

Name of Applicant	Proposal	Plan Ref.
C/O Planning Prospects Limited	Erection of 185 dwellings, including details of access, landscaping and open space, drainage and other associated infrastructure. Longbridge East And River Arrow Development Site, Groveley Lane, Cofton Hackett, Worcestershire,	16/1087

**This application was deferred at the meeting of Planning Committee on 3 April 2017 at the request of Members in order to address:-**

- **the current relevance of the Longbridge Area Action Plan (LAAP);**
- **a lack of Section 106 contributions to directly benefit the local area generally in terms of amenities,**
- **education and health provision;**
- **the wider impact of the development on the local highway infrastructure;**
- **and the shortfall of housing provision agreed in the LAAP.**

**RECOMMENDATION:**

- (a) MINDED to APPROVE FULL PLANNING PERMISSION
- (b) DELEGATED POWERS be granted to the Head of Planning and Regeneration to determine the planning application following the receipt of a suitable and satisfactory legal mechanism in relation to the following matters:
  - (i) £11,359.00 as a contribution towards the provision of wheelie bins for the scheme.
  - (ii) £49,700 as a contribution towards enhancing existing amenity assets at Lickey Hills - refurbishment of the telescope (Folly) and car park at Beacon Hill.
  - (iii) £66,267 as a contribution towards the provision of an outdoor fitness facility and/or youth play equipment at Cofton Park.
  - (iv) £55,222 as a contribution towards enhancing existing sport pitches, cricket pitch, as well as access to Cofton Park in general.
  - (v) £47,200 as a contribution towards enhancing the local area Cofton Hackett in respect to general access improvements and refurbishment works to the existing allotment gardens and refurbishment of the local play area off Chestnut Drive, improvements to the car park at Lickey Road, and incidental enhancements including benches and planters in and around Cofton Hackett.
  - (vi) £40,149 for the extension of New Road Surgery, New Road, Rubery, and/or Cornhill Surgery, New Road, Rubery, and/or Barnt Green Surgery, Hewell Road, Barnt Green.

- (vii) The on-site provision of affordable housing to be maintained as such in perpetuity.
- (viii) The proposed open space provision (informal recreation) included within the application to be provided /implemented on site and managed as such in perpetuity.

### **Consultations**

#### **Highways Department- Worcestershire County Council**

Recommend conditions and confirm that a financial contribution towards highway improvements will not be required.

Following the committee meeting of 3rd April 2017 Worcestershire County Council was asked to review the impact of the development on the local road network, and with particular reference to the Primary access onto Groveley Lane.

The access onto Groveley Lane was established from application 11/0750 which provided for up to 229 dwellings, this application was supported by a transport assessment which looked at the impact of the first phase of development and the full build out. The current application has undertaken a similar exercise of reviewing the access based on a phased and total development. This shows that the junction operates well within its capacity and queue length and delay are not excessive. In practice residents will depart based on their personal circumstances which could result in short term queuing, but this would be a short term matter and would be contained within the new road i.e. not impacting on Groveley Lane which is the key route. There is no safety concern as a result of short term queuing within the new development. The junction was designed in accordance with the Design Manual for Roads and Bridges and consequently provides a high capacity junction arrangement.

The Groveley Lane traffic calming scheme which has recently been installed terminates at the junction of Parsonage Drive and it was suggested that it should have embraced the new East works access. Groveley Lane is characterised by residential development on one side from Barnt Green Road to Parsonage Drive. At Parsonage Drive there are commercial premises and the road widens to resemble a distributor road which has not individual frontage access. The traffic calming proposal was orientated around the provision on a crossing on the brow of the hill, so with that in mind, the finite financial arrangements and the change of road character it was not deemed suitable to extend the scheme any further.

The Highway Authority remains satisfied that the access arrangements for the East Works site are suitable and operate within the capacity thresholds. The access has been considered with a full site build out and has been demonstrated to be an appropriate design solution.

#### **Worcester Regulatory Services- Contaminated Land**

Worcestershire Regulatory Services (WRS) have reviewed the document entitled 'Residential Phase 2 Longbridge East Geo-Environmental Overview', produced by Rodgers Leask Environmental, dated 10th November 2016, report reference P15-497.

This report provides a summary of site conditions based on the findings of previous site investigations and remediation undertaken so far. Given the findings of the report and conditions on site WRS recommend conditions in order that further site investigation is

conducted as required and a detailed remedial strategy developed to address potential risks from contamination.

### **Worcester Regulatory Services- Noise, Dust, Odour & Burning**

WRS has reviewed the report Noise Assessment by Hoare Lea Acoustics (Hoare Lea Acoustics Report REP-1006380-PJ-280616 - Longbridge Phase 2B rev 2 31/10/2016) The report appears to be technically sound and WRS has no further comments regarding noise

### **Worcester Regulatory Services- Air Quality**

We have reviewed the submitted technical note for a clean cover thickness and sampling strategy for the above site entitled "Strategy for Clean Cover and Imported Subsoil - Longbridge Phase 2B - 19/01/2017" and the report entitled " Residential Phase 2 - Longbridge East - Geo-environmental Overview - Dated 10/11/16".

Both reports are acceptable and we have no adverse comments to make in respect of the reports and recommendations.

### **Landscape & Tree Officer**

Following a site meeting and negotiations in respect to new tree planting, have no objections to the proposed development subject to conditions.

### **Strategic Housing**

Satisfied with the numbers, tenure split and the distribution of the affordable housing within the scheme.

### **Waste Management**

No comments submitted.

### **Drainage Engineers Internal Planning Consultation**

The development site is located in the River Arrow catchment which is a tributary of the Avon. The whole of the site is classified as flood zone 1 by the national Environment Agency fluvial flood mapping, and it is not considered that there is any significant fluvial flood risk to the site. Specifically the site is drained directly by the upper part of the River Arrow, this section of the river has been disconnected from the main River Arrow channel and its flow discharges directly to the SSSI of Upper Bittell Reservoir. It is important therefore that the water quality of runoff is considered as part of the application.

Given the size of the development the impact off site is more considerable than on it from a flooding perspective. Further details are required to demonstrate that the sites runoff will be suitably restricted at the typical storm return periods. This detail should be provided to the LPA as part of the condition.

### **Birmingham City Council**

Recommend a S106 contribution to open space in Bromsgrove, in particular improvements to footpaths surrounding the area and improvements to Lickey Hills Country Park and Cofton Park.

**Historic England**

Do not object to the principle of the proposed development, but mindful of the potential impact on the cluster of heritage assets that lies to the south. These include the highly-graded Church of St Michael and Cofton Hall, both Grade II\* listed, and the Grade II listed barn and stables which line Cofton Church Lane. A new pedestrian and cycle access is proposed from the development through the southern hedge boundary opposite the church and new sightlines are proposed from the development onto this cluster. The new path is proposed to be 3.5 metres wide and seems excessive. Recommend that the Council's expert conservation staff assess this impact to ascertain whether it is harmful to the heritage assets or not, and whether mitigation would reduce the harm.

**Conservation Officer**

Would consider that the development of this site has the potential to alter the setting of the listed Church, and as a result harm the significance of this heritage asset. Consider that partial views of this housing estate would bring the suburbs of Birmingham into the setting of the Church, and would clearly detract from the rural surroundings.

However, potential views of the site could be reduced by enhancing the planting at this end of the site. Although would not normally advocate planting trees to hide development, given the heavily treed boundary already in existence, it is considered that reinforced planting could screen out views of the housing.

**Strategic Planning**

The principle of the proposed development has long been established through the production of the Longbridge Area Action Plan (LAAP), the proposals put forward largely accord with the requirements set down in the LAAP. Subject to appropriate planning obligations being secured in line with those identified in the planning statement including 35% affordable housing, the residential use and the density of the proposed dwellings on this element of the site are acceptable. No objection to the scheme.

In respect to the open space areas, the open space to the west of the site is not part of the LAAP boundary. At the time of the LAAP production this area was not considered to be suitable to allocate as open space as it would only perform a limited function. Proposals submitted appear to open the area up to a limited degree, which is welcomed; however, it is very important that an appropriate contribution is made to local open space / leisure facilities such as Cofton Park or the Lickey Hills to address the open space /leisure provision for the scheme.

**Cofton Hackett Parish Council**

No objections to the scheme but following a spate of burglaries on the phase 1 scheme would request improved levels of security.

Additional comments received on 24 May 2017, requests village hall equipment and allotment and play area enhancements, and improvements from Barnt Green Road to the Lickey woods.

**Health & Safety Executive**

No comments submitted.

**West Mercia Constabulary**

No objections to the above application.

**Joe Holyoak**

The proposal acceptably follows similar principles approved for earlier phases of development. The fundamental elements of the proposal are sound and should achieve a good result.

**Severn Trent Water**

No objections to the proposals subject to the inclusion of a drainage condition.

**Network Rail**

Recommend informatives.

**Parks & Green Space Development Officer Martin Lewis**

Recommendations and mitigation and enhancement actions stated in the Longbridge East Ecological Assessment for Phase 2b by Alder should be conditioned to ensure that no net loss of biodiversity and a net gain is achieved on site.

**Leisure Services**

Can confirm that there is a provision of new pavilion and some evidence of improvements to play at Cofton Park. Note that there is a scheduled investment into additional footpath and accessibility routes which will improve inclusivity of the park for all users within this expanding community.

There is a toddler/junior play area with additional elements such as single cable way (zipwire), climbing net and spinner, however the majority of the play space appears to be aimed at toddlers and junior age ranges with an under provision for teenagers. It is also noted within the LAAP (Longbridge Area Action Plan) 2008 baseline study identified that there is a lack of provision for children and young adults such as skate, MUGA or Youth shelter

The locality of Cofton Park within the catchment area of the new development and recommended standards for walking distances for play, would make this large 135 acre park an ideal public open space to provide new facilities to meet the lack of existing teenage/young adult provision, such as skate (perhaps concrete provision for sustainability and longevity)/MUGA or similar as well as potential consideration to include outdoor fitness to encourage the increase in demand of active fitness and support health and wellbeing.

In addition to the above open space there is play and open space provision at Myhill Fields managed by the Parish Council, aimed at younger children and is separated from new development at Longbridge by roads as well as toddler/junior play provided as part of an onsite provision of Longbridge East Development.

**Worcestershire Rights of Way**

Welcome proposed footpath links from the site to the surrounding footpath network and confirm that a financial contribution is not required to resurface the bridleway, The Stocken.

## **NHS England**

The site of the proposed development lies within the practice areas of three Worcestershire GP surgeries. All three are fully utilising all of their clinical rooms and would therefore have no capacity to provide services to the cumulative number of residents that will move into the houses planned to be built in their practice area. Therefore, would request a financial contribution for the extension of New Road Surgery, New Road, Rubery, and/or Cornhill Surgery, New Road, Rubery, and/or Barnt Green Surgery, Hewell Road, Barnt Green.

## **Public Consultation**

6 objection letters raising concerns summarised as follows:-

- Increased traffic will be off East Works Drive, currently delays leaving junction at present.
- Concern in respect to continued use of existing showhome and associated car parking for the development of phase 2.
- Concern in respect to Shadow Close being used as a visitor access throughout the development of phase 2.
- Concern in respect to Shadow Close being used as an alternative route for construction development throughout the phase 2 developments.
- Do not object to the scheme but concerns in respect to traffic and impact of additional children to the area using local school – oversubscribed.
- Hours of work during construction.

1 letter of support from the local vicar for the area:-

- Consider a slight reduction in the density of the development is appropriate and will make it more fitting to its suburban surroundings.

## **Relevant Policies**

### **Bromsgrove District Plan 2011-2030**

BDP1	Sustainable Development Principles
BDP2	Settlement Hierarchy
BDP3	Future Housing and Employment Development
BDP6	Infrastructure Contributions
BDP7	Housing Mix and Density
BDP12	Sustainable Communities
BDP19	High Quality Design
BDP21	Natural Environment
BDP24	Green Infrastructure
BDP25	Health and Well Being

### **Others:**

	Longbridge Area Action Plan
SPG1	Residential Design Guide
SPG11	Outdoor Play Space
	Worcestershire Waste Strategy
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

## **Relevant Planning History**

B/2008/0333 Site Re-modelling, re-profiling and alterations to River Arrow and culverts:

Approved 18.03.09

B/2008/0529 Mixed use development comprising residential (C3) including houses and apartments, residential institutions (C2) including sheltered elderly care, retail (A1, A2, A3, and A5) and non residential institutions (D1) including library and community centre with a neighbourhood centre, parking service and highway infrastructure open space including new public park, enhancement works to river arrow, recreation facilities, public transport routes, footpaths, cycleways, landscaping, service infrastructure, highway access and infrastructure, drainage flood storage areas, public art and street furniture (outline).

11/0748 Mixed use development comprising residential (C3) and/or residential institution (C2), community use building (D1), public open space, de-culverting of part River Arrow, site re-profiling, access, parking, landscaping and associated development infrastructure (outline).  
Undetermined

11/0750 Erection of 229 residential dwellings, neighbourhood park, children's play area, associated landscaping and access works (full application).  
Approved 2 Nov 2012

11/0882 Re-profiling and re-modelling of site levels, deculverting of part of the River Arrow and associated infrastructure including construction access.  
Approved 12 Nov 2012

12/0160 Re-profiling and re-modelling of site levels, deculverting of part of the River Arrow and associated infrastructure including construction access  
Approved 23 April 2012

14/0239 Deletion of condition 27 attached to 11/0750 in respect of timing for delivery and nature of off-site highway works to Groveley Lane.  
Approved 8 April 2015

15/0819 Erection of 41 dwellings, landscaping and associated development infrastructure  
Approved 9 Feb 2016

16/1085 Hybrid application Outline application for up to 150 dwellings and full planning permission for community centre  
To be determined

### **Proposal Description**

The application is phase 2b of the overall redevelopment of Longbridge East. The scheme comprises of the following mix of development:-

#### **Open market housing**

5 No. 2 bed dwellings  
26 No. 3 bed dwellings  
77 No. 4 bed dwellings  
12 No. 5 bed dwellings

**Affordable housing (rent)**

4 No. 1 bed maisonettes  
20 No. 2 bed dwellings  
7 No. 3 bed dwellings  
6 No. 4 bed dwellings

**Affordable housing (shared ownership)**

16 No. 2 bed dwellings  
12 No. 3 bed dwellings

The proposed layout shows vehicular access off Groveley Lane through the recently built phase 1 development continuing off East Works Drive to create an access that will form a circular route with culs de sac off it. In curtilage car parking would be provided for most of the units, however, the dwellings backing onto the railway line would have communal car parking at the rear similar to that already approved under phase 1 and 2a.

The designs of the dwellings are varied and are similar to those currently under construction as part of phase 2a. The units are a mix of 2 and 3 storey and would be in a variety of materials / colours to add interest to the streetscene, such as brick, render, and composite timber cladding.

Two informal open space areas are also included within this application. An existing tree planted area to the west of the site would become an informal walking area, some of the trees would be removed in order to open up this area to create an informal grassed circular route, and a formal aggregate footpath would provide a link to The Stocken bridleway which is beyond the application site. A larger open space area would be provided to the south of the site and would have new tree planting as well as some informal play facilities such as boulders for low level climbing and informal seating as well as horizontal timber stepping logs. A wide footpath (suitable for cyclists) would meander through this open space and finish at Cofton Church Lane.

**Site Description**

The site forms part of the former MG Rover Works known as Powertrain. A considerable amount of remediation work has taken place in this area in order to make the site suitable for residential development. Mature and substantial tree planting exists along the western and southern boundaries of the site.

**Assessment of Proposal****Principle**

The site is designated for housing in the Longbridge Area Action Plan (LAAP) which is part of the Development Plan for Bromsgrove District and specifically applies to the Longbridge area. Members will be aware that the LAAP is a shared document with Birmingham City Council. It is the starting point for decisions and any development in this area should be determined in accordance with this plan unless material considerations indicate otherwise.

Proposal H2 of the LAAP applies and requires a minimum of 700 dwellings to be provided on the East Works site providing a mix of sizes, types and tenures. This scheme has a



good mix of sized dwellings, however, it is unlikely that the minimum requirement of 700 units will be achieved overall in this location based on the numbers currently proposed:-

**East Works site**

Phase 1 scheme	= 229 dwellings	(already built)
Phase 2a scheme	= 41 dwellings	(under construction)
Phase 2b scheme	= 185 dwellings	(Ref: 16/1087 this application)
Phase 3 scheme	= 150 dwellings	(Ref: 16/1085 to be determined)
Total	= 605 dwellings	(shortfall 95 dwellings)

Overall the LAAP requires a minimum target of 1450 dwellings in Longbridge. Officers at Birmingham City Council have confirmed in their SHLAA (2016) that 965 units have been built or have permission. Based on current findings it is anticipated in the LAAP Review (draft) that a total of approximately 1960 dwellings will be provided within the area. Therefore, whilst a shortfall on the East Works site is likely, the overall delivery of housing is expected to be significantly more than the 1450 originally envisaged in the LAAP. Birmingham City Council has not raised concerns / objections in respect to the proposed provision of housing on the East Works site.

Proposal H2 requires that an overall density of 40 - 50 dwellings per hectare be achieved. There is an aspiration that the northern part of the East Works site be developed at a higher density which in turn allows for the southern part of the site to be developed at a lower density, where the impact of development would be greater adjacent to rural surroundings. The density of this scheme (phase 2b) falls within a range of 30 - 40 dwellings per hectare. This is comparable to that of phase 1 which falls within a range of 30 - 45 dwellings per hectare.

Proposal H2 of the LAAP requires 35% of dwellings to be affordable. The scheme includes this provision with a good mix of bedroom types and tenure (affordable rent 37 units / shared ownership tenure 28 units). The affordable housing is proposed to be located in small clusters interspersed with the open market housing. Strategic Housing is satisfied with the number of units, the positioning of, and mix of units proposed. Affordable housing provision sought under Proposal H2 of the LAAP is more than what would generally be sought under policy BDP8 of the Bromsgrove District Plan (BDP) (30% on a brownfield site). It is considered that the affordable housing element of the scheme is acceptable and would form part of the S106 Agreement.

Policy BDP2 of the Bromsgrove District Plan encourages the delivery of housing on previously developed land. This site was formerly part of the MG Rover Works; therefore redevelopment of this site for housing would comply with this policy. Policy BDP1 of the adopted plan encourages sustainable development with emphasis on accessibility of public transport options, compatibility with adjoining uses, visual amenity, quality of natural environment, and economic benefits for the District. The site is close to good public transport links and is within an area that is currently being regenerated to create improved local facilities / job opportunities as well as enhancing / creating new open space facilities. It is considered that the scheme would comply with this policy, as well as core planning principles set out in the NPPF.

The overall scheme accords with paragraph 50 of the NPPF that encourages a wide choice of high quality homes, wider opportunities for home ownership and create

sustainable, inclusive and mixed communities. The principle of residential development would comply with the NPPF, the LAAP, adopted District Plan and is considered to be acceptable.

### **Highways and access**

The layout shows a continuation of existing access roads from phase 1 into the application site creating an overall loop with culs-de-sac off the loop. Objections have been made in respect to the continuation of the loop, and the number of units being served off East Works Drive.

Worcestershire Highways consider the number of units served off this road to be acceptable and recommend conditions. The access arrangements for the East Works site overall have been designed and built with the anticipation that 700 units and communal facilities would be served off this access road. Given that there is likely to be a shortfall of 95 units on site means that the access arrangements for the scheme would not be at capacity. Highway improvements have been carried out in the local vicinity as a result of a financial contribution paid under phase 1. Worcestershire Highways are not seeking any further contributions as result of these subsequent phases.

The general redevelopment of the Longbridge area has enabled investment in sustainable travel with contributions going towards Centro Park and Ride and improvements to Longbridge Railway Station. Improved facilities in public transport are giving new occupiers more choice, and less reliance on their own car. In addition, wider strategic highway improvements have also been part of the Longbridge redevelopment works such as traffic lights at the junction of Lowhill Lane and Lickey Road as well as other improvements to the A38.

### **Layout and Scale**

The layout comprises of a combination of 2 and 3 storey dwellings. A number of the house types have dual aspect particularly those located on corner locations in order to enhance the streetscene.

Whilst the layout generally complies with the spacing requirements set out in the Bromsgrove District Council Residential Design Guide SPG, there is a shortfall of some of the units that are at oblique views to each other. The minimum spacing required is 21 m, however, the spacing of some of the units in this phase is 15 m. Whilst this is quite a shortfall, the same distance has been provided for dwellings under phase 1 (Shadow Close) and phase 2a (currently under construction). Having walked the phase 1 area where this shortfall exists, it is considered that the overall spacing does not give rise to uncomfortable / intimidating surroundings. On balance, the spacing provided is acceptable on this occasion and is unlikely to be detrimental to the amenities of the potential occupiers.

### **Open Space Provision**

As mentioned above there are two areas of open space proposed within the scheme. Whilst the provision of on-site open space is welcomed and considered to be acceptable, there would still be a shortfall for the number of houses being built at the East Works site. As such a financial contribution is sought towards enhancing existing amenity assets nearby, Lickey Hills and Cofton park to address the shortfall of required open space facilities. Community infrastructure would also be enhanced such as the local allotments and refurbishing of a play area off Chestnut Drive that would be accessible to the new

residents via the new footpath link. This would be in line with policy BDP.25 of the District Plan, and Proposal H2 of the LAAP. The open space areas to be provided as part of the scheme shall be privately managed and form part of a S106 Agreement.

Comments submitted by the Conservation Advisor express concern in respect to the potential impact the development could have on the listed church off Cofton Church Lane. Other comments submitted refer to the footpath link that would lead from the south of the site to Cofton Church Lane. Although this footpath is wide (to serve cyclists as well as walkers), it does meander through the open space area and as such enables the opportunity for new trees to be planted to increase screening of the development. It is important for the footpath link to be provided to enable occupiers to have easy access to the surrounding countryside and beyond.

### **Noise and contaminated land**

WRS has been consulted and do not raise any concerns in respect to the scheme and recommend conditions / informatives.

### **Neighbour objections**

Objections mainly relate to the number of dwellings being served off East Works Drive. This has been addressed above. Concern has been raised in respect to the number of dwellings being built that would lead to additional children using the local schools. Members will be aware that under the phase 1 development (11/0750) a financial contribution was paid to the Education Authority to provide improved education facilities at Lickey Hills Primary School. The contribution was to meet the expected requirement for school places from the development as a whole. Since phase 1 the Education Authority has not requested any further monies following the submission of subsequent applications. Therefore, it can be assumed that no further contributions are deemed necessary.

Other comments submitted relate to construction and general visitor traffic using alternative routes to the site and causing disturbance to existing residents living in the phase 1 scheme. A construction management condition could be imposed to clarify these matters.

### **Planning Obligations**

Please refer to the Committee report and Update report dated 5 June 2017.

### **Conclusion**

The principle of residential development is considered to be acceptable and whilst there may be an overall shortfall of housing on the East Works site, this shortfall is unlikely to have a detrimental impact on the anticipated housing target set for Longbridge overall. The proposal would not conflict with the Proposals set out in the LAAP, and complies with policies the adopted Bromsgrove District Plan. The principle of residential development would also be compliant with the NPPF.

Despite one element of the development not fully complying with the Council's SPG on Residential Design, on balance, the layout of the proposal is considered to be acceptable and would otherwise comply with the Council's Residential Design Guide.

### **RECOMMENDATION:**

- (a) MINDED to APPROVE FULL PLANNING PERMISSION
- (b) DELEGATED POWERS be granted to the Head of Planning and Regeneration to determine the planning application following the receipt of a suitable and satisfactory legal mechanism in relation to the following matters:
- (i) £11,359.00 as a contribution towards the provision of wheelie bins for the scheme.
- (ii) £49,700 as a contribution towards enhancing existing amenity assets at Lickey Hills - refurbishment of the telescope (Folly) and car park at Beacon Hill.
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- (iv) £55,222 as a contribution towards enhancing existing sport pitches, cricket pitch, as well as access to Cofton Park in general.
- (v) £47,200 as a contribution towards enhancing the local area Cofton Hackett in respect to general access improvements and refurbishment works to the existing allotment gardens and refurbishment of the local play area off Chestnut Drive, improvements to the car park at Lickey Road, and incidental enhancements including benches and planters in and around Cofton Hackett.
- (vi) £40,149 for the extension of New Road Surgery, New Road, Rubery, and/or Cornhill Surgery, New Road, Rubery, and/or Barnt Green Surgery, Hewell Road, Barnt Green.
- (vii) The on-site provision of affordable housing to be maintained as such in perpetuity.
- (viii) The proposed open space provision (informal recreation) included within the application site to be provided /implemented on site and managed as such in perpetuity.

**Conditions:**

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the Approved Plans/ Drawings/ Documents listed in this notice: (to be finalised)

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Details of the form, colour and finish of the materials to be used externally on the walls and roofs of the dwellings approved shall be carried out in accordance with Dwg. No. - Materials Plan.

Reason: To protect the visual amenity of the area.

4. The development hereby permitted shall not be brought into use until the access, turning area and parking facilities shown on the approved plan have been properly consolidated, surfaced, drained and otherwise constructed in accordance with details to be submitted and approved in writing to the Local Planning Authority and these 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.

5. Development shall not begin until the engineering details and specification of the proposed roads and highway drains have been submitted to and approved in writing by the Local Planning Authority, and the development shall not be occupied until the scheme has been constructed in accordance with the approved drawings.

Reason: To ensure an adequate and acceptable means of access is available before the dwelling or building is occupied.

6. The development hereby permitted shall not be brought into use until the applicant has submitted to and have approved in writing a 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.

7. The landscaping scheme including proposed fencing, screen walls etc. shown on Dwg. No.s (to be defined) shall be implemented within 12 months from the date when any of the building(s) hereby permitted are first occupied or in accordance with a phased implementation plan to be agreed in writing with the Local Planning Authority. Any trees/shrubs/hedges removed, dying, being severely damaged or becoming seriously diseased within 5 years of the date of the original planting shall be replaced by plants of similar size and species to those originally planted.

Reason: In order to protect the trees which form an important part of the amenity of the site.

8. All trees to be retained within the development are afforded full protection in accordance with BS5837:2012 throughout any ground or construction works on site.

Reason: In order to protect the trees which form an important part of the amenity of the site.

9. Any encroachment into the BS5837:2012 Root Protection Areas of any of the retained tree stock within the development is constructed with No Dig Construction in conjunction with a porous surface material to allow air/moisture exchange to the rooting environments of the trees on site.

Reason: In order to protect the trees which form an important part of the amenity of the site.

10. Unless otherwise agreed by the Local Planning Authority development, other than that required to be carried out as part of an approved scheme of remediation, must not commence until conditions 1 to 5 have been complied with:
  1. Previous reports submitted to the Local Authority in support of the application has identified unacceptable risk(s) exist on the site as represented in the Conceptual Site Model. A scheme for detailed site investigation must be submitted to and approved in writing by the Local Planning Authority prior to being undertaken to address those unacceptable risks identified. The scheme must be designed to assess the nature and extent of any contamination and must be led by the findings of the preliminary risk assessment. The investigation and risk assessment scheme must be compiled by competent persons and must be designed in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Contaminated Land, CLR11"
  2. Detailed site investigation and risk assessment must be undertaken and a written report of the findings produced. This report must be approved by the Local Planning Authority prior to any development taking place. The investigation and risk assessment must be undertaken by competent persons and must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Contaminated Land, CLR11"
  3. Where identified as necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to identified receptors must be prepared and is subject to the approval of the Local Planning Authority in advance of undertaking. The remediation scheme must ensure that the site will not qualify as Contaminated Land under Part 2A Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
  4. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority.
  5. Following the completion of the measures identified in the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval of the Local Planning Authority prior to the occupation of any buildings.
  6. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where necessary a remediation scheme must be prepared, these will be subject to the approval of the Local Planning Authority. Following the completion of any measures identified in the approved remediation scheme a validation report must be prepared, which is subject to the approval in writing of the Local Planning Authority prior to the occupation of any buildings.

Reason:- To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 11.No works or development shall take place until a scheme for foul and surface water drainage, along with a maintenance plan for this drainage scheme, has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall include the results of an assessment into the potential of disposing of surface water by means of a sustainable drainage system (SuDS) and shall provide an appropriate level of runoff treatment. The approved scheme shall be completed prior to the first use of the development hereby approved.

Reason: In order to ensure satisfactory drainage conditions that will not create or exacerbate flood risk on site or within the surrounding local area.

- 12.No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a construction management plan. The plan shall include
- (a) areas within the site to be used for loading, unloading and manoeuvring,
  - (b) areas within the site to be used for storage of materials and equipment including fuels,
  - (c) wheel washing at the site and leaving the site to reduce mud and spoil on the highway,
  - (d) proposals to minimise dust from construction
  - (e) construction noise suppression,
  - (f) areas within the site to be used for parking for site personnel, operatives and visitors
  - (g) construction traffic routes,
  - (h) piling techniques,
  - (i) programme of works (including measures for traffic management and operating hours),
  - (j) provision of boundary hoarding and lighting. The development shall be carried out in accordance with the approved management plan.

Reason: To ensure the development does not prejudice highway safety nor cause inconvenience to other highway users or result in any other significant harm to the amenity of adjacent occupiers.

- 13.Recommendations and noise mitigation measures (applicable to each plot) set out in the Noise Report shall be implemented prior to the first occupation of that dwelling and retained as such in perpetuity.

Reason:- In the interests of amenities for the potential occupiers.

- 14.Recommendations and mitigation and enhancement actions stated in the Longbridge East Ecological Assessment for Phase 2b by Alder shall be implemented.

Reason:- In the interests of ecology in the local area.

15. Details of appropriate cabling and an outside electrical socket to be supplied for each property to enable ease of installation of an electric vehicle charging point (houses with dedicated parking) shall be submitted to and approved by the Local Planning Authority. The charging point must comply with BS7671. The socket should comply with BS1363, and must be provided with a locking weatherproof cover if located externally to the building. The approved scheme shall be implemented before the building(s) hereby permitted are first occupied.

Reason: Paragraph 35 of the NPPF states; "Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Therefore, developments should be located and designed where practical to [amongst other things] incorporate facilities for charging plug-in and other ultra-low emission vehicles." AQAP Measure 5.2.10

### **Informatives**

1. The local planning authority is aware of the requirement in the NPPF and Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 to work with applicants in a positive and proactive manner, seeking solutions to problems arising from applications.

In this case the applicant:

- o sought detailed pre-application advice from the authority and acted upon this advice in advance of the application submission

The proposal therefore delivers a policy compliant sustainable form of development.

2. The applicant is advised that a Section 106 Agreement is applicable to this application.
3. It is advised that the applicant should be directed to the following document for best practice during construction: Worcestershire Regulatory Services "Code of Best Practice for Demolition and Construction Sites" which can be found on the WRS website at <http://www.worcsregservices.gov.uk/media/448881/WRS-contractor-guidance.pdf>
4. Network Rail informatives.
5. Environment Agency informatives

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