

Committee Update 2

14th October 2019

16/0263 Land To The West Of Foxlydiate Lane And Pumphouse Lane, Bromsgrove Highway

FURTHER REPRESENTATIONS

Public Comments

At the time of preparing this update,
5 further representations had been received since the update 1 published on Friday.
These raise the following issues

Public Safety

Housing development should not be built in the vicinity of a high pressure gas pipeline
There should be no residential development permitted within the 15-36 metre zone so risk to
future residents is mitigated.

Highway Safety

The volume of traffic will make the local road network unsafe.

Other comments

The application is 'out of time' and therefore no capable of being determined.

Officer Comments

The representations raise no new material planning issues, these points having previously .
address in the main report. There are no procedural issues which would prohibit the
application from being considered by committee.

CLARIFICATION

NHS Clinical Commissioning Group - GP Surgeries – Further Clarification

The Contribution to be used either/or, for the improvement of CCG facilities in Redditch town
centre/ the onsite provision of CCG facilities.

The contribution will be held by the LPA in a ring fenced bank account for a period of 10
years from the date of payment; payment will only be made to the CCG once proposals for
future CCG facility provision have been fully demonstrated by the CCG to the LPA.

Erratum

Paragraph 2.18 Typo - The Tree Preservation Order was confirmed by Planning Committee
in September 2017 as noted on p24 of the main agenda report under
Relevant Planning History

Further Consultation Responses

Cadent Gas Ltd 14/10/2019

Should you be minded to approve this application please can the following notes be included an informative note for the Applicant

Considerations in relation to gas pipeline/s identified on site:

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to

Response from WCC Highway Authority to Bentley Pouncefoot Parish Council comments on Highway Issues

The timing of the access works have been negotiated with the applicant based on when the access point are needed and the recognising the overall financial position of delivering a large scale urban extension. The conditions ensure that development will commence to the north eastern corner of the site and makes provision for a temporary construction access as soon as reasonably practical recognising that there is a significant engineering operation to form a temporary access and earth from within the site is needed to create this.

The A38 Route Enhancement Programme cannot have a fixed delivery date as it is subject to funding being provide from government and contributions from residential development. The Government has just released a significant sum of money, £850,000 to allow the A38 business case to be progressed and this application will also make its proportionate contribution, there is clearly a commitment to advance this important scheme. There is scope to the Highway Authority to forward fund the developer contributions in advance of them being received but such an arrangement could only be considered when there is a planning consent in place and development becomes more certain. The contribution strategy is geared to delivered improvement works nearer the site first and then to provide for further away infrastructure as the site occupation level increase. It is not necessary or reasonable to require the A38 works to be in place before the development commences. It is also important

to note that where funding has already been secured works have commenced to the north of junction 1.

The applicant has suggested where development will commence and the conditions have been provided in such a manner to respond to that position. Unfortunately there will be some disruption when the development commences but measures can be provided through the Construction Environment Management Plan "CEMP" to limit the impact and the applicant will be providing a temporary access to reduce the impact further as soon as they can undertake the extensive engineering works to provide it, but in any event a condition is suggested to create a timescale by when it must happen as a latest date.

The A448 right turn ban from Birchfield Road is shown on the drawings for the main site access and as such the latest time for its delivery is prior to the occupation of the 600th dwelling. It is however noteworthy that the "spine road" linking Cur Lane to Birchfield Road has an earlier trigger and therefore it is likely that the access works will coincide with that and be earlier than the suggested 600 dwelling trigger.

The public transport contribution details are provided in volume 3 of the Transport Assessment. Early phases will rely on existing bus services within Webheath with will be within a short walk of the suggested early phases.

The CEMP has not been agreed so there remains opportunities to control the construction phase and but the suggested position of the access off Foxlydiat Lane is close to the A448 as is the temporary access, these by their location alone will encourage access to the A448 rather than via country lanes. It is expected that there will be a series of semi-permanent signs directing construction traffic to appropriate routes given the anticipated buildout period for a site of this scale which will be agreed in the CEMP.