



BROMSGROVE DISTRICT COUNCIL

MEETING OF THE PLANNING COMMITTEE

MONDAY 2ND OCTOBER 2017
AT 6.00 P.M.

PARKSIDE SUITE, PARKSIDE, MARKET STREET, BROMSGROVE, B61 8DA

:

SUPPLEMENTARY DOCUMENTATION

The attached papers were specified as “to follow” on the Agenda previously distributed relating to the above mentioned meeting.

4. Updates to planning applications reported at the meeting (to be circulated prior to the start of the meeting) (Pages 1 - 6)

Parkside
Market Street
BROMSGROVE
Worcestershire
B61 8DA

K DICKS
Chief Executive

Bromsgrove District Council Planning Committee

Committee Updates 2nd October 2017

17/00761/FUL Former Polymer Latex Site, Weston Hall Road

1. Highway Matters:

Comments from Highway Consultant Mott McDonald Received 18.09.2017.

Most recent consent for the site (TA dated 2015) granted during 2016 for 202 dwellings, with previous outline consents comprising a mix of residential, a care home, community centre, retail and commercial land uses. Current proposal for site is purely residential with a total of 216 dwellings. The size, mix and type of dwellings is altered from the previous consent.

Traffic generation and distribution is calculated using TRICS. Comparison is drawn between the existing land use and the currently proposed application. Para. 6.6.3 states the proposed development is likely to result in an overall reduction in trip generation during the PM peak (of some 60 vehicles). However, the calculations carried out are erroneous as the site is predicted to generate additional movements over and above the existing industrial land use (actually an increase of around 60 vehicles).

Furthermore, comparison is drawn between the previously consented application and the currently proposed application. As part of this evaluation the applicant has carried out an independent assessment of trip generation for the previously consented proposals. This results in additional trips over and above the previously evaluated and approved trip generation figures discussed in the previously approved planning submission. These 'updated' figures are used to evaluate the operation of the local highway network and then compare with the new development proposals.

Whilst the argument is presented that the latest trip generation is more recent and therefore more up to date, it is considered that this approach has been adopted to derive a less favourable position for the previously consented scheme. This scheme is then compared with the current proposals resulting in a more favourable comparison with the previously consented scheme. MM considers the proposed scheme is likely to generate in line with the volume of trips evaluated for the previously consented application for 202 dwellings at the site.

The TA presents analysis of 3 local junctions as agreed with WCC, the highway authority. Of this analysis one junction - Hanbury Road / Shaw Lane is predicted to operate beyond the limits of theoretical capacity with the proposed development in place. The TA goes on to suggest the impact from the proposed development will be more favourable than the previously consented development proposals, however, the comparison is drawn using 'updated' assumptions (discussed above) and is therefore not a comparison with the previously consented operational statistics for the junction. MM considers the 'updated' scenarios evaluated in the report should be disregarded. The proposed development brings the junction beyond the limit of theoretical capacity when compared to the existing junction operation and could therefore be considered a candidate for mitigation measures, however, given the site previously as consent for some 14 fewer dwellings it is unlikely this could be pursued at this moment. Given the remote location of the proposed development site, and the likely dependence on private car based travel to access the site, careful consideration should be given to any further development proposals in the area.

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Visibility splays measured from the eastern access extend 59 metres along Westonhall Road. The national speed limit applies to Westonhall Road immediately to the west of the site access. It is therefore considered visibility measurements appropriate for the road traffic speed should be applied to the eastern access when determining visibility splay requirements. This is a potential road safety issue.

Summary & Conclusions

There are a number of concerns with the approach taken to undertake the transport assessment. The proposed residential development of 216 dwellings has been evaluated in terms of previous planning consents granted in 2013 and 2016. The most recent consent for the site, for 202 dwellings granted in April 2016, is likely to be most comparable in terms of highway impact.

As consent has already been granted for a residential development of 202 dwellings (application ref. 15/0687), the additional traffic likely to be generated by the proposed increase of 14 dwellings will be in the region of 7/8 two-way vehicle movements during each peak period. MM considers this volume of additional vehicle traffic to be insignificant when compared to the entire development trip generation as a whole. This quantum of vehicle trips is likely to fall within standard daily variations of traffic and would be unlikely therefore to represent a severe impact to the surrounding highway network.

Whilst the above concerns regarding trip generation assumptions and operational assessments could be addressed, the findings of the alternate assessment are likely to result in very minor variations to the previously consented permission for 202 dwellings. Consequently, MM consider the proposed development should not be refused planning permission on highway grounds.

Worcestershire Highways: Response Received 25.09.2017

This application seeks to update an extant permission and as such there is not increased impact compared to the consented uses. It should be noted that the car parking level for the proposed apartments fall below the current parking policy, however given the extant use this is considered to be acceptable in this instance.

The requested conditions relate to provision of Visibility splays, access closure consolidation of the access, turning and parking areas, provision of electric vehicle charging points, travel plan, welcome pack and construction environmental management plan condition.

Planning Obligations

To provide 2 gold standard bus on Shaw Lane, Stoke Prior - £20,000

To provide new cycle parking facilities in Ryefield Road, Stoke Prior - £3000

2. Contaminated Land Matters

The applicant has submitted a Georisk Management; Geoenvironmental Assessment; Report ref: 14247/1 Dated: Revision 1 Issue: July 2017

and Georisk Management; Remediation Method Statement & Validation Plan; Report ref: 14247/3 Dated: July 2017 in relation to the relevant conditions attached to the previous application Ref: 15/0687 and to the suggested contaminated land conditions proposed in relation to the current proposal.

The Geoenvironmental Assessment Report fully addresses conditions 3 & 4 and can be discharged.

The Remediation Method Statement & Validation Plan addressed suggested condition 5.

Conditions 6 - 7 will be modified to take the consultation response from WRS into account. WRS

have no adverse comments to make in respect of contaminated land.

3. Air Quality Matters

WRS have reviewed the following Air Quality Assessment:

- o PBA; Air Quality Assessment; Report ref: 42136/3001; Dated: September 2017.

The report used ADMA Roads to model the predicted air quality as a result of the proposed development. Three worst case receptors locations were used at 46 Hanbury Road and 58 & 84 Redditch Road within the Redditch Road AQMA, plus two at the southern edge of the proposed development.

2016 data was used as the baseline, the modelling has been based on 2020 (expected completion year) emission factors and background concentrations and utilised traffic flows for 2025.

The modelling concludes that the impact on annual mean NO₂ concentrations is negligible at all receptor locations within the AQMA with the development in place and the impact on PM₁₀ and PM_{2.5} concentrations is also described as negligible. There are no predicted exceedances of the annual mean NO₂, PM₁₀ or PM_{2.5} concentrations at the receptors locations in the proposed development.

Predicted concentrations are below the relevant objectives at all of the existing and proposed receptor locations in 2025 with the proposed development in place. The operational effects of the proposed development are judged to be not significant. Therefore WRS have no adverse comments to make for air quality.

Acoustic Matters

Revised Noise assessment received 29.09.2017.

Comments from WRS received 29.09.2017. The attached revised noise assessment now appears satisfactory. The recommendations within the assessment relating to glazing, ventilation and the erection of close boarded fencing should all be implemented.

4. Urban Design matters

Comments received as follows:

The full application contains an addendum to the previously submitted Design and Access Statement, Revision A. The proposal for the 148 dwellings described there is very similar to the previous proposal on which I have reported. In fact I consider that from my point of view there is no significant difference.

I can only repeat the conclusion which I made in my previous report, which I copy below.

The layout is at a very uninspiring level. There is little evidence of the distinctive and vibrant qualities that the Design Report invoked. The scheme remains at a low level when judged against criteria of distinctiveness and place making. Despite the Built Heritage Assessment's judgement that the canal arm is of "considerable significance", it is proposed to fill it in and eliminate it. This represents a loss, and a failure of imagination.

The development as a whole represents a very low level of ambition. One would hope to see Bromsgrove Council expecting housebuilders to raise their game when building in Bromsgrove, learning from exemplars such as Poundbury, Accordia, and Harlow Newhall.

Housing:

Clarification: last paragraph of page 11. The proposed tenure mix is proposed to be 13 social rented and 8 shared ownership.

Education Contribution:

The pro rata amount for the 148 units comes to £285,685.61.

Summary

The satisfactory views of Worcestershire Highways, Worcestershire Regulatory Services, North Worcestershire Water Management and amendments have been received in respect of layout, design of provision of waste management facilities.

The Recommendation on the application is hereby altered as follows:

RECOMMENDATION:

- (a) MINDED to APPROVE FULL PLANNING PERMISSION
- (b) that DELEGATED POWERS be granted to the Head of Planning and Regeneration to determine the planning application
- (c) following the receipt of a suitable and satisfactory legal mechanism in relation to:
 - (i) The provision of 21 affordable housing units
 - (ii) A contribution of £285,685.61 towards the provision of enhanced education facilities at Stoke Prior First School, Shared Aston Fields and St John's Middle and South Bromsgrove High
 - (iii) A contribution of £23000 towards public transport improvement measures including bus stops on Shaw Lane and cycle parking provision at Ryefields Road
 - (iv) The provision and maintenance in perpetuity of the proposed on site public open space, Local Equipped Area of Play and areas for habitat enhancement
 - (v) The provision of and maintenance in perpetuity of the proposed drainage facilities on the site (including the balancing ponds and pumping station).

14. No other development (hereby permitted) shall commence until visibility splays have been provided on each side of the proposed access on a line joining a point 2.4 metres back from the nearside edge of the adjoining carriageway measured along the centreline of the access, to a point 54 metres west and 59 metres east measured along the nearside edge of the carriageway from the centre of the new access. Nothing shall be planted, erected and/or allowed to grow which exceeds a height of 0.6metres on the triangular area of land so formed in order not to obstruct the visibility described above.

Reason: Required as a pre commencement condition In the interests of highway safety.

15. Prior to the first occupation of any dwelling hereby approved the existing vehicular access onto the adjoining highway shall be permanently closed. Details of the means of closure and reinstatement of this existing access shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of work on the development hereby approved.

Reason: To ensure the safe and free flow of traffic using the adjoining County highway.

16. The development hereby permitted shall not be occupied until the accesses shown on the approved plan have been properly consolidated, surfaced, drained and otherwise constructed in accordance with the Worcestershire Highways Design Guide and these

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areas shall thereafter be retained and kept available for those users at all times.

Reason: In the interests of Highway safety and to ensure the free flow of traffic using the adjoining Highway.

17. Prior to the first occupation of any dwelling hereby permitted the residential unit shall be fitted with an electric vehicle charging point in accordance with details that shall first be submitted to and approved in writing by the Local Planning Authority and thereafter the charging point shall be kept available for the charging of electric vehicles.

Reason: To encourage sustainable travel and healthy communities.

18. The development hereby permitted shall not be brought into use until the applicant has submitted to and have approved in writing a residential travel plan that promotes sustainable forms of access to the site with the Local Planning Authority. This plan thereafter will be implemented and updated in agreement with Worcestershire County Councils Travel plan co-ordinator.

Reason: To reduce vehicle movements and promote sustainable access to the site.

19. No dwelling hereby permitted shall be occupied until the applicant has submitted to and had approved in writing a welcome pack that promotes sustainable travel for future residents with the Local Planning Authority.

Reason: To reduce vehicle movements and promote sustainable access to the site.

20. During the course of any site clearance and development, the hours of work for all on-site workers, contractors and sub-contractors shall be limited to between;
0730 to 1800 hours Monday to Friday
0800 to 1300 hours Saturdays
and NO WORKING shall take place at any time on Sundays, Bank Holidays or Public Holidays or at any time outside of the above permitted working hours unless first agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenity of neighbouring occupiers.

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