



**BROMSGROVE DISTRICT COUNCIL**

**MEETING OF THE PLANNING COMMITTEE**

**TUESDAY 22ND SEPTEMBER 2020, AT 6.00 P.M.**

**SUPPLEMENTARY DOCUMENTATION (UPDATE 1)**

The attached papers include an update report relating to agenda item 5.

4. Updates to planning applications reported at the meeting (to be circulated prior to the start of the meeting)
5. 16/0263 - Hybrid application, comprising: 1) Outline Application (with all matters reserved with the exception of vehicular points of access and principal routes within the site) for the demolition of existing buildings and the erection of up to 2,560 dwellings (Class C3); local centre including retail floorspace up to 900 sq metres (Classes A1, A2, A3) health and community facilities of up to 900 sq metres (Class D1) ; A 3FE first school (Class D1) (up to 2.8Ha site area) including associated playing area and parking and all associated enabling and ancillary works. 2) Detailed application for the creation of a means of access off Birchfield Road, Cur Lane, Foxlydiate Lane and emergency, pedestrian and cycle access to Pumphouse Lane. The creation of a primary access road, including associated cut and fill works and other associated earthworks, landscaping, lighting, drainage and utilities, crossings and surface water attenuation/drainage measures - Land To The West Of Foxlydiate Lane (Pages 1 - 2)

K. DICKS  
Chief Executive

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18th September 2020

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## BROMSGROVE DISTRICT COUNCIL

### VIRTUAL MEETING OF THE PLANNING COMMITTEE

TUESDAY 22<sup>ND</sup> SEPTEMBER 2020

AT 6:00P.M

### UPDATE SHEET No.1

Response from Applicant to Review by Mott Macdonald (BDC Highway Consultant)

1. **Section 6 (Item i)** – We note that although MM have suggested that the rewording of conditions 18 & 19 should be ‘considered’ and that a ‘reasonable’ trigger level should be applied, they do not conclude that the proposed 400 dwelling trigger for the completion of the spine road and Cur Lane access is in any way unreasonable.

Following the submission of the ‘Site Access & Development Triggers’ note to WCC, we sought to agree a set of appropriate development triggers that would enable us to deliver units alongside the various pieces of strategic infrastructure with a view to ensuring that highway capacity and residential amenity were not unduly impacted.

The complexities of delivering the Cur Lane access are significant and will involve the closure & rerouting of Cur Lane and the diversion of the existing overhead high voltage electricity cables, both of which will require additional approval processes that can be extremely slow. The current trigger level will allow us to maintain the delivery of units on site while these processes are being undertaken.

The proposed 400 dwelling trigger is well related to the delivery of the Primary School (500 dwellings) and the first Stage of the Passenger Transport S106 contributions (300 dwellings) and fits well with the proposed construction programme. We would therefore request that Condition is kept as currently worded, and as approved by members at both the BDC and RBC committees to date.

However, should you as officers feel that a lower trigger would be more appropriate, or consider the current wording to be a potential issue for members at the BDC committee next week then we would welcome a further conversation on the matter.

2. **Section 6 (Additional Observation)** – Condition 15 deals with this point already so there should be no need to amend Condition 16.
3. **Section 7 (Construction Access)** – Condition 14 requires us to submit full details of the proposed construction access onto Foxlydiat Lane where details such as this can be provided and agreed with officers.

4. **Section 7 (Construction Traffic Routing)** – We would be happy to accept the requirement for a regular monitoring mechanism for this. Details of which would be provided with the CEMP.
5. **Section 7 (Foxlydiat Lane Access Design)** – We are already due to submit details for the Foxlydiat Lane access for approval under Condition 17. We have no objection to the requirement but feel that it could be wrapped up with the MM comments under the ‘Phasing of Development’ heading (see bullet point 7 below).
6. **Section 7 (Cur Lane Access Design)** – This will be done as part of the technical approval process and details will be submitted to the LPA under Condition 19. This is a pretty standard requirement but if you feel the need to add text to the condition to include swept path analysis then go ahead.
7. **Section 7 (Phasing of Development)** – We would have no objection to a suitably worded condition to cover this and the comments raised under the ‘Phasing of Development’ heading by MM.

## **Response from Mott MacDonald to Applicant’s comments**

We have reviewed the response by Rebecca Birch (of St Philips) to the report 378295-091-A dated 8 September 2020 which was issued by Mott MacDonald to Bromsgrove District Council.

We confirm that we are content with the responses from St Philips, particularly for their response to Section 6 (item i), where on balance and on consideration of the issues highlighted and the need for a practicable and workable solution we accept the 400 dwelling trigger point and the justifications put forward.

Mott MacDonald therefore have no further comment to make.

## **Officer Comments**

In light of the applicant’s rationale and response from the Council’s highway consultant, Mott MacDonald; it is considered that the proposed 400 dwelling trigger for the completion of the spine road and Cur Lane access referred to in the recommended conditions should remain unaltered.

The other comments made by Mott MacDonald, and not contested by the applicant, can be accommodated in the pre-existing conditions, mindful of the latitude sought by officer’s in Part ‘c’ of the recommendation.