PLANNING AND DESIGN AND ACCESS STATEMENT

PLANNING APPLICATION FOR THE ERECTION OF THREE DWELLINGS

LAND ADJACENT 12 CRABBS CROSS LANE, REDDITCH B97 5LD

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1.0 PROPOSAL

1.1 It is proposed to provide 3 dwellings on land adjacent 12 Crabbs Cross Lane. The three new detached 2 storey dwellings will be set into the sloping land, resulting in dwellings with a smaller footprint at the lower level. Access to the new plots is to remain as existing, by a private drive with access to Evesham Road through the Crabbs Cross car park. Legal advice obtained is that this access was granted by the Development Corporation by a conveyance in 1985.

2.0 PLANNING POLICY

2.1 Planning decisions are to be made in accordance with the Development Plan (unless material considerations are relevant) as stated in (Sec 38(6)) of the Planning and Compulsory Purchase Act 2004) so the development plan is the starting point for the assessment of the application.

2.2 Redditch Borough Council has an up to date Development Plan as on 30th January 2017, the Borough of Redditch adopted Local Plan No. 4 (2011-2030).

2.3 Key Relevant policies Borough of Redditch Local Plan No. 4 are

Policy 1: Presumption in Favour of Sustainable Development

Policy 4: Housing Provision

Policy 5: Effective and Efficient use of Land

Policy 15: Climate Change

Policy 16: Natural Environment

Policy 39: Built Environment

Policy 40: High Quality Design and Safer Communities

Also relevant as material considerations are the NPPF (National Planning Policy Framework) and SPG Encouraging Good Design.

2.4 Five year Land supply

The most recent published data shows that the Council does NOT have a 5 year land supply

The 5 year housing land supply calculation indicates that at 1 April 2020, Redditch Borough Council can demonstrate 3.24 years of deliverable housing land supply for the period 1 April 2020 to 31 March 2025.

2.5 Policy 2 Settlement Hierarchy

Redditch urban area, as the Main Settlement shall be the focus for development as it provides the highest level of services and facilities provision and offers the most sustainable location for development.

The site is within the urban area and close to the District Centre of Crabbs Cross.

2.6 Policy 5 Effective and Efficient Use of Land

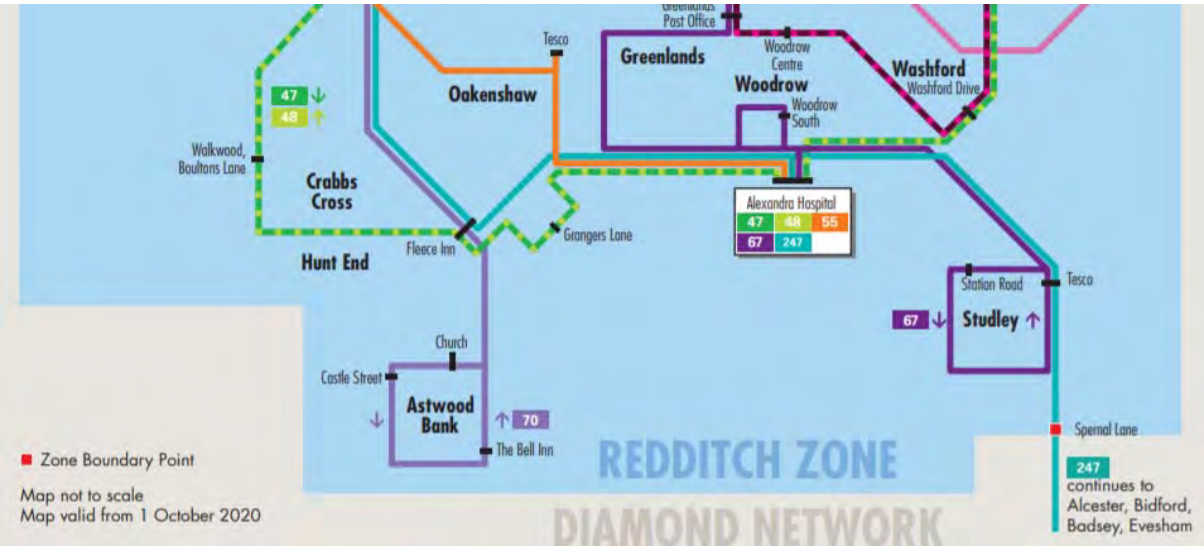
5.2 Effective and efficient use of land must be sought in all new development schemes.

The site has a large garden area which is currently under used. By use of a split level design the scheme is compatible with the character of the area and makes better use of the site and has adequate spacing to ensure privacy between existing properties and provides private amenity space.

2.7 Policy 19 Sustainable Travel and Accessibility

The site is a sustainable location with shops and other amenities (including schools, and churches) all within convenient walking distance.

There are several bus routes along Evesham Road serving Redditch and the wider area. The site is close to the stop marked The Fleece Inn on the route map below.



3.0 PLANNING HISTORY

3.1 Conservatory Ref. No: 1977/130/FUL Granted

Garage Ref. No: 1986/080/FUL Granted

3.2 It is noted that the garage was built and is served by the current access drive.

4.0 DESIGN

4.1 The site has been designed to take account of the sloping land and to retain many of existing trees which form a screen to the public car park. Little visual change will result in the site appearance from close public views given the tree retention.

4.2 This part of Crabbs Cross has no clearly defined pattern as there is no abutting street. The Methodist Church is sited to the south. Development generally fronts the adjacent roads but other inserts have occurred. The recent 3 storey development to the S of Evesham Road opposite the Fish and Chip shop (including nos 538-564) is dominant in the view from the SW and the present proposal sits lower in the slope than that scheme and so is less visually intrusive.

Pre-app advice was that a linear form north to south sharing the existing access is considered appropriate in this location. The existing properties remain. The blank elevation design to the east and maintains privacy.

4.3 Site sections show how the design responds to the sloping site context. The treed area by the car park remains with private amenity space closer to the dwellings. Car parking is provided at levels similar to the access road.

4.4 No12 is not directly parallel to new plot 3 and this relationship has been considered.

4.5 The house types respond to the slope but visual variation is proposed to provide interest (although the dwellings will not normally be read together due to the level changes). One is a rendered finish, two are brickwork but with different roof profiles, one hipped and the other with some gables.

4.6 Materials proposed are brick, render with a tiled roof. This provides variety in appearance whilst ensuring consistency of in set into the slope. This palette is similar to that of nearby houses. .

4.7 Adequate amenity space is provided for private gardens with additional tree covered amenity space.

5.0 ACCESS

4.1 Access is (as existing) across the car park to Evesham Road. Access rights were granted by the Development Corporation by way of a conveyance dated 29/3/1985. Parking is provided with 2 parking spaces per property.

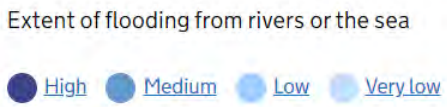
4.2 Alternatives modes of transport to the car are nearby as shown in the bus timetable at par 2.7.

5.0 LANDSCAPING

5.1 Amenity space is proposed as shown on the layout plan. New tree planting is also shown to be included. The retention of a tree buffer was integral to the scheme design.

6.0 OTHER MATTERS

- Flooding. The site is identified as being at very low risk of flooding



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- Ecology. A PEA is submitted and the recommendations are to be followed. Possible bat foraging is identified together with monitoring of an apparently unused badger sett. No matters identified would prevent development. .

- Highways- No Public Rights of way cross the site.

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7.0 CONCLUSION

7.1 The presumption in favour of sustainable development indicates that permission can and should be granted in this sustainable location close to the amenities of Crabbs Cross.

7.2 Access is across a public car park (as at present) and legal advice is that access is currently available for all traffic to this site and no further agreement is required.