

Name of Applicant	Proposal	Plan Ref.
Taylor Wimpey UK Ltd.	<p>Reserved Matters Application for Phase 2: 437 residential units (Class C3) on land abutting Kidderminster Road/Perryfields Road, in accordance 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 Kidderminster Road, Bromsgrove</p>	24/00246/REM

### **RECOMMENDATION:**

(1) MINDED to **APPROVE** Reserved Matters

(2) That **DELEGATED POWERS** be granted to the Assistant Director for Planning, Leisure and Cultural Services 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**

#### **Worcestershire Highways – Bromsgrove**

No objection

The Highway Authority has undertaken a robust assessment of the application. Based on analysis of the information provided, the Highway Authority advises no objection subject to planning conditions.

The site at Perryfields is included as an allocation (BROM2) in the adopted Bromsgrove District Plan 2011-2030.

The off-site highway and transport implications of the development on the highway network within Bromsgrove have been considered as part of the outline consent granted on appeal. This application deals with matters of the layout, scale, appearance, and landscaping. These Highway Observations therefore deal with the above matters in the context of the public highway.

The Highway Authority previously advised deferral of the application in formal observations dated 8 April 2024, 8 July 2024, and 24 October 2024 citing a number of issues with the original and revised iterations of the layout. The Highway Authority has undertaken a review of the latest revised layout and associated drawings/ documents.

The Phase 2 development will take access from the proposed roundabout junction with Kidderminster Road connecting via a new spine road (this roundabout access has been consented as part of the outline planning application 16/0335 allowed at appeal

under reference APP/ P1805/W/20/3265948).

This is the second 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 northern end at Stourbridge Road as future parcels associated with the outline consent are promoted. Phase 1 development was consented on 10 November 2023.

The section of the spine road relevant to this planning application has been designed in accordance with the principles established as part of the outline planning consent set by the Planning Inspectorate and as part of the consented phase 1 development in a consistent and coherent manner.

To achieve these established principles, a 6.7m wide road has been provided where development serves the proposed commercial/ employment uses in accordance with the adopted Streetscape Design Guide which then becomes a 6.1m wide road. There is localised widening at 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 horizontal alignment.

Forward visibility at the bends along the spine road (25m) and junction visibility at all the side roads (25m) will be provided in accordance with the required standard. Where the southern employment area is proposed close to the consented roundabout access with Kidderminster Road, the visibility splays have been extended to 38m.

All proposed footways adjacent to properties are 2m wide. 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 where there is no direct frontage.

There is a proposed roundabout within the phase 2 scheme providing access to the northern employment area. This has been designed in accordance with the relevant standard and the Applicant has confirmed there are no identified Departures from Standards.

Similarly, the mini-roundabout adjacent to plot 63b has been designed in accordance with the relevant standard and there are no proposed Departures from Standards. This has been confirmed by the Applicant. Departures from Standards will not be accepted given the provision of new infrastructure.

Parts of the Phase 2 development area impacts upon the existing Perryfields Road. Parts of this existing road will be stopped-up and incorporated into the proposed development highway network. All existing properties on the Perryfields Road will maintain full and direct access to local the highway network. The timing and coordination of works to the public highway is subject to separate permissions/ agreements in accordance with the New Roads and Streetworks Act and Highways Act. The strategy for the coordination of the severance of Perryfields Road is also subject to a planning condition secured as part of the original outline consent (16/0335

allowed at appeal under reference APP/ P1805/W/20/3265948 condition 35). The timing and strategy for these works will be reviewed as part of any proposed Discharge of Condition application in pursuance of condition 35.

Tying into the consented active travel corridor secured on the spine road as part of Phase 1 development, there will be a continuation of this facility which will direct cyclists onto the Old Perryfields Road providing active travel with a low trafficked and quiet route with direct and convenient access through the development. This will also provide active travel connections to the proposed employment areas.

The levels of parking proposed align with the adopted Streetscape Design Guide and all parking is contained within the curtilage of plots/ properties.

A Road Safety Audit (RSA) has been undertaken and a supporting Designer's Response (DR) has been submitted. Worcestershire County Council, as the Overseeing Organisation, accepts the findings of the RSA and the DR.

Across the site, a network of footpath connections are proposed within the public open space. The Applicant should note that Worcestershire County Council will not adopt footpaths/ links shown in the areas of public open space.

### **Mott MacDonald**

#### Active Travel Accessibility

Initially raised the need to consider the opportunity for an active travel access point to be brought forward in the north-east of the site to facilitate east-west connections for the northern half of the site. Across both the Outline Application and Reserved Matters application there appeared to be uncertainty whether there was an opportunity to provide a potential active travel access points either to Larchmere Drive or Grayshott Close to address this need.

Noted in the revised plans that overall accessibility strategy is now clearer. The role of the Perryfields Road route as a key north-south active travel spine is emphasised but consider that there is a missed opportunity for linkages to either Larchmere Drive, Grayshott Close, or The Orchards School.

#### Site layout and Highways

Potential conflicts at junctions were initially raised, however, these have now been addressed in revised plans submitted.

#### Public Transport

Initial queries referred to the location of bus stops. Although details have been provided in terms of locations, would query the precise form of the bus stop facilities.

#### Phasing of the Spine Road

Previously requested clearer narrative in respect to the planned stopping up of Perryfields Road and it is noted that condition 35 of the Outline Permission would be applicable.

The planning for delivery of highway works is necessarily interrelated with the detailed design and construction planning stages of delivery. Therefore, it is reasonable to control these measures via a planning condition. Nonetheless it is unlikely that a significant

quantum of development could come forward for delivery or occupation prior to resolution of the phasing strategy as the overall transport strategy is reliant on delivery of the public transport and active travel facilities which should be in place at the earliest opportunity to support the needs of the new residents.

To summarise, initial issues raised have been addressed, it is recommended that additional conditions be imposed in respect to the delivery of bus stop infrastructure and control the phasing of the Perryfields Road works. In addition, more consideration be given to an additional active travel connection to either Larchmere Drive or Grayshott Close to support accessibility of the site by sustainable means.

### **National Highways**

No objection

### **Active Travel England (ATE)**

ATE has undertaken a detailed assessment of this application and is content with the submission.

### **County Public Rights of Way (PRoW)**

We acknowledge the new 'PRoW Route Plan' and the applicant's intent to divert the footpath. We have also been contacted by Bromsgrove District Council who have received a request to formally divert the footpath. We note, and fully support, the intent to include the full length of the diverted footpath within the Section 38 highway adoption scheme.

Request a condition that the Public Path Diversion Order is at Confirmed Order stage prior to construction of the development.

### **Rambler's Association**

The Rambler's Association is very concerned about this proposal. It is replacing a public right of way footpath through a field path with a suburban road, albeit not a through road, and diverting the route to one of a much lower amenity value after an expected lengthy closure and would not 'protect and enhance' the path network.

The provision of new routes (though not Public Rights of Way - we would appreciate clarity on this with its implications for future maintenance) within the overall scheme is cited as a compensating measure of enhancement. But the closure of the footpath would be enacted as soon as possible and is now being drafted. We have no suggestion of a timescale for this compensatory action. And there is no consideration of any temporary diversion.

In essence we believe that path 591 will be lost as a part of the beneficial PROW network.

On these grounds the Ramblers Association will also be entering an objection to the path diversion order which we understand to be in preparation.

### **Natural England**

No comments to make on this reserved matters application.

### **National Grid**

There are no National Grid Electricity Transmission assets affected in this area.

### **Environment Agency**

Notes that the site sits entirely within Flood Zone 1 (the low risk zone) on the Flood Map for Planning and refers to conditions under the outline approval.

### **North Worcestershire Water Management**

This site falls within flood zone 1 (low risk of fluvial flooding) and is not generally susceptible to surface water flooding aside from some areas of flood risk along the corridor of the Willow Brook through the centre 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 in several locations immediately adjacent to the site. It is therefore important that the rate and volume of surface water from the developed site does not exceed the greenfield values, and that the drainage is carefully designed which may help to reduce this existing flood risk.

In respect to the Willow Brook; this rises adjacent to Perryfields Road and flows through the site, possibly partially culverted, towards Grayshott Close / Larchmere Drive. Policy 23(g) of the Bromsgrove Local Plan requires that opportunities for watercourse enhancement though de-culverting should be maximised; the proposals incorporate this watercourse through the public open space.

Following on from discussions, a preliminary drainage strategy has been submitted including the drainage network that will be publicly adopted and includes two swales and two attenuation ponds. At present it does not appear that there is any permanent depth of water in either pond which will need to be included as part of the detailed design along with section drawings of the pond, which are covered by the existing conditions on the outline application.

Having discussed drainage for the site with the applicant, I understand that due to the underlying ground conditions individual soakaways are not feasible on site. We discussed the inclusion of rain gardens, bioretention areas and porous paving across the wider site; although not included on the preliminary drainage strategy; nevertheless these can be covered by the existing conditions for the site. I am pleased to see that some areas of the site will drain into the sections of swales, and that the culverts previously included have now been removed from the swale design.

Provisional information has been provided which is generally satisfactory, and while further information is still required before any building work commences on site, I believe this is covered by the existing conditions for the 2016 planning, I therefore am content for the remaining information to be dealt with via these conditions.

### **Severn Trent Water Ltd**

No Comments

### **WRS - Contaminated Land**

As requested Worcestershire Regulatory Services (WRS) have reviewed the application in relation to contaminated land. No information relating to contaminated land matters has been identified from the available documentation. It is understood that relevant conditions

were attached to the outline planning permission (16/0335) following the granting of permission on appeal. WRS are not aware of any relevant information being submitted in respect of contaminated land in relation to the Phase 2, therefore, condition 13 – Contamination land remains to be discharged for this phase.

### **WRS – Noise**

I have reviewed the documents submitted for the above and have not identified any nuisance issues requiring comment. Condition 17 of the appeal decision relates to an acoustic bund and Condition 26 to attenuation measures for noise from roads. Details need to be submitted to discharge these conditions for Phase 2.

### **WRS - Air Quality**

No objection

### **Urban Designer - Place Services**

Supportive on urban design grounds.

### **Ecology Advisor - ECUS Ltd**

Following our review of the Habitat Management Plan and Badger Sett Monitoring Report we are satisfied that the documents meet the requirements for Condition 8 of the outline planning permission.

### **Worcestershire Archive and Archaeological Service**

No archaeological objection

### **Waste Management**

I have reviewed the application which we were already aware of as part of the wider development of the Perryfields site, and all looks acceptable from a waste collection perspective.

### **Community Safety Manager**

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

This is a large site and there is substantial permeability, a certain amount of this is obviously desirable and necessary in order that on such a large site there is appropriate access and movement, particularly as here where there are impacts upon the existing road infrastructure.

I note this proposal includes back-to-back blocks, this is a positive design in crime prevention terms provided there is adequate protection of rear garden accesses by good quality fencing and gate locks. Other blocks with a parking court behind a frontage are proposed, good natural surveillance over parking areas and well-designed lighting is important in such cases.

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 should be designed to be maintained to a level that ensures natural surveillance and where possible defensive planting should be used to enhance fencing protection to enclosed areas, this also prevents graffiti.

### **Arboricultural Officer**

The proposed landscape scheme as shown contains a wide range of planting that will provide a suitable level of seasonal interest and habitat value to the site. The volume of planting and grade of the stock to be used will provide a good level of structure to the landscaping of the site from the outset of the planting and in the longer term.

### **Housing Strategy**

We are happy with the pepper-potting and clustering. The property sizes all comply with the required HQI standards. I can confirm that this planning application meets the requirements of the Section 106 in respect of the provision of social rented and shared ownership units and am happy to support it.

### **Open Space/Play Areas**

Recommend minor amendments to the design/layout of the LEAP otherwise provision will complement other facilities within the local area at Sanders Park, King George Close and the new play area to be built at Whitford Heights development.

No objection to the open space areas.

### **Sport England**

No comments to make on proposal.

### **Education Department at Worcestershire County Council**

No comments.

### **The Bromsgrove Society**

- Existing PROW to Carol Avenue. Request that the route be improved between the Perryfields site boundary and Carol Avenue to maximise its use for all active travel mode.
- Pedestrian access link to Larchmere Drive, as suggested in the Movement Plan.
- Pedestrian access link to Grayshott Close- school link.
- Concern regarding private garden lengths and garden areas.
- Query procedures to close Perryfields Road.

### **Bromsgrove Climate Action**

- Request the provision of swift bricks to provide habitat loss for swifts.

### **Publicity**

Three public consultations have taken place as follows:-

144 neighbour letters sent on:  
20 March 2024 (expire 13 April 2024)  
2 July 2024 (expire 26 July 2024)  
14 October 2024 (expire 7 November 2024)

Site notices displayed:

27 March 2024 (expire 20 April 2024)  
15 July 2024 (expire 8 August 2024)  
21 October 2024 (expire 14 November 2024)

Press notice published:

22 March 2024 (expire 8 April 2024)  
5 July 2024 (expire 22 July 2024)  
18 October 2024 (expire 4 November 2024)

15 public representations received raising the following issues:

- The area represents last large area of green lung in the area for local residents
- Ruin my outlook
- Council should look at other Brownfields sites for development
- Development should be spread out more equally around the District
- Impact on flora and fauna
- Overspill from Birmingham, how will occupiers get back to Birmingham to work etc
- Rat-run
- Road infrastructure issues/traffic
- Closure of Perryfields Road, it is current direct route at present, but I am pleased that the end of my road is being closed as the road is busy with risky crossroads and often used as a racetrack at night
- Number of houses being built will be crammed leaving little room for trees and decent space for gardens
- Sound barriers and general noise
- Footpath diversion
- Sewage connections for existing occupiers
- Comments relating to the potential light industrial areas
- Footpath provision as a result of road re-alignment

Other matters have been raised but these are not material to the determination of the application and have not been reported.

### **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 2 (site area 22.22 hectares) and is located at the most southern tip of the overall site bounded by Kidderminster Road, The Orchards School, the M5 motorway, and backs on to the rear of properties of Larchmere Drive, Carol Avenue and Mercer Close.

### **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 second phase of this allocated site for the erection of 437 dwellings. Members will be aware that phase one is currently under construction off Stourbridge Road.

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.

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—
  - screening by fences, walls or other means;
  - the planting of trees, hedges, shrubs or grass;
  - the formation of banks, terraces or other earthworks;
  - the laying out or provision of gardens, courts, squares, water features,
  - sculpture or public art; and
  - the provision of other amenity features

For clarity, the issue of external access (provision of a roundabout) off Kidderminster Road has already been determined and approved, so is not for consideration in the current application. In addition, the stopping up of Perryfields Road off Kidderminster Road has already been considered at the outline stage and approved in principle and its severance is clearly indicated within the suite of approved plans – Access and Movement Parameters Plan and conditioned accordingly.

A total of 437 dwellings of varying housetypes are proposed in this phase generally comprising of 2 storey dwellings, however, 8 No. bungalows are proposed, and 35 No. dwellings would be 2.5 storeys. 39 apartments would be provided in the form of three separate 3 storey apartment blocks.

The provision of dwellings is as follows:

**Open market housing**

21 No. 2 bedroom apartments

2 No. 2 bedroom bungalows

31 No. 2 bedroom dwellings

182 No. 3 bedroom dwellings

67 No. 4 bedroom dwellings

**Total 303 dwellings**

### **Affordable housing**

12 No. 1 bedroom apartments

6 No. 2 bedroom apartments

6 No. 2 bedroom bungalows

57 No. 2 bedroom dwellings

47 No. 3 bedroom dwellings

6 No. 4 bedroom dwellings

**Total 134 dwellings**

The Phase 2 scheme proposes a total of 134 affordable units which is slightly more than the 30% requirement as it includes 3 additional affordable dwellings to make up for the identified shortfall approved under Phase 1 Ref: 23/00869/REM. The affordable housing tenure is split between shared ownership (54 units) and affordable social rent (80 units). This tenure split equates to 40% shared ownership and 60% affordable social rent in accordance with the requirements set out in the S106 Agreement attached to the Outline permission. The affordable housing would be provided in clusters across the whole of the phased scheme.

This phase shows the spine route corridor heading north and includes the provision of a roundabout that would provide access to light industrial areas (the light industrial development is not for consideration under this application). A small roundabout is also included within the layout of the scheme to serve the residential development.

This application includes the stopping up of Perryfields Road in three locations. However, the stopping up of this road enables enhanced quality cycle/pedestrian facilities that will encourage easy access for cycling and walking opportunities and ensure less reliance on the car. Members should be aware that the principle of stopping up Perryfields Road has already been factored into the decision-making of the Outline appeal and has been conditioned accordingly within that decision (condition 35). Footpath and cycle links have been provided within the scheme and incorporated as important direct pedestrian/cycle routes within the overall development.

Provision of informal public open space would be in the form of a multi-functional green infrastructure areas including play facilities that are provided as a network of connected corridors for pedestrians and cyclists. The open space area will comprise of series of earth mounds (2 metres in height overall) and substantial tree planting particularly along the boundary of the M5 motorway which will enhance the open space facilities but also add as noise mitigation.

A linear swale drainage system and attenuation area with two ponds would be provided to the west of the site. Informal leisure footpaths are proposed within these areas.

A small LEAP (Local Equipment Area for Play) play area facility is also proposed next to Perryfields Road where it is proposed to be stopped up. All open space areas will be planted with a variety of appropriate plant species.

### **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**

National Planning Policy Framework (2024)  
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 Kidderminster 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 9/10 requires a programme of archaeological work.
- Condition 11 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 17 requires acoustic barrier details.
- Condition 18 requires finished ground floor levels.
- Condition 19 requires refuse details for apartments.
- 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 25 requires details for the Local Equipped Area of Play (LEAP).
- Condition 26 requires details of noise levels within dwellings.
- Condition 27 requires technical details of any earth bund and noise attenuation structures adjacent to M5 and M42 motorways.
- Condition 30 requires details of external lighting.
- Condition 31 Travel plan.
- Condition 35 requires details of strategy and timescale for the severance of Perryfields Road.
- Condition 36 requires details of water efficiency.
- Condition 37 Finished road levels.

Planning application 23/00869/REM was submitted for 149 residential units on land abutting Stourbridge Road/Perryfields Road for Phase 1 of the overall development. This application was considered at Planning Committee on 6 November 2023 and was approved on 10<sup>th</sup> November 2023.

Details required to address conditions 8, 19, 20, 21, 22, 24, and 25 form part of this application in respect to Phase 2 only whilst the other conditions are being considered as part of separate Discharge of Conditions application submissions.

## **Assessment of Proposal**

### **Phasing**

As considered under the Phase 1 application, this proposal will be the second 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 layout of the scheme has been defined by the main route corridor. This phase also includes the stopping up of Perryfields Road to enable the main route corridor to become the formal route into this strategic site. Members will recall that as part of the Outline decision, Perryfields Road would be severed in places to enable the development. Approximate locations of these severances are annotated on the approved Access and Movement Plan.

In respect to this phase the changes to Perryfields Road are as follows:

- T-junction of Perryfields Road and Kidderminster Road
- Perryfields Road south of The Orchards School
- Perryfields Road adjacent to Red Cross Farm

Perryfields Road will be stopped up in these locations with a cul-de-sac, however, the stopped up road will form an enhanced pedestrian/cyclist route that will link to a variety of connectivity routes through this strategic site and the surrounding area.

Members will be aware that a roundabout was approved at Outline stage to be provided in this location off Kidderminster Road. The proposed layout includes an L-shaped 3 storey apartment building that would face the roundabout providing a prominent landmark building for the site. To the north-west of the new main route corridor (primary road), 2 No. similarly designed 3 storey apartment buildings would also be provided to enhance the landmark building. In addition to this 2.5 storey dwellings are also proposed to be interspersed along some of the secondary streets to aid wayfinding and interest to the streetscene.

The layout of the scheme comprises of three distinct character areas – Street, Mews and Edge, each character area has its own appearance and identity. A similar approach was applied to the Phase 1 scheme. The provision of the character areas enables 60 variations of housetypes in the form of detached, semi-detached and terraced properties. The combination of the different housetypes, variety of material finishes, and detailing that is unique to each character areas will aid placemaking and wayfinding and ensure a varied streetscene within the site. 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 and garden lengths in excess of the spacing standards set out in the Council's High Quality Design SPD for private amenity space, some are substandard. Some may achieve the garden area of approximately 70 sqm, or they achieve the required 10.5 garden length. There are some plots that do not achieve either requirement with the lowest garden area being provided as approximately 38 sqm. However, these plots are minimal when taking the development as a whole and generally relate to 2-bedroom terraced dwellings where it is often difficult to achieve a

minimum garden area for such plots. In addition, it is important to consider the overall proposal holistically taking into consideration the provision of open space facilities that will be available within the scheme. 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 437 new dwellings, including 134 affordable units, the proposal is considered acceptable.

The major urban design criteria is connectivity. Generally, the layout relates well on this criterion, for pedestrians, cyclists, and vehicles.

An existing Public Right of Way (PRoW) (footpath No. BM 591) diagonally crosses the field from Perryfields Road, south of Red Cross Farm and links into Carol Avenue. The layout of the scheme indicates that the footpath will be diverted and incorporated within the layout of scheme. The Ramblers Association (RA) have expressed concern regarding the quality of the alternative route as the footpath will change from a rural footpath to a tarmac provision. Whilst it is noted that the RA have concerns about the proposed footpath diversion; in the long term the proposed development will enable safer links to other PRoW off Perryfields Road and the surrounding area. The scheme also provides additional landscaping for the diverted route in order to enhance this proposed footpath diversion. County Public Rights of Way have commented on the scheme and also acknowledge that an application to divert the footpath has been submitted. The County Public Rights of Way Officer notes and fully supports the intention to include the full length of the diverted footpath within the Section 38 highway adoption scheme. Whilst they do not object to the diversion they do recommend that a condition be imposed to ensure that the Public Path Diversion Order is at Confirmed Order stage before commencement of development on the current route.

Permeability directly to The Orchards School was considered to be convoluted given that pedestrian access/drop off area to the school has been designed towards the rear of the school via Grayshott Close. Members will note that Mott MacDonald made reference for some form of pedestrian link to Grayshott Close.

A footpath link from the site to the drop off area of the School has been negotiated. Details of the full provision of the footpath/gate and landscaping details can be conditioned. This link will encourage occupiers to walk their children to the school site without the need to use the car. The provision of the link will require the removal of some hedgerow, however, its removal will be limited given that only a pedestrian gate is required to be provided. The developer has agreed to this provision, and the school supports this provision too.

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

## **Scale**

As considered under the phase 1 application, 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

strategic site could potentially accommodate 2.5 storey dwellings with a 3-storey element adjacent to the roundabout.

As mentioned above there is a landmark/gateway feature in the form of a 3-storey apartment building at the entrance of the site, and although there are 35 No. 2.5 storey height dwellings interspersed within the layout of the site, the majority of the built form will be 2 storeys. Given the variety of levels of the site, the general height of surrounding properties, it is considered appropriate that 2 storey units be the dominant height for this phase.

A total of 8 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.

Overall, the scale of the development is considered acceptable.

### **Appearance**

60 varied housetypes form part of this phased scheme. The scheme reflects similar architectural details from neighbouring properties in the area. The housetypes 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 varying shades of red brickwork, render and cladding for the units encouraging distinctiveness and wayfinding throughout the site. The same materials palette will be used on both market and affordable housing 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 timber fencing of varying heights. The Council's Urban Designer is supportive on urban design grounds in terms of the applicant's strategy to approach building heights by tying it to street hierarchy. Reference was made to the architectural design of the apartment buildings with a recommendation that they be improved visually to make them visually distinct. Amended plans submitted has addressed this matter with the provision of more detailing provided on all external elevations of the apartment buildings.

The size, appearance and architectural detailing of the apartment buildings and dwellings are acceptable. As such the scheme accords with policies BDP5A7.g), BDP19 of the District Plan, 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, however, the provision of open space will be enhanced with a wide range of new planting that will provide a suitable level of seasonal interest and habitat value to the site. The volume of planting and grade of the stock to be used will provide a good

level of structure to the landscaping of the site from the outset. There will also be biodiversity benefits too with the swale drainage system and attenuation area.

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 of the District Plan requires a high proportion of 2 and 3 bedroom properties across the town expansion sites. The mix for this development is set out below:

12 No.	1 bedroom units	2.7%
123 No.	2 bedroom units	28%
229 No.	3 bedroom units	52.2%
73 No.	4 bedroom units	16.6%

80% of the 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 constructed on the allocated site would go towards the 40% affordable housing requirement.

The Phase 2 scheme proposes a total of 134 affordable units which is slightly more than the 30% requirement as it includes 3 additional affordable dwellings to make up for the identified shortfall approved under Phase 1 Ref: 23/00869/REM.

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. Members may recall that there was a shortfall of affordable housing on Phase 1 by 3 dwellings. The developers clarified at that time, that the shortfall would be made up in the next phase. Accordingly, the shortfall of 3 dwellings has been provided in this phased proposal. 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 proposed to be split between shared ownership (54 units) and affordable social rent (80 units). This tenure split equates to 40% shared ownership and 60% affordable social rent and would be in accordance with the requirements set out in the S106 Agreement attached to the Outline permission. This provision would be provided in clusters across the whole of the phased scheme including 2 apartment blocks that would front the main route corridor. In addition, there is a provision of 6 No. affordable social rent bungalows, which is welcomed and supports Policy BDP5A which seeks to secure a variety of housetypes to suit different sectors of the population.



The Housing Officer has confirmed that the pepper-potting and clustering of the affordable housing provision is acceptable.

### **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 Kidderminster Road, Mercer Close, Carol Avenue and Larchmere, 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.

### **Highway Matters**

The section of the spine road relevant to this planning application has been designed in accordance with the principles established as part of the outline planning consent set by the Planning Inspectorate and as part of the consented Phase 1 development in a consistent and coherent manner.

To achieve these established principles, a 6.7m wide road has been provided where development serves the proposed commercial/ employment uses in accordance with the adopted Streetscape Design Guide which then becomes a 6.1m wide road. There is localised widening at 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 horizontal alignment.

All proposed footways adjacent to properties are 2m wide. 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 where there is no direct frontage.

Parts of the Phase 2 development area impacts upon the existing Perryfields Road. Parts of this existing road will be stopped-up and incorporated into the proposed development highway network. All existing properties on the Perryfields Road will maintain full and direct access to local the highway network. The timing and coordination of works to the public highway is subject to separate permissions/ agreements in accordance with the New Roads and Streetworks Act and Highways Act. The strategy for the coordination of the severance of Perryfields Road is also subject to a planning condition secured as part of the original outline consent (16/0335 allowed at appeal under reference APP/ P1805/W/20/3265948 condition 35).

The timing and strategy for these works will be reviewed as part of any proposed Discharge of Condition application in pursuance of condition 35.

There will be a continuation of this facility which will direct cyclists onto the Old Perryfields Road providing active travel with a low trafficked and quiet route with direct and convenient access through the development. This will continue the consented active travel corridor secured on the spine road as part of the Phase 1 development. This will also provide active travel connections to the proposed employment areas.

A Road Safety Audit (RSA) has been undertaken and a supporting Designer's Response (DR) has been submitted. Worcestershire County Council has accepted the findings of the RSA and the DR.

The Highway Authority has undertaken a robust assessment of the application. Based on analysis of the information provided, the Highway Authority advises no objection subject to planning conditions. Mott MacDonald have considered the revised details and generally support the proposal; they recommend the need for a condition in respect to details of bus stop facilities, and timing of the closure of Perryfields Road. However, monies have been secured within the S106 Agreement of the original outline consent 16/0335 for new bus stop infrastructure and this provision will be subject to separate permissions/agreements in accordance with the New Roads and Streetworks Act and Highways Act. In respect to the closure of Perryfields Road, it is considered that condition 35 of the original outline consent 16/0335 is sufficient to address the timing of its closure.

Active Travel England have also undertaken a detailed assessment of this application and raise no objection to the scheme.

### **Ecology**

A Habitat Management Plan and a Badger Setts Monitoring Report Water Vole Protection Plan have been submitted to address conditions 8. These are considered acceptable to the Council's Consultant Ecologist.

### **Contamination**

Worcestershire Regulatory Services (WRS) 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.

### **Drainage**

North Worcestershire Water Management (NWWM) have considered drainage details submitted and overall support the proposal. Additional information is required; however, these details can be discharged appropriately via the relevant outline conditions.

### **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 Assistant Director for Planning, Leisure and Cultural Services 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 20046-3000-01 I have 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 20046-3000-01 I have been provided. The splays shall at all times be maintained free of level obstruction exceeding a height of 0.6m above the adjacent carriageway.

Reason: In the interests of highway safety.

- 4) The development shall not be occupied until full details of the provision of the walking/cycling link and associated gate from the site to The Orchard School shall be submitted to and approved in writing by the Local Planning Authority. The walking/cycling link and associated gate provision shall be implemented in accordance with the approved details before the first occupation of any one of the dwellings hereby permitted.

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

- 5) Prior to the commencement of development upon the current legal line of the Right of Way BM 591, a management scheme for the PRow BM 591 during construction shall be submitted and approved. The scheme shall include the Public Path Diversion Order at a Confirmed Order stage, details of how the route will be maintained/managed during construction and shall include details such as

surfacing and protection measures etc. The approved scheme shall be implemented in accordance with the approved details.

Reason: In order to ensure that a suitable alternative route is provided to maintain the provision of the right of way.

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