

Name of Applicant Type of Certificate	Proposal	Map/Plan Policy	Plan. Ref Expiry Date
<b>REDROW HOMES "A"</b>	Submission of Reserved Matters to 10/0953 (internal access, appearance, layout, scale and landscaping) for the erection of 181 units  Land at St Godwalds Road, Bromsgrove	ADR TPO	12/0708 19.11.12

### RECOMMENDATION:

Subject to the satisfactory views of Worcestershire Highway and any resultant highway related Conditions that **RESERVED MATTERS** be **APPROVED**

### Consultations

WH	Consulted on amended scheme: views awaited
HA	Consulted – views received 28.08.12: <ul style="list-style-type: none"> <li>No objection</li> </ul>
Drainage Engineer	Consulted – views received 29.01.13: <ul style="list-style-type: none"> <li>No objection</li> </ul>
Severn Trent Water	Consulted – views received 07.09.12: <ul style="list-style-type: none"> <li>No objection subject to Conditions relating to:</li> <li>Surface and foul sewage</li> </ul>
EA	Consulted – views received 17.09.12: <ul style="list-style-type: none"> <li>No objection subject to clarification on finished floor levels</li> <li>In terms of the surface water drainage proposals, the proposed attenuation pond appears to be in line with previous detail and discussions. This will be further informed by the detailed drainage scheme, required under condition 15 of the outline consent. In general, the proposed layout plan appears to be in accordance with the details agreed at the outline application stage.</li> </ul>
WRS: Noise	Consulted – views received 08.10.12: <ul style="list-style-type: none"> <li>No objection</li> </ul>
Network Rail	Consulted – views received 10.09.12: <ul style="list-style-type: none"> <li>After studying the proposals submitted and since our previous comments submitted on application number 10/0953, it has come to light that there is a disputed boundary issue at this location which could affect the operational railway and future phased rail enhancement at this location, therefore, Network Rail submit a holding objection to this application.</li> <li>This anomaly has been identified during recent survey work for the proposed relocation of Bromsgrove Station being promoted</li> </ul>

by Centro and Worcestershire County Council.

- Network Rail is likely to withdraw any objection if an acceptable solution can be found on the issues outlined above to this proposed development i.e. the applicant/developer contacts Network Rail to resolve the boundary issue.
- Notwithstanding the above, if the LPA is minded to approve this application, then measures would need to be met as part of any planning permission granted. Network Rail support the use of acoustic screening at this location.

Urban Designer	Consulted – views received 12.09.12: <ul style="list-style-type: none"><li>• The reserved matters application appears to broadly follow the lines of the approved outline application 10/0953.</li><li>• But its aspirations in terms of urban design quality appear to be low, as they were in the outline submission, and it does not contain sufficient explanatory documentation that can persuade that this is a proposal of good quality.</li><li>• It appears to be little more than an arrangement on the site of standard house types of no distinction, and leaves much to be desired.</li></ul>
Planning Policy Open Space	Consulted – views received 14.12.12: <ul style="list-style-type: none"><li>• No objection</li></ul>
Head of Leisure Services	Consulted – views received 03.09.12: <ul style="list-style-type: none"><li>• No objection</li></ul>
Sport England	Consulted – views received 04.09.12: <ul style="list-style-type: none"><li>• No objection</li></ul>
Strategic Housing Manager	Consulted – views received 30.01.13: <ul style="list-style-type: none"><li>• No objection</li><li>• The proposed site mix of 20 x 1 bedroom 2 person apartments, 12 x 1 bedroom 2 person houses, 18 x 3 bedroom 5 person houses and 13 x 2 bedroom 4 person houses has been approved by Bromsgrove District Council Housing Strategy team through meetings with the applicant.</li><li>• We consider that this mix enables those residents impacted by Welfare Reform through the reduction in housing benefit for social tenants under occupying their property to downsize to appropriate accommodation and will assist in meeting the current need for smaller accommodation.</li><li>• We have agreed a tenure mix of 65% social rented and 35% intermediate affordable housing e.g. shared ownership. Officers have agreed this mix on the basis that the area has an unbalanced housing market as there are limited supplies of social rented housing and the mix does not affect the viability of the site.</li></ul>

NE	Consulted – views received 13.09.12: <ul style="list-style-type: none"><li>• No objection</li></ul>
WWT Tree Officer	Consulted 20.08.12: views awaited Consulted – views received 11.09.12: <ul style="list-style-type: none"><li>• No objection subject to Conditions relating to:</li><li>• Planting regime utilising native species mix</li><li>• Arboricultural Method Statement</li><li>• Tree Protection Plan</li><li>• Management Plan</li></ul>
Ramblers Association	Consulted 20.08.12: views awaited
WCC PROW	Consulted – views received 10.09.12: <ul style="list-style-type: none"><li>• No objection</li><li>• The diversion of the public right of way should be completed to confirmation stage before any development affecting the public right is started</li></ul>
WCC(CA)	Consulted 20.08.12 views awaited
West Mercia Constabulary	Consulted 20.08.12: views awaited
Community Safety	Consulted 20.08.12: views awaited
Climate Change Officer	Consulted 20.08.12: views awaited
CPRE	Views received 14.09.12: <ul style="list-style-type: none"><li>• Objection due to flood risk and lack of landscaping</li><li>• Suggest the following resolutions:<ul style="list-style-type: none"><li>• Planting along the eastern boundary of the site</li><li>• The level of the houses closest to the brook, lifting them above the potential flood level. The developer ought to demonstrate there is sufficient flood channel left, so that water will not be backed up upstream of the development</li></ul></li></ul>
Finstall Parish Council	Consulted 20.08.12: views awaited
Publicity	116 letters sent 28.08.12 (expire 18.09.12) 6 identical site notices posted 13.09.12 (expire 04.10.12) 1 press notice published 07.09.12 (expires 28.09.12)  143 letters sent 15.01.13 in relation to amended plans (expire 05.02.13)  34 representations <b>objecting</b> to the scheme on the following principal grounds: <ul style="list-style-type: none"><li>• Vacant properties are available in the immediate area and there is no local demand for increased housing development</li><li>• Mix of dwellings is unacceptable</li><li>• Site is not suitable for a development of this size</li></ul>

- Number of dwellings should be reduced
- The four storey aspect will be far higher than anything in the area and will dominate the locality
- The linear open space will encourage loitering and misuse over a wider area
  
- Dwellings are located too close to existing development and will lead to loss of light
- Overlooking
  
- Loss of protected tree cover
- Loss of orchards
- Loss of wildlife and wildlife habitat
  
- Traffic (Rutherford Road/St Godwalds Road/Finstall Road)
- The removal of parking bays in the village centre will destroy the local shops and the community spirit
- No employment facilities in the immediate area for the new residents and therefore the vast majority will be car-bourne
- No direct access to the railway station, which is disappointing
- Frequent power cuts in the Finstall area implying an already overloaded infrastructure
  
- Late night vehicle noise
- Light pollution
- Air quality
  
- Impact on surgery places
- Impact on dentist places
- Impact on school places

Other issues which are not material planning considerations have been raised, but are not reported here as they cannot be considered in the determination of this application.

**Members are encouraged to review all submitted documentation, including the third party letters summarised above. These are available to view online via the Council's Public Access system or within the planning application file.**

### The site and its surroundings

The application site consists of approximately 7.3 hectares approximately 2 kilometres to the south east of Bromsgrove Town Centre. The land consists of low grade agricultural land comprising open rough grassland with scrub planting and a strongly vegetated south-eastern boundary. The site is irregular in shape, wrapping around two sides of the existing Hazelcroft residential development. The site can be divided into two halves, with the northern and southern portions connected by a narrow section of land. There is some evidence of hedgerows dividing the site and a number of mature trees are located to the southern boundary. Several fences cross the site, arising from both the historical

allotment garden use and the recently installed water main. The site was historically part of a railway wagon works in the late-nineteenth century, with the site relating to the peripheral uses of these works. The site has recently been enclosed with barrier fencing to the perimeter.

The site is relatively level with a minor rise in a south-easterly direction. A minor depression is located to the southern edge of the site.

The site is bounded to the north by the modern Hazelcroft residential development of approximately 150 units sited along Rutherford Road and Scaife Road. Beyond this development, and also forming part of the north-western boundary of the application site, is the railway line that currently serves the nearby Bromsgrove Station. Within the southern portion of the site, the railway runs parallel to the western boundary of the site, separated by an existing 4.5/5 metre high earth and vegetated embankment that runs to the majority of the north-western boundary. Beyond the southern and eastern boundaries, existing sports facilities (Bromsgrove Cricket, Hockey and Tennis Club), pitches and parking extend parallel to the site, separated from the site by the existing vegetated boundary. In the south-east corner of the site, a small watercourse runs to this boundary, together with mature tree and scrub cover.

The site contains no identifiable built form. A sewer and associated easement crosses the site north/south.

The site is designated as an ADR (Area of Development Restraint) under the Bromsgrove District Local Plan and defined as a Development Site in the emerging Draft Core Strategy 2.

### Proposals

This is an application for the approval of Reserved Matters following the granting of outline planning permission 10/0953 through appeal APP/P1805/A/11/2152467. The appeal granted consent for the erection of up to 212 residential units, together with a Unilateral Undertaking that includes provisions to secure 35% of the development as affordable housing, together with financial contributions towards education facilities, improving air quality, and improvements to bus stops on New Road and Fininstall Road, local public footpaths and off-site play space. The Undertaking also includes a financial contribution towards improvements at Bromsgrove railway station. Such measures will serve to promote sustainable access and encourage alternatives to the private car.

In addition to these works, the outline scheme also secured a number of highway improvement works through Condition. These relate to:

- (a) The removal of the mini-roundabout serving New Road/Stoke Road/Fininstall Road and the installation of four way signalisation with associated improvement works
- (b) The re-alignment and improvement of the priority junction of St Godwald's Road and Fininstall Road
- (c) Traffic Regulation Order (TRO) amendments, with specific reference to the removal of on-street parking to Stoke Road in the vicinity of the existing New Road/Stoke Road roundabout

The application before Members seeks approval of internal access, appearance, layout, scale and landscaping Reserved Matters for the erection of 181 residential units.

The development will provide a mix of dwelling types and sizes, with the net residential density on the developable area of the site equating to 25 dwellings per hectare. The proposed mix below indicates a mix of 1, 2, 3, 4 and 5 bedroom units.

Property Type	No. of bedrooms	No. of units	Proportion of mix
House	5 bed	9	5%
	4 bed	89	49%
	3 bed	38	21%
	2 bed	13	7%
	1 bed	12	7%
Apartment	1 bed	20	11%
<b>Total</b>		<b>181</b>	<b>100%</b>

The mix of house types comprise predominantly two-storey detached, semi-detached and terraced dwellings, with a small element of two and a half storey units and three storey dwellings and two blocks of four storey apartments. Car parking will be provided on site within the curtilage of a plot, on a private driveway, or within small groups relating to a small group of dwellings. The apartments are served by a designated parking area.

Properties are proposed to have a distinct 1930's style. A mix of design features will be attributed to each property:

- Mix of brick and render
- Arts and Craft inspired
- Timber detailing
- Tile hanging
- Tile creasing
- Bay windows
- Brick detailing
- Entrance porches
- Gabled elevations
- Eaves detailing

63 affordable units are provided, which equates to a provision of 35% affordable housing made within the site in line with the Unilateral Undertaking linked to the outline planning consent. This will comprise 65% social rented and 35% shared ownership properties.

As outlined with the approved Unilateral Undertaking, all affordable homes will be built to the following standards:

- Homes and Communities Agency's Design and Quality Standards
- Code for Sustainable Homes achieving Code Level 3
- Joseph Rowntree Foundation Lifetime Homes

The mix of affordable dwelling units is as follows:

Property Type	Social Rent	Intermediate
1 Bed Apartment	20	
1 Bed House	12	
2 Bed House	5	8
3 Bed House	4	14
<b>Total</b>	<b>41 (65%)</b>	<b>22 (35%)</b>

The outline consent permitted three points of access into the site. The first is via Rutherford Road to the north, close to its junction onto St Godwald's Road. The second is located further down Rutherford Road to the south and a walking/cycling access only on Rutherford Road between existing properties 51 and 53 Rutherford Road. The application retains the two main access points to the northern and southern aspect of Rutherford Road. The cycle/pedestrian access located between 51 and 53 Rutherford Road has been deleted from this application and does not form part of the scheme.

The site layout contains several aspects of public open space. This encompasses the aspect surrounding the attenuation pond to the south-west boundary and a linear public open space that connects the two parcels of land. The linear aspect incorporates children's play equipment set out in an informal manner.

#### Relevant Policies

WMSS	UR3, UR4, RR1, RR3, RR4, CF2, CF3, CF5, CF6, PA1, QE1, QE2, QE3, QE4, QE6, QE7, QE8, QE9, T1, T2, T3, T4, T5, T7
WCSP	SD.2, SD.4, SD.5, CTC.1, CTC.5, CTC.6, CTC.8, CTC.9, CTC.14, CTC.15, D.6, D.43, T.1, T.3, T.9
BDLP	BROM5C, DS3, DS8, DS11, DS13, S7, S14, S15, C4, C5, C12, C16, C17, C36, C37, C38, C39, RAT5, RAT6, TR1, TR8, TR11, TR13, ES1, ES2, ES4, ES6, ES7, ES11, ES14A
Draft CS 2	CP2, CP3, CP4B, CP6, CP7, CP14, CP17, CP19, CP20, CP21, CP22, CP23
Others	NPPF, Circular 06/98, Circular 06/05, SPG1, SPG11, Bromsgrove District Housing Needs Study (2004), Strategic Housing Market Assessment (2007), Housing Market Assessment (2008), Ministerial Paper: Planning for Growth

#### Relevant Planning History

10/0953	Outline application for up to 212 dwellings with associated open space and infrastructure including a new vehicular access via Rutherford Road Refused: 28 April 2011 Appeal APP/P1805/A/11/2152467: Allowed 3 February 2012
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#### Notes

The principle of the proposed development (up to 212 units) has been established through the granting of outline permission 10/0953. Therefore, the issues for consideration by Members are limited to matters of the internal vehicular access, layout,

scale, appearance and landscaping. Members will note this scheme relates to the erection of 181 units.

I have therefore attached very little weight to objections raised by residents with regards to the release of this site for housing provision, housing need in the locality, air quality, traffic and parking provision in Aston Fields, the impact on infrastructure including schools, doctors and dentists, wildlife issues and access to the railway station, as the principle of development on this site has already been established by the outline permission.

For the reference of Members:

- **appearance** means the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture;
- **landscaping** relates to the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes screening by fences, walls or other means, the planting of trees, hedges, shrubs or grass, the formation of banks, terraces or other earthworks, the laying out or provision of gardens, courts or squares, water features, sculpture, or public art, and the provision of other amenity features;
- **layout** means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development;
- **scale** refers to the height, width and length of each building proposed within the development in relation to its surroundings

The main issues to consider in the determination of this application therefore are whether the siting and design of the proposed dwellings, internal access and the overall landscaping and public open space strategy, are acceptable when assessed against BDLP Policy S7 and the NPPF.

For the reference of Members, Policy S7 of the BDLP sets out a number of criteria against which residential proposals should be considered. This Policy is in general conformity with the thrust of the NPPF.

## **General Principles**

The underlying principles of the Masterplan accompanying the outline application have been adhered. The main constraints and opportunities of the site are:

### **Constraints**

- Sewer and associated easement running north to south across the site
- Watercourse and associated stand-off along the southern boundary
- Railway line across the western boundary and associated noise
- Surface water drain leading from the existing development through the site parallel to the railway
- Existing trees and vegetation forming the boundaries of the site
- Existing footpath 509(c) running along the eastern boundary

## **Opportunities**

- Woodland management enhancements
- Creation of sustainable drainage system promoting bio-diversity
- Private and affordable housing in a range of size and tenures
- Strategic development to extend to the natural green boundary to create an appropriate interface between built form and the surrounding rural context

## **Form and Layout**

Members will note the scheme proposes a total of 181 residential units, equating to a density of 25 dwellings per hectare. Members will be aware that the adopted Local Plan no longer includes a policy requiring residential development to meet a minimum density, nor does the NPPF contain minimum density figure requirements. Notwithstanding this, I am of the view that the density of 25 dwellings per hectare achieves an efficient use of land and will result in a development that respects its surroundings whilst providing for a range and choice of dwellings.

The development contains a mix of unit types, ranging from one bedroom apartments to one, two, three, four and five bedroom houses. The proposal includes a mix of detached, semi-detached and terraced units, in addition to the one bedroom units contained within the two apartment blocks. The heights of the units range from two-storey to two and a half storey, three storey and the four storey apartment blocks. Members will note the scheme includes one bedroom two-storey dwellings in response to the request from the Strategic Housing Manager.

Members will note the view of the Urban Designer on matters of layout and built form. The UD has suggested that the form of the layout in Area B would be better if rear gardens backed onto existing gardens along Rutherford Road. Whilst this may be the ideal scenario, there is an existing high pressured water main (including easement) which runs directly behind the existing gardens along the boundary of the site. It is required that this water main is accessible at all times and must not be within private rear gardens. This constraint sets the layout. Furthermore, fronting onto the southern boundary, coupled with the need to front onto the northern boundary would result in a very inefficient scheme. The already dense existing green buffer between the application site and the Cricket, Hockey and Tennis Club creates a natural screening and backdrop to the proposed rear gardens. The change in levels and canopy spread of existing trees along that boundary can also be maintained within proposed gardens.

I accept the application does consist of a large number of standard house types. The ability to create entirely bespoke house types would not be viable on a site of this size and the NPPF contains clear advice on viability matters in the determination of planning applications. The range of house types in this instance takes its design from the arts and crafts era which emphasises attention to detail. House elevations include timber detailing, tile hanging, feature brick, bay windows, plinth courses and a number of other variations will create a distinct range of houses.

Whilst I note the views of third parties raising concern over the appropriateness of the four storey apartment blocks, Members will note this aspect of the scheme has been set against the railway embankment to the south-western boundary of the site. The

dwellings located to the western boundary have been designed to step up progressively in height from two storey, two and a half storey, three storey and the four storey apartment block at the termination point. This height differential is supported by the blackdrop of the embankment and in my view would not unbalance the overall development or be so demonstrably harmful in this location given other features of the site.

I am of the view that the overall design principles are reasonably generally sound in that the proposed development would provide a sustainable, attractive, safe and convenient place to live. I raise no issue on the external finish to the dwellings. As such the development approach accords with the principles of design set out in the NPPF.

Members will note the views of Worcestershire Highways are currently awaited. Following discussions with Officers, the scheme has been amended to accommodate the initial concerns of WH in relation to highway design, the use of shared driveways and surfacing methods. I will update Members at your Committee on this issue. The current recommendation reflects this.

### **Affordable Dwelling Units**

The spread of affordable housing dwelling across the site has been amended in response to your Officer's concerns that Site B was too heavily concentrated. This has now been resolved and I am of the view that the affordable housing units have now been reasonably mixed in with the private sale housing.

The two apartment blocks containing the one bedroom units will address the shortfall in such units across the District, together with the one bedroom houses. This mix will enable those residents impacted by Welfare Reform through the reduction in housing benefit for social tenants under occupying their property to downsize to appropriate accommodation. The site will therefore assist in meeting the current need for smaller accommodation.

### **Residential Amenity Issues**

I note the views arising from the consultation process with regard to this issue, with particular reference to a resultant loss of privacy for the occupiers of those dwellings adjoining the site in Rutherford Road, Clayton Drive and Scaife Road. I have also taken into consideration the amenity of those residents located opposite the site in St Godwalds Road.

Inevitably the built form of the scheme will have a greater impact on the amenity of adjacent occupiers than the current open character of the site. Taking the scheme as a whole, I am satisfied that the majority of the scheme has been designed to comply with the guidance set out in SPG1 and the relationship between the proposed and existing dwellings is such so as to avoid any significant harm to residential amenity. I have no evidence to suggest the scheme would lead to high levels of light pollution.

For the reference of Members, a suitable Condition has been imposed on the outline consent relating to the submission of a noise attenuation scheme for those dwellings and

gardens abutting the railway line and any dwellings with a window at second floor or above with a direct line of sight to the railway.

I would also advise Members that there is an hours of construction condition attached to the outline permission, which will help reduce potential nuisance generated by the construction of the site.

### **Trees and Landscaping**

Members will be aware the site is subject to confirmed Tree Preservation Order TPO (5) 2010 (November 2010).

The views of the Tree Officer are noted. It is accepted that this development will require the removal of a large amount of existing tree stock. A total of 31 no. tree specimens will be lost, together with six groups aspects. This includes the woodland orchard in the centre of the site. However, the Tree Officer is of the view that the proposed level of re-planting and its specification will mitigate the style of tree stock being lost as far as reasonably possible. The species mix and specification for both the proposed tree and shrub planting throughout the site is deemed acceptable. It will offer a good level of amenity and habitat value once developed and a variation to seasonal interest. The landscaping throughout the site will also ensure that the site retains a good level of biodiversity value.

A number of Conditions requested by the Tree Officer with respect to the species for hedgerow planting, the precise replacement tree planting specimens, Arboricultural Method Statement, Tree Protection Plan and a Management Plan for the pond and tree belt on the southern boundary of the site are already covered by Conditions attached to the outline planning consent. As such I am content that repeat Conditions suggested by the Tree Officer for this consent are thus deemed unnecessary.

The provision of public open space conforms to the guidance set out in SPG11 in terms of scale. The linear aspect linking Area A and Area B makes good use of this space and will contain play equipment set incidentally in response to the surrounding natural environment of the site. The walking/cycling access located between 51/53 Rutherford Road has now been deleted from the scheme and this permits greater cohesiveness to the linear nature of the open space. Whilst I note the comment from the publicity period regarding the possible misuse of the users of the open space, the control of such activity goes beyond the scope of the planning system. I am of the view that the areas of open space within the development have been carefully considered and are afforded good surveillance from proposed and existing dwellings. This should alleviate the concerns of existing residents on such matters.

I thus raise no objection to the scheme on landscaping or tree grounds.

### **Public Rights of Way**

The Public Rights of Way in the vicinity of the site include Bromsgrove Footpath 509, Fininstall Footpaths 505 and 509 and Stoke Prior Footpaths 531 and 532. The scheme encourages connection to the public footpath network to the eastern boundary, with the partial re-routing of Footpath 509(c) (located to the eastern boundary of the site) to

facilitate this. The new line of the footpath will come into the new development and follow the proposed road/pavement layout with a clear line of sight linking the two connecting aspects of the existing footpath.

The County Footpaths Officer has raised no objection to these works. The diversion pertains to only a partial re-routing of Footpath 509(c). For the reference of Members, if planning consent is granted the applicant would need to divert the footpath under the Town and Country Planning Act.

## **Network Rail**

Members will note the holding objection from Network Rail (NR). The objection from NR relates to a small strip of land beyond the railway embankment to which NR believe they have a claim. The applicant has been in contact with NR and as the land in question does not interfere with the application site in any way has agreed to transfer the land. Whilst I note the holding objection, this has arisen due to ownership issues and not as a result of any planning matter. As such I therefore do not give any planning weight to the issue raised in the consultation response. The ownership matter referred to can be resolved outside of the planning system and Members are thus able to progress with the determination of the application.

Members will also be aware that Network Rail did not raise any objection to the outline planning application with an identical site boundary.

## **Conclusions**

Although I note the views of third parties, the principle of development has been established through the granting of outline planning permission 10/0953. The proposed layout follows the general principles set out in the Masterplan presented to and accepted by the Planning Inspectorate at the outline stage.

I am of the view that the proposed development would represent an appropriate form of residential development, which broadly reflects the character and appearance of the area. I am therefore of the view that the detailed design of the site is acceptable on such grounds. The scheme will provide a suitable relationship between existing buildings and streets and would be appropriate in terms of its form, scale, appearance and materials. The change to the siting of the affordable housing units is a further improvement to the scheme to aid integration of these units into the wider scheme. The addition of smaller house types is also welcomed to address the District wide need for such accommodation.

The proposed landscaping of the site is considered appropriate for this scheme. The scheme retains elements of good screening to the boundaries and this is particularly of merit, with particular reference to the east and north. Although the demise of the woodland orchard is regrettable, the replacement orchard planting regime is a positive response to this loss.

I am content the scheme will not lead to adverse neighbour amenity issues given the careful design and siting of the new dwellings. No issues have been raised by consultees in relation to flooding, drainage or noise matters.

I am therefore of the view that the revised design principles are generally sound in that the proposed development would provide a sustainable, attractive, safe and convenient place to live. As such the scheme accords with the principles of good design set out in the NPPF.

Subject to the satisfactory views of Worcestershire Highways in relation to the internal road layout, egress and parking provision to serve the development, I find no reason to refuse permission and I am thus minded to approve the submitted Reserved Matters.

### **RECOMMENDATION:**

Subject to the satisfactory views of Worcestershire Highway and any resultant highway related Conditions that **RESERVED MATTERS** be **APPROVED**

- (1) The approval must be read in conjunction with outline planning permission 10/0953 (appeal reference APP/P1805/A/11/2152467) and the conditions attached thereto.

**Reason:** The outline permission and the approval of Reserved Matters must be considered together

- (2) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order), no openings or windows shall be provided at second floor level or within the roofslope to the rear elevations to Plot 3-5 (inclusive), Plots 21-24 (inclusive) and Plot 129.

**Reason:** To protect the amenities of adjacent occupiers in accordance with Policies S7 and DS13 of the Bromsgrove District Local Plan 2004 and Policy SD.2 of the Worcestershire County Structure Plan 2001

- (3) Notwithstanding the approved plans, the side gable window at first floor level serving the landing to Plot 1 shall be fitted with obscure glazing and top hung opening only and shall remain so in perpetuity.

**Reason:** To protect the amenities of adjacent occupiers in accordance with Policies S7 and DS13 of the Bromsgrove District Local Plan 2004 and Policy SD.2 of the Worcestershire County Structure Plan 2001

- (4) Notwithstanding the approved plans, the side gable window at first floor level serving the en-suite to Plot 181 shall be fitted with obscure glazing and top hung opening only and shall remain so in perpetuity.

**Reason:** To protect the amenities of adjacent occupiers in accordance with Policies S7 and DS13 of the Bromsgrove District Local Plan 2004 and Policy SD.2 of the Worcestershire County Structure Plan 2001

### **Notes**

**HN7:** Section 38 Agreement Details

**HN8:** It is not known if the proposed roadworks can be satisfactorily drained to an adequate outfall. Unless adequate storm water disposal arrangements can be provided, the County Council, as Highway Authority, will be unable to adopt the proposed roadworks as public highways.

**HN9:** No drainage to discharge to highway

**HN12:** Protection of visibility splays

**HN24:** Temporary direction signs to housing developments

### **Drainage**

Severn Trent Water advise that there is a public sewer located just within the application site. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent. You are advised to contact Severn Trent Water to discuss your proposals. Severn Trent will assist you obtaining a solution which protects both the public sewer and the building.

### **Public Right of Way**

It appears that the development cannot be carried out without temporarily closing the public rights of way for the safety of the public during construction. Applications should be made at least six weeks in advance to the Mapping Team of the Countryside Service at Worcestershire County Council. The granting of planning consent does not authorise the obstruction or diversion of the public right of way.

### **CASE OFFICER DETAILS**

**Name:** Dale Birch

**Email:** d.birch@bromsgroveandredditch.gov.uk

**Telephone:** 01527 881341