

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Taylor Wimpey UK Ltd.	<p>Reserved Matters Application of Phase 1, 149 residential units on land abutting Stourbridge Road/Perryfields Road, which is in line with the Outline Planning Permission for 1,300 dwellings (application reference 16/0335) allowed at appeal under reference APP/ P1805/W/20/3265948. The Reserved Matters application seeks consent in line with condition 1 for detailed matters of appearance, landscaping, layout, and scale.</p> <p>Land At, Perryfields Road, Bromsgrove</p>	14.4.2023	21/01626/REM

## RECOMMENDATION:

- (1) MINDED to **APPROVE** Reserved Matters
- (2) That **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure to determine the Reserved Matters application following:
  - (a) The expiry of the publicity period on 8 April 2023 and in the event that further representations are received, that **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure, in consultation with the Chair of the Planning Committee, to assess whether new material considerations have been raised, and to issue a decision after the expiry of the statutory publicity period accordingly.
- (3) And that **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure to agree the final scope and detailed wording and numbering of conditions as set out in the list at the end of this report.

## Consultations

### Highways - Bromsgrove

- No objection subject to the conditions in respect to the layout of the scheme, visibility splays, and provision of crossing on Perryfields Road.
- The Highway Authority previously advised Bromsgrove District Council, as Local Planning Authority, deferral in formal comments dated 18th November 2021.
- Discrepancies were identified within the previous submission documents which required consideration by the Applicant.
- Layout
- The Phase 1 development will take access from the proposed signalised junction with Stourbridge Road connecting via a new proposed spine road. This is the first section of the spine road and where, subject to agreement and consent from the Local Planning Authority, the spine road will continue to run through the site and connect at the southern end at Kidderminster Road as future parcels associated with the outline consent are promoted.

- The section of the spine road relevant to this planning application has been designed in accordance with the principles agreed as part of the outline planning consent set by the Planning Inspectorate.
- To achieve these established principles, a 6.1m wide road has been provided.
- There is localised widening at the bends along the spine road which is necessary to safely accommodate two-way traffic based on vehicle tracking data. The required 20mph design speed has been achieved through appropriate levels of horizontal alignment. Appropriate levels of forward visibility at the bends of the spine road have been provided, alongside suitable levels of junction visibility at all the side roads.
- All footways with adjacent direct footage are 2m wide. There is a 3.5m wide shared foot/cycleway provided on the northern side of the spine road which will provide the first section of the new shared provision secured as part of the outline consent.
- The proposed turning heads are designed in accordance with the Streetscape Design Guide and there are 1m service margins provided at the back of all turning heads.
- The Applicant also proposes to provide a direct dropped-kerb crossing from the southern part of the site facilitating access for pedestrians to Perryfields Roads.
- The proposed site layout and the proposed uncontrolled dropped-kerb crossing have been subject to independent Road Safety Audits (RSA). The findings of the RSAs have been considered by Worcestershire County Council as the overseeing organisation.
- The internal layout is considered acceptable to Worcestershire County Council, and it accords with the adopted Streetscape Design Guide.
- There are 358 spaces proposed. The proposed parking levels associated with Phase 1 (21/01626/REM) are in accordance with the minimum requirements as set out the adopted Streetscape Design Guide.

### **Mott MacDonald**

- Mott MacDonald have no comments regarding the response of WCC to the first two conditions recommended. However, conditions are recommended with regards to ensuring the provision of sustainable connectivity between Phase 1 of the Perryfields development and neighbouring developments and transport facilities.
- The design of the spine road shows a more circuitous design than was included in the version of the highway proposal considered by the inspector (at the Outline application stage), and while this would contribute further to reducing the attractiveness of the Spine Road to rat running traffic, it would, if repeated for later phases of the development, potentially increase the length of the Spine Road, affecting journey times for traffic using this corridor. We advise BDC that, as the development is built out, this should be monitored, particularly if trip patterns (which will be monitored as part of the monitor and manage strategy as outlined in the Travel Plan document) are observed that differ significantly to those that were predicted by the PARAMICS modelling at the Outline stage.
- On an initial review of the layout plans we had questions about whether the development had adequately considered the necessary connections for walking and cycling, in particular how these will be provided to the south of the development to Perryfields Road as well as via the adjacent development (Living Spaces located to the south west of Phase 1).
- Note that there is now a submission of revised plans showing a footpath onto Perryfields Road, an ATC speed survey has been undertaken and we have been

verbally advised by WCC that this has shown 85th percentile speeds to be 34mph. In addition, we note that WCC's updated response dated 22 now recommends a pre-occupation planning condition to control implementation of this crossing facility. We have completed our review of the reserved matters application for Phase 1 of the Perryfields development (reference number 21/01626/REM). We recommend that a suitably worded Condition could be imposed to control delivery of the crossing point across Perryfields Road subject to the necessary refinement and formal approval of the final design. It is also recommended that an appropriately worded planning condition is added to ensure that the Perryfields development and the link to the adjacent Living Space development, within its powers, capabilities and controls, enables the creation of this provision and does not restrict this being formed.

### **Highways England**

- No objection to this amended reserved matters application.

### **Environment Agency**

- No objection and support the Mitigation and Enhancement Strategy, which will provide an increase in ecological value to Battlefield Brook.

### **North Worcestershire Water Management**

- No objection. This site falls predominantly within flood zone 1 (low risk of fluvial flooding) with areas of higher risk along the corridor of the Battlefield Brook. The site is also generally is not susceptible to surface water flooding aside from some areas of flood risk again along the corridor of the Battlefield Brook and in the North Eastern area of the site. We do not hold any reports of flooding within the site (which as non-developed land is to be expected), but we do hold reports of flooding downstream along the Battlefield Brook and along nearby highways. It is therefore important that the rate and volume of surface water from the developed site does not exceed the greenfield values.
- I note the finished floor levels have been amended to ensure they are set suitably above the adjacent ground levels.
- I would like to raise that the FFL of the pumping station (foul) is set slightly higher than the top level of the nearby SuDS basin; the pumping station should have suitable bunding to ensure in the event of failure that no sewage enters the SuDS basin or watercourse. Details of this can form part of a future detailed site plan.
- There is a need for some further information. In particular, confirmation of the climate change allowance used in the modelled flood extents, and I would suggest the drainage plans include the modelled flood extent to ensure the SuDS ponds are outside of this floodable area. This is critical to the overall design, placement and sizing of the storm water drainage network.
- There is a need for the battlefield brook naturalisation / diversion work to be completed as part of this phase 1 as this work is critical to the modelled flood levels.

### **Severn Trent Water Ltd**

- No objection to the proposals in principle.

### **WRS - Contaminated Land**

- No objection but keep tiered condition imposed on outline application.

### **WRS - Noise**

- No objection subject to acoustic fencing and acoustic windows required as mitigation measures in sensitive locations.

### **WRS - Air Quality**

- No objection
- WRS advise that air quality mitigation measures are incorporated as part of the development to encourage the uptake of low emission modes of transport and to alleviate pollution creep in the local area. The air mitigation measures conditions have recently been updated to reflect changes in the National Planning Policy Framework.

### **Urban Designer**

- Concern that the scheme has been submitted in advance of design code for the development.
- Concern that the site does not take into consideration the topography of the site. Streetscenes reflect the same.
- Issues of access to the site have been determined in the outline approval. Access determined by criteria set by highway engineers resulting in a largely separate from, and cut off from, the adjoining existing residential area. Majority of housing on one lengthy cul de sac. Far extreme of long cul de sac adjacent to Perryfields Road could at least have a pedestrian/cycle access to the development.
- House types are conventional, not particularly distinctive.
- Absence of public open space areas

### **Ecology**

- No objection
- A Habitat Management Plan has been submitted as part of the reserved matters documents with respect to planning Condition 8. The HMP details a number of supported mitigation measures, but some further information or clarification is requested. Provided that these amendments are made to the HMP, we are satisfied that the HMP will meet the requirement for Condition 8.
- A Water Vole Protection Plan has been submitted as part of the reserved matters documents with respect to planning Condition 29. We support the WVPP and agree that water vole populations should be protected from the works provided that all of the measures detailed within the WVPP are adhered to. As such, the WVPP provides sufficient evidence to discharge Condition 29 for this phase.

### **Worcestershire Archive And Archaeological Service**

- No objection
- The development area approved at appeal is subject to archaeological conditions (9 and 10). Phase 1 has been subject to several phases of archaeological investigation which culminated in open area excavation in January 2022. On-site investigation has been completed, with reporting and archiving forthcoming.

### **Community Safety**

- I would recommend that the developer considers application for Secured by Design Gold or Silver Award in respect of the development.

- In general terms the layout as proposed is positive with a 'circled wagons' block arrangement which offers protection to rear and side boundaries of individual units provided that the gated access to the units is robust. There is some good natural surveillance of facing properties in the main.
- A total of seven cul-de-sac's are created accessed from the main thoroughfare although these are permeable to pedestrians. Cul-de-sacs are viewed positively from a crime prevention point of view as they encourage the challenge of strangers and psychologically deter hostile reconnaissance as criminals perceive there are reduced avenues of escape, this advantage is compromised where they are permeable as described by pedestrians and cyclists. That being said I accept that movement is a key aspect of design.
- The main thoroughfare is not straight, looping around a block of units, this is positive as straight runs of thoroughfares on other developments has seen issues with excess speed from residents causing noise disturbance and danger to pedestrians.
- I note there are a number of units where the parking is tandem between units, this can create vulnerabilities to vehicle crime and facilitate access to rear areas. This should be mitigated by ensuring good natural surveillance from opposite properties and active rooms overlooking these areas.
- Planted areas must be maintained to a level that ensures natural surveillance.

### **Natural England**

- No objection

### **Arboricultural Officer**

- The layout creates an incursion by the road network and parking areas into the BS5837:2012 Root Protection Areas (RPA) of trees T41, T46, T47, T48 and G45. Therefore, any section of the road network or parking areas that incur into the RPA of these trees will need to be installed by use of a suitable grade of No Dig construction over the existing ground levels including any curb edge feature and be porous in nature including the surface wearing course. This has been recognised on Tree Protection Drawing C-1948 -05 and 06 however I cannot find any information on the grade of material or method of construction to be used which I request is submitted.
- The feeder access road link to the site of Stourbridge Road starts to feed into the site in close proximity to T58. There is a small area of landscaping shown as retained around the base of this tree, but the existing ground levels will need to be retained within this landscaped area to ensure the welfare of this tree. There is also a path shown passing through the landscaped area which will run within the RPA of this tree and therefore will need to be installed by use of a suitable grade of No Dig method of construction. It is unclear what the intentions regarding the ground level management in this area which I request are confirmed
- The EDP 2 Tree Removal Plans show an intention to remove only a section of H75 however all of this hedge line has been removed. There is no intention shown within the landscape plans submitted to plant any new hedging on this boundary which I therefore request is considered.
- The landscape proposal submitted contains a suitable range and grade of species mix and varieties of plant that will give an acceptable level of structure and seasonal interest to the scheme and there is acceptable.

## **Housing Strategy**

- No objection

## **Publicity**

Two public consultations have taken place as follows:-

167 letters sent 26th October 2022 (expire 19th November 2022) and 26th January 2023 (expire 12th February 2023)

Site notices displayed 4th November 2022 (expire 28th November 2022) and 1st February 2023 (expire 18th February 2023)

Press notice published 4th November 2022 (expire 21st November 2022) and 27th January 2023 (expire 1st February 2023).

4 representations received raising the following issues:

- Concern regarding increased traffic/ traffic congestion
- Reference made to the movement route corridor plan referred to by the Inspector. Plan now shows that the route deviates from that shown on the outline plans.
- Impact on wildlife
- Impact on trees/ loss landscaping, want screen planting particularly on Perryfields Road
- Concerns of surface water drainage

Due to recent revisions to the scheme, a third public consultation is currently taking place at the time of drafting the report and I will update Members at your Committee:

169 letters sent 23rd March 2023 (expire 6th April 2023)

Site notice displayed 22nd March 2023 (expires 5th April 2023)

Press notice published 24th March 2023 (expires 8th April 2023)

## **The Bromsgrove Society**

- Objection
- The Society notes that the Inspector's decision letter for planning appeal provides a schedule of planning conditions.
- Condition 4 provides a list of approved plans with the Inspector stating "the development hereby permitted shall be carried out in accordance with the following approved plans".
- Listed as an approved plan in Condition 4 is 19378 47H Figure 3.6 Parameter Plans – Access & Movement Plan. This plan shows the route of the approved spine road through the development that will replace the existing signed through route between A448 Kidderminster Road and B4091 Stourbridge Road.
- The Access & Movement Plan shows that the spine road is made up in part of existing highway and new highway. and labelled "main movement route corridor". In recognition that the exact route of the main movement route corridor is still to be agreed it is shown as being of varying width that sets the spatial envelope approved by the Inspector for the route of the spine road.
- The spine road submitted for approval in the reserved matters application deviates from the conditioned main movement route corridor. Rather than the straight route through the reserved matters application site conditioned by the Inspector the applicant now seeks approval for a longer route that adds four additional bends to the spine road.
- Furthermore, rather than being bounded by public open space for its full length through the reserved matters site the Applicant's layout proposal is that the spine

road will have residential properties on both side for around half its length through the site.

- Consequently, it is the considered opinion of The Society that the submitted layout proposal is not in accordance with the applicable approved plan (19378 47H Figure 3.6 Parameter Plans – Access & Movement Plan) specified in Condition 4 of the Inspector's outline planning consent.
- The Society considers the following impacts will arise if the scheme is approved:-
- Paragraph 4.64 of the Transport Assessment submitted by the Applicant for their outline planning application states that spine road design features will encourage lower speeds the impact of which will be to deter off-site through traffic from using it as a route between A448 Kidderminster Road and B4091 Stourbridge Road.
- The Society rightly considers that the additional length of spine road, four additional right angle bends and the increased likelihood of vehicles parked on the highway arising from additional residential frontages will result in the number of off-site through vehicle trips being deterred from using the spine road being over and above those considered by the Inspector when granting outline planning consent.
- The question thus arises as to which routes the drivers further deterred from using the spine road will choose given that the existing Perryfields Road through route between Kidderminster Road and Stourbridge Road will be closed off.
- There is very limited choice of alternative routes. In reality, the Applicant's layout proposals are very likely to lead to further undesirable rat-running trips through the Sidemoor residential area and additional trips through the Town Centre not accounted for by the Inspector when considering appropriate mitigation measures at Town Centre junctions.
- With regards to additional traffic routing through the Town Centre, The Society refers to:-
- Paragraph 8.124 of the District Plan states "in order to reduce congestion and improve air quality in the Town Centre, wherever possible, through traffic will be routed via alternative less congested routes";
- and;
- Paragraph 8.162 of the District Plan states "road congestion is an increasing problem for the Town Centre, particularly during peak hours and when traffic attempting to avoid motorway congestion diverts to the local road network".
- Consequently, it is pertinent to note that;
- At the Parkside junction, the recent installation of MOVA control to the traffic lights is simply the measure accepted by Members during the Norton Farm Town Expansion Site planning application to be necessary to mitigate the additional traffic generated by development at Norton Farm;
- Following improvements to the Parkside junction there is no traffic modelling currently available for Member or public scrutiny to demonstrate that development at the Perryfields Town Expansion Site will not have an adverse impact on the junction;
- It appears to The Society that the ongoing Strategic Transport Assessment (STA) is likely to model the Perryfields spine road as conditioned by the Inspector without changes to the layout proposed by the Applicant, in this or subsequent reserved matters applications that will encourage drivers to use alternative routes to the spine road. Consequently, outputs from an unmodified STA are likely to suppress the impact of development at the Perryfields Town Expansion Site on the Town Centre and in Sidemoor and to be of questionable validity when testing options for

new developments to understand the requirements for future highway infrastructure.

### **Site Description**

The Perryfields Road development site (allocated as BROM2 in the Bromsgrove District Plan) is located to the south of the intersection between the M5 and the M42 and amounts to 72.26 hectares in area, extending between the A448 Kidderminster Road to the south, the B4091 Stourbridge Road to the north-east, and bounded by the residential area of Sidemoor to the south-east.

The development of the allocated BROM2 site will be in the form of 5 Phases. This application is Phase 1 (site area 6.55 hectares) and is located at the most northern tip of the overall site bounded by Stourbridge Road, Perryfields Road and the Battlefield Brook.

### **Proposal Description**

Following the granting of outline planning permission at appeal and the approval of external access arrangements by the Planning Inspector, this application seeks consent for the first phase of this allocated site for the erection of 149 dwellings.

The principle of the residential development (up to 1300 units) has been established through the granting of a mixed use outline permission 16/0335 which also included up to 200 unit extra care facility, up to 5ha of employment, mixed use local centre with retail and community facilities, first school, open space, recreational areas and sports pitches, associated services and infrastructure. Therefore, the issues for consideration by Members are limited to matters of the internal vehicular access, layout, scale, appearance, and landscaping.

A total of 149 dwellings are proposed in this phase generally comprising of 2 storey dwellings, however, 6 No. bungalows are proposed, and 10 No. dwellings would be 2 ½ storeys incorporating dormers. The provision of dwellings is as follows:-

#### **Open market housing**

5 No. 2 bedroom dwellings  
56 No. 3 bedroom dwellings  
46 No. 4 bedroom dwellings  
**Total 107 dwellings**

#### **Affordable housing**

27 No. 2 bedroom dwellings  
13 No. 3 bedroom dwellings  
2 No. 4 bedroom dwellings  
**Total 42 dwellings**

The affordable housing tenure is split between shared ownership (17 units) and social rent (25 units). These units would be provided in clusters across the whole of the phased scheme.

Provision of informal open space would be in the form of a multi-functional green and blue infrastructure corridor providing a variety of plant species and incorporating a

sustainable drainage system adjacent to Battlefield Brook. A pumping station is proposed in this area of the site as well as a substation.

A smaller informal non equipped open space area is also proposed next to Perryfields Road providing footpath links to Perryfields Road and the neighbouring development Living Space (currently under construction on Perryfields Road).

The Reserved Matters to be considered under this application are:

- Layout - 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. This includes the internal road configuration.
- Scale - the height, width and length of each building proposed within the development in relation to its surroundings;
- Appearance - the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture; and
- Landscaping - 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—
  - (a) screening by fences, walls or other means;
  - (b) the planting of trees, hedges, shrubs or grass;
  - (c) the formation of banks, terraces or other earthworks;
  - (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
  - (e) the provision of other amenity features

For clarity, the issue of external access off Stourbridge Road has already been determined and approved, so is not included in the current application.

### **Relevant Policies**

#### **Bromsgrove District Plan**

BDP1 Sustainable Development Principles  
BDP2 Settlement Hierarchy  
BDP3 Future Housing and Employment Development  
BDP5A Bromsgrove Town Expansion Sites  
BDP7 Housing Mix and Density  
BDP8 Affordable Housing  
BDP10 Homes for the Elderly  
BDP12 Sustainable Communities  
BDP16 Sustainable Transport  
BDP19 High Quality Design  
BDP21 Natural Environment  
BDP23 Water Management  
BDP24 Green Infrastructure  
BDP25 Health and Well Being

## **Others**

NPPF National Planning Policy Framework (2021)  
NPPG National Planning Practice Guidance  
Bromsgrove High Quality Design SPD  
National Design Guide

## **Relevant Planning History**

The application site forms part of a larger site that was the subject of a planning appeal (APP/P1805/W/20/3265948). The appeal was allowed 5 August 2021 granting outline planning permission for and approving access for:

The phased development of up to 1300 dwellings (C3); up to 200 unit extra care facility (C2/C3); up to 5ha of employment (B1); mixed use local centre with retail and community facilities (A1, A2, A3, A4, A5, D1); First School; open space; recreational areas and sports pitches; associated services and infrastructure (including sustainable drainage, acoustic barrier); with matters of appearance, landscaping, layout and scale (including internal roads) being indicative and reserved for future consideration, except for details of the means of access to the site from both Kidderminster and Stourbridge Road, with associated highway works (including altered junctions at Perryfields Road/Kidderminster Road and Perryfields Road/Stourbridge Road) submitted for consideration at outline stage.

The Planning Inspector considered and allowed the Reserved Matter of access. This included consideration of traffic movement and highway safety together with a proposed mitigation package and approved 2 vehicular access points into the site from Stourbridge Road and Kidderminster Road.

The appeal was allowed subject to a Section 106 Agreement that secured a number of contributions and mitigation measures. Condition requirements to be addressed prior to commencement of any phase include the following:-

Condition 1 details of the access, appearance, landscaping and scale in that phase to be submitted and approved.

Condition 4 development to be carried out in accordance with approved plans which included detailed vehicular access plans off Stourbridge Road and parameter plans that provided indicative details in respect to access and movement, open space and green infrastructure, development heights, noise mitigation and drainage.

Condition 6 requires a Design Code.

Condition 8 requires a Habitat Management Plan.

Condition 9 requires a programme of archaeological work.

Condition 10 requires a Construction Environmental Management Plan.

Condition 12 requires drainage details.

Condition 13 requires a preliminary risk assessment in respect to contamination.

Condition 14 requires protection of all trees and hedges to be retained.

Condition 18 requires finished ground floor levels.

Condition 20 requires the submission of soft landscaping works.

Condition 21 requires the submission of hard landscaping works.

Condition 22 requires details of boundary treatment.

Condition 23 requires a landscape management plan.

Condition 24 requires details of communal public open space.

Condition 28 requires details for the diversion of Battlefield Brook.

Condition 29 requires details for the protection and/or mitigation of water voles.

Condition 30 requires details of external lighting.

Condition 31 Travel plan.

Condition 36 requires details of water efficiency.

Condition 37 Finished floor levels.

Details required to address conditions 8, 12, 18, 20, 21, 22, 23, 24, and 31 form part of this application in respect to Phase 1 only whilst the other conditions are being considered as part of separate Discharge of Conditions application submissions.

## **Assessment of Proposal**

### **Phasing**

The proposal will be the first of potentially five phases to complete the Perryfields development. In determining the appeal, the Inspector anticipated development taking place on a phased basis and this is reflected in the wording of many of the conditions. A phasing plan has been approved as part of the discharge of conditions. Therefore, the submission of a Reserved Matters application for only part of the overall site is acceptable.

### **Layout**

The outline planning permission was allowed on appeal subject to a condition that the Reserved Matters shall be in accordance with the indicative development area parameter plans. The plans approved as part of the outline application include detailed plans for the access arrangements/improvements for Stourbridge Road, Kidderminster Road and other nearby roads indicated for highway improvements.

The approved plans also included parameter plans that showed indicative details of the access and movement of the potential development. The Access and Movement Plan showed a main movement route corridor. The Inspector refers to the potential spine road in the Appeal decision and its intention to run through the site and be designed for speeds of 20mph to create an environment conducive to cycling and walking. It became apparent upon the submission of this phased application that a 20mph limit would not be achieved with the indicative spine road shown on the Access and Movement Plan. Negotiations have been held to deviate the route of the spine road to ensure that a maximum speed of 20mph can be achieved. This has resulted in a layout that shows the route meandering through the site to provide in built traffic calming measures to achieve the potential speed limit.

The layout of the houses has been defined by the revised spine route; however, this has improved outlooks for some of the plots and also creates focal points for way-finding purposes. For instance, the 2½ storey dwellings are mainly located facing Battlefield Brook, which will be an informal open space area along the north-western boundary. The proposed bungalows will face onto Perryfields Road along the south eastern boundary. A total of 18 different house types are proposed for Phase 1 which are in the form of detached, semi-detached and terraced properties providing a varied streetscene. The distribution of social rent and shared ownership properties is proposed to be in a diverse and reasonable manner.

Generally, there is a sense of spaciousness within the proposed housing layout. Whilst many of the plots have private rear garden areas in excess of the spacing standards set out in the Council's High Quality Design SPD for private amenity space, some are substandard. It is important to consider the overall proposal holistically and, in this context, the slight shortfall in garden lengths/areas is not considered to be significantly harmful. Furthermore, the Council does not have a 5 year supply of housing land currently. Given the physical constraints of this site, the provision of open space proposed for this phase, and the overall benefits associated with the provision of 149 new dwellings, including 42 affordable units, the proposal is considered acceptable.

The major urban design criteria is connectivity. Generally, the layout relates well on this criterion, for both pedestrians and vehicles, with links to the neighbouring residential development under construction on Perryfields Road (Living Space) as well as Stourbridge Road. However, permeability directly onto Perryfields Road was considered to be restricted due to the established hedgerow and third party land. This matter has been raised by the Council's Urban Designer who has stated that a large proportion of the houses are accessed from one lengthy cul de sac. The Urban Designer notes that the hedge along Perryfields Road is to be retained preventing pedestrian or cycle access to the road.

The development has been amended to include a footpath link onto Perryfields Road adjacent to the smaller open space area to the southern boundary of the site. The provision of this footpath link does involve the removal of approximately 78m of hedgerow in order to achieve the access and adequate visibility. This footpath (and uncontrolled crossing point across Perryfields Road) and the internal footpath that links to the Living Space development will offer occupiers alternative options to access facilities rather than relying on the use of the car.

Whilst it is regrettable that a section of hedgerow along Perryfields Road would need to be removed to enable this provision, the hedgerow mainly contains a fair volume of Elm which will in time, is most likely to die out. Therefore, it would be appropriate to replace the hedgerow with a better-quality hedge for the longer term. The Tree Officer has informally advised that he does not object to the removal of the hedgerow and has requested that the hedge be replaced outside the proposed visibility splay.

Due to the change in the proposed layout a third public consultation is currently taking place at the time of drafting the report and this is reflected in the recommendation. Any comments submitted as a result of the consultation will be provided in an update report. I will update Members at your Committee on this issue.

Overall, the proposed layout is considered to accord with policies BDP5A.7g), BDP19, Bromsgrove High Quality Design SPD and the NPPF.

### **Scale**

Condition 4 requires that the Reserved Matters accord with the maximum scale parameters for buildings as set out Figure 3.2 Parameter Plan – Development Heights. The plan shows that this aspect of the development site could potentially accommodate 2½ storey dwellings for the whole of Phase 1.

Whilst there would be 10 No. dwellings of 2½ storey height, the majority of the built form will be 2 storey. Given the variety of levels of the site, and the general height of surrounding properties, it is considered appropriate that 2 storey units be the dominant height for this particular phase.

A total of 6 No. bungalows are also proposed providing a variety of roof heights as well as an interesting streetscene, but also provides for those who benefit from ground floor only living. The scale of the development proposed is considered acceptable.

### **Appearance**

A total of 18 housetypes form part of this phased scheme. The Design Compliance document submitted with the application clarifies that there are three distinctive character areas, Central Area, Core Area and Green Edge.

The Design Compliance document states that the character areas are an important tool in helping to deliver contextually responsive urban design, responding to the unique qualities of a particular site or neighbourhood. The scheme reflects similar architectural details from neighbouring properties in Perryfields Road, as well as the new adjacent residential development currently under construction (Living Space). The different character areas and the 18 different housetypes all provide visual interest to the streetscene ensuring that this development integrates into its setting in accordance with Policy BDP19, and the Council's SPD on High Quality Design.

A limited materials palette is proposed featuring brickwork and render for the units to reflect the character areas encouraging distinctiveness and wayfinding throughout the site. The same materials palette will be used on both market and affordable housing to help to ensure that the development is well integrated and tenure blind.

Roads, footways and driveways are generally intended to be a tarmac finish.

Boundary treatment details have also been submitted which show a combination of brick screen walling and a variety of timber fencing styles of varying heights.

The Council's Urban Designer has described the house types as conventional but not distinctive or remarkable. It is accepted that there are subtle differences in architectural details and design between the housetypes submitted, though overall, the appearance of the dwellings complement one another and provide variety and interest in the streetscene, presenting a cohesive development, and contributing to the sense of place. The size, appearance and architectural detailing of the dwellings is acceptable and accord with policies BDP5A7.g), BDP19, the Council's High Quality Design SPD, the outline planning permission, and the NPPF.

### **Landscaping**

Some established trees and hedgerows will need to be removed to enable the development, including the section of hedgerow bounding Perryfields Road to facilitate the pedestrian access.

A linear area of open space will be provided along Battlefield Brook and will be multifunctional in use providing visual amenity value, biodiversity benefits including SuDS ponds. An informal open space area is proposed adjacent to Perryfields Road and will be

adjacent to footpath links to the neighbouring Living Space residential development currently under construction as well as Perryfields Road.

Enhancements are proposed to the brook. North Worcestershire Water Management have been involved in discussions on the overall enhancement works to the brook. Revisions have also been made to the landscaping details.

Overall, it is considered that this proposal satisfactorily achieves the aims of the Open Space and Green Infrastructure Parameters Plan defined in the approved outline application and development plan policy.

### **Housing Mix**

Policy BDP5A requires a high proportion of 2 and 3 bedroom properties across the town expansion sites. One third of the total provision of proposed dwellings would be 2-3 bedroom units. There is a requirement for 40% affordable housing across the whole allocation in accordance with Policy BDP5A.7 and BDP8. In the appeal decision the Inspector acknowledged that the outline scheme would provide for 30% affordable provision across the expected 1300 new dwellings as the existing 210 affordable units already built on the allocated site would go towards the 40% affordable housing requirement.

The Phase 1 scheme proposes a total of 42 affordable units which equates to 28.2% leaving a shortfall of 2 affordable dwellings. Policy BDP8.6 states that where a development site is brought forward on a piecemeal basis, the Council will assess affordable housing targets for each part of the site on a pro-rata basis, having regard to the overall requirements generated by the whole site. The developers have clarified that whilst there is a shortfall of affordable housing on this phase by 2 dwellings, this shortfall will be made up in the next phase of the development. Officers accept this approach in respect to the affordable housing provision for this phase and consider that the proposed development meets the development policies in respect of affordable housing requirements.

The affordable housing tenure is split between shared ownership (17 units) and social rent (25 units). These units would be provided in clusters across the whole of the phased scheme. The Housing Officer has been consulted and agree that the affordable housing provision, mix and cluster arrangements within the layout are acceptable. In addition, in respect to Policy BDP5A.7b there is a provision of 6 No. bungalows addressing housing need for the elderly.

### **Impact on Existing and Proposed Residential Amenities**

Adequate spacing would be maintained between existing and proposed dwellings. Overall, it is considered that given the degree of separation, position and orientation between proposed dwellings and neighbouring properties along Perryfields Road, Stourbridge Road and Sheepcote Grange, the proposal would not result in harm to the amenity of the occupants of neighbouring properties or future occupiers of the proposed dwellings and is considered acceptable. The recent revision showing the footpath link onto Perryfields Road is acceptable from an amenity perspective.

## **Highways and Parking**

An indicative movement route corridor was shown on one of the approved parameters plans as part of the outline permission. Subsequently it has transpired that the aspired 20mph limit could not be achieved with the indicative route. The route has been revised to build in traffic calming measures. County Highways have been consulted and revisions have been made to the plans to ensure the development achieves the aspired speed limit.

As a result of these changes (including visibility, road alignment, design of the internal roadways to a maximum of 20mph, confirmation on the number of parking spaces to meet the required adopted standards) WCC as Highway Authority have advised that it has no objection to the proposal subject to conditions.

County Highways have considered the revised plans that show the proposed footpath onto Perryfields Road and have no objection to the amendment stating that the proposed site layout and proposed uncontrolled dropped-kerb crossing have been subject to satisfactory independent Road Safety Audits (RSA). Mott MacDonald have independently assessed the scheme as a whole, including the proposed footpath onto Perryfields Road and have raised no objection on highway grounds.

## **Ecology**

A Habitat Management Plan and a Water Vole Protection Plan have been submitted to support the application. The Council's Consultant Ecologist has advised that the details submitted are acceptable. The Environment Agency have also commented on the Water Vole Protection Plan and state that whilst they support the details submitted, some minor amendments to provide refuge areas within the basin have been suggested. Any amendments submitted in respect to this matter will be provided in an update report.

## **Contamination and Noise**

Worcestershire Regulatory Services (WRS) have reviewed the information submitted with regard to contamination and risk to human health. Initial comments from WRS considered that whilst the site is unlikely to be significantly contaminated, additional information is still required and as such a tiered contamination condition in the outline decision will remain live for now in respect to this phase.

In respect to noise, condition 26 of the outline decision sets out acceptable noise levels for the development and requires mitigation measures to be approved to ensure the noise levels can be met. Whilst information has been submitted to address this condition, the information submitted has been superseded due to the change in layout of the scheme in respect to the spine road. The mitigation matters required relate to acoustic fencing, and acoustic windows to be installed on plots in sensitive locations such as Perryfields Road and the motorway network. For these reasons, condition 26 of the outline decision will remain live for now in respect to this phase.

## **Drainage**

A Flood Risk Assessment has been submitted to support the application. North Worcestershire Water Management (NWWM) have considered the details but require additional information in respect to discharge rates, detailed designs of SuDS ponds, as well as final detailed drainage designs that should incorporate finished floor levels to be at least 150mm above the surrounding finished levels.

The revised details recently submitted included additional information to clarify minor drainage matters. North Worcestershire Water Management and Severn Trent have been reconsulted. Any comments submitted as a result of the consultation will be provided in an update report. I will update Members at your Committee on this matter.

### **Public response to the proposal**

Some of the comments submitted relate to the principle of the development. I have therefore attached very little weight to objections raised by residents with regards to the release of this site for housing provision, traffic and highway issues external to the site, the impact drainage and flood risk and wildlife and landscaping issues, as the principle of development on this site has already been established by the outline permission.

Comments raised by Bromsgrove Society in respect to the deviation of the indicative 'main movement route corridor' shown on the Access and Movement Parameters Plan approved at outline stage have been addressed within the body of this report.

I will update Members at your Committee on the content of any additional comments received arising from the current consultation process.

### **Conclusion**

This is an allocated development site. Outline planning permission with the Reserved Matter of Access was allowed on appeal in 2021. Whilst some of the private rear gardens are less than the spacing standard set out in the High Quality Design SPD when assessed holistically against the policies of the District Plan the proposal is considered to comply. The Reserved Matters under consideration are found to comply with the relevant conditions imposed by the Planning Inspector and to the NPPF. In the planning balance and taking account of material planning considerations, the development as a whole is considered to be acceptable and subject to the conditions set out below, is recommended for approval.

### **RECOMMENDATION:**

- (1) MINDED to **APPROVE** Reserved Matters
- (2) That **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure to determine the Reserved Matters application following:
  - (a) The expiry of the publicity period on 8 April 2023 and in the event that further representations are received, that **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure, in consultation with the Chair of the Planning Committee, to assess whether new material considerations have been raised, and to issue a decision after the expiry of the statutory publicity period accordingly.
- (3) And that **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure to agree the final scope and detailed wording and numbering of conditions as set out in the list at the end of this report.

**Conditions:-**

- 1) The development hereby approved shall be carried out in accordance with the plans and documents (drawing numbers to be inserted).

Reason: To provide certainty to the extent of the development hereby approved in the interests of proper planning.

- 2) The development hereby approved shall not be occupied until the layout, turning areas and parking facilities shown in general accordance with Drawing PH1-102 Rev G has been provided. These areas shall thereafter be retained and kept available for their respective approved uses at all times.

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

- 3) The development hereby approved shall not be occupied until the visibility splays shown on Drawing PH1-102 Rev G have been provided. The splays shall at all times be maintained free of level obstruction exceeding a height of 0.6m above adjacent carriageway.

Reason: In the interests of highway safety.

- 4) Prior to their first installation, details of the uncontrolled crossing shall be submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall not be occupied until the proposed uncontrolled crossing on Perryfields Road as shown in drawing PH1-2 (Titled: Proposed Footpath Link To Perryfields Road) has been constructed and completed.

Reason: In the interests of highway safety and to assist in the provision of sustainable links.

- 5) The development shall not be occupied until full details of the provision of footpath/cycle path to the south-western boundary of the site to connect to Living Space residential development shall be submitted to and approved in writing by the Local Planning Authority. The footpath/cycle path shall be implemented in accordance with the approved details before the first occupation of any one of the dwellings hereby permitted.

Reason: In order to assist in the provision of sustainable links.

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