matters of principle to balance in this case. Under the adopted development plan, the site should be considered as open countryside and as such residential development would be unacceptable. Taking into account more recent, emerging policy and evidence in support of it, the site is part of a wider strategic site designated for a mix of uses. However, other evidence suggests that this site would be appropriate to meet an identified employment need so it seems that a mix of employment and residential uses should be accommodated on this site. This approach is supported in the emerging NPPF and in current planning policy and legislation in that development should be supported due to the presumption in favour of sustainable development on sites such as this.

The road reserve is within the adopted and emerging policy framework, and the applicants have demonstrated that their proposals would not prejudice the future development of a bypass and therefore that element of policy has been satisfied by this proposal.

Recommendation

Due to the application for planning permission for the open space associated with the residential development being considered on 23rd July by Bromsgrove District Council's Planning Committee, and therefore the resultant uncertainty regarding this element of the development, an either/or scenario is recommended below, based on the two likely possible outcomes of that meeting. Officers are seeking delegated authority to carry out whichever of the two below becomes possible following the Bromsgrove decision.

PLANNING COMMITTEE

18th July 2012

EITHER:

In the event that Bromsgrove Council grant planning permission for the associated open space on the land to the north of Weights Lane, the following recommendation would apply:

That having regard to the development plan and to all other material considerations, authority be delegated to the Head of Planning & Regeneration to GRANT planning permission subject to:

a) A planning obligation ensuring that:

- On site open space and play equipment is provided and maintained in perpetuity; and
- Off-site playing pitch contributions; and
- 40% residential units are for the provision of social housing in perpetuity; and
- A financial contribution is paid to the County Council towards primary education provision; and
- Sustainable drainage solutions are implemented and transferred with an ongoing maintenance contribution; and
- Contributions towards Sustainable Schemes relating to footpaths, cycle routes and the B1 development; and
- Contributions towards enhancements of the subway and links to it;

and

b) Conditions and informatives as summarised below:

Conditions

1. Time limit for commencement of development
2. Clarification of reserved matters and timings for their submission
3. Drainage details to be implemented as per the FRA
4. Flood mitigation measures to be submitted, agreed and implemented
5. Water treatment to be implemented as per submission
6. Boundary hedging – retain where possible and replace where not; details to be submitted, agreed & implemented
7. Implement in accordance with the recommendations of the landscape assessment
8. Tree protection – fencing pre-commencement, retain during construction and design to ensure future retention
9. Damage to trees during construction – if occurs liaise with arboricultural officer to take appropriate remedial action
10. Prior to submission or at submission of first reserved matters application, full detailed arboricultural report to be submitted, agreed and implemented
11. Archaeology protection and what to do if any found
12. Contaminated land mitigation

PLANNING COMMITTEE

18th July 2012

13. Noise disturbance minimisation
14. Construction hours limited
15. Boundary fencing/gate details of commercial element to be submitted, agreed & implemented
16. Drainage as requested by STW
17. As requested by highways
18. Details of internal roads, parking provision to be included with layout reserved matters
19. On site open space/root protection to be included in reserved matters application(s)

Informatives

1. Reason for approval
2. No burning on site
3. Light pollution minimisation
4. Secured by design (inc comment on parking courtyards)
5. NB consultee comments when designing RM application(s)
6. As requested by Highways
7. Reserved matters should meet Secured by Design standards

and

- c) Any minor amendments as necessary in response to the decision at Bromsgrove, such as additional or amended conditions.**

OR:

In the event that Bromsgrove Council refuse planning permission for the associated open space on the land to the north of Weights Lane, the following recommendation would apply:

That having regard to the development plan and to all other material considerations, planning permission be REFUSED for the following reasons:

1. *no certainty of POS provision*

The proposed development relies upon open space provision in the control of another Local Planning Authority without the benefit of an extant consent. As such the lack of certainty relating to the provision of the associated public open space and play areas would result in an unacceptable potential lack of facilities and thus an increased demand on existing facilities across the Borough contrary to Policies R4 & R5 of the Borough of Redditch Local Plan No.3 and SPD Open Space.

2. *no S106*

**PLANNING
COMMITTEE**

18th July 2012

The lack of a formal agreement to make a contribution towards public open space, pitch and equipped play provision, education provision, to ensure the provision of affordable housing on the site and to make contributions towards sustainable schemes is contrary to the requirements of Policies CS6, CS7, L2 and B(HSG)5 of the Borough of Redditch Local Plan No.3 and SPDs Open Space Provision, Affordable Housing and Education Provision. Therefore the proposed development would result in an increase in the demand on local facilities with no compensation or enhancement of existing facilities, thus resulting in harm to the wider community around the site, and a lack of a range of sizes and types of housing to meet the needs of the whole community.

Informative note

List of plans to which decision relates

Procedural Matters

In cases such as this where the application site straddles the boundary between two local planning authorities (LPAs) then either each determines the element within their jurisdiction, as in this case; or one delegates decision making authority to the other, who then considers the whole proposal comprehensively. In this case, identical applications have been received by both Councils and the element within Bromsgrove District's area, where open space is proposed, will be reported for determination at their Planning Committee meeting on Monday 23rd July 2012.

This application is a major application which must be reported to committee where there is a favourable recommendation.