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BROMSGROVE DISTRICT COUNCIL

MEETING OF THE PLANNING COMMITTEE

THURSDAY 7TH AUGUST 2025, AT 6.00 P.M.

PARKSIDE SUITE, PARKSIDE, MARKET STREET, BROMSGROVE,
WORCESTERSHIRE, B61 8DA

SUPPLEMENTARY DOCUMENTATION

The attached papers were specified as "to follow" on the Agenda previously distributed relating to the above mentioned meeting.

3. Updates to planning applications reported at the meeting (to be circulated prior to the start of the meeting) (Pages 3 - 6)

J. Leach
Chief Executive

Parkside
Market Street
BROMSGROVE
Worcestershire
B61 8DA

7th August 2025

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Bromsgrove District Council Planning Committee

Committee Updates
7th August 2025

23/01141/FUL Land Adjoining, Heath End Road

BELBROUGHTON AND FAIRFIELD PARISH COUNCIL

Objection on the grounds of intensification of use leading to increased traffic, pulling in and out of a road that has a 50 mile an hour speed limit. The road at the Five Ways junction is already an accident black spot and the change of use of this land that will lead to potentially 36 cars turning in and out of the driveway a day will further increase the risk of accidents when the speed limit is set at 50 miles per hour. With this amount of traffic coming in and out would also put walkers and horse riders at further risk.

UPDATED COMMENTS WORCESTERSHIRE HIGHWAYS - BROMSGROVE

The Highway Authority has provided updated comments which can be viewed on the Council's website under the planning application reference 23/01141/FUL. These are summarised as follows:

- Location considered acceptable.
- Turning area to be provided to ensure vehicles can enter and leave in a forward gear.
- 4 no. parking spaces considered acceptable (note maximum of 3 dogs using field at anyone time)
- Visibility splay plan confirming splays 2.4m x 120m can be achieved in both directions which are deemed to be acceptable in this instance. It is noted splays in excess of 150m are achievable in both directions. It is noted the visibility at present is impeded by overgrown vegetation which overhangs onto the highway located within the applicants blueline or within the highway land. Any overgrown vegetation located within the visibility splays that impedes visibility would need to be maintained. Should the visibility splays not be maintained then the Highway Authority could serve notice on the applicant to do the hedge trimming works as required (if safe) - in the interests of highway safety.
- The latest accident data available for the last 5 years 01/04/2020 - 31/03/2025 has been checked. There have been 3 accidents (1 serious and 2 slight), none of the accidents are located in the immediate vicinity of the vehicular access.
- Conditions are recommended.
- Based on the analysis of the information submitted the Highway Authority concludes that there would not be an unacceptable impact and therefore there are no justifiable grounds on which an objection could be maintained.

ASSESSMENT

With regard to the concerns raised by the Parish Council and public responses on highway safety, your officers sought further comments from the Highway Authority.

Personal Injury Accident (PIA) data has been reviewed. It shows that none of the three accidents that occurred during the 5 years between 01/04/2020 - 31/03/2025 were in the vicinity of the application site access. An additional slide showing the location of the PIAs is included within the officer presentation and will be shown to Members during the Committee meeting. The Highway

Agenda Item 3

Authority has confirmed that the required visibility at the site entrance can be achieved and exceeded; and, if needed, that a mechanism is available to the Highway Authority to require that visibility splays are maintained. The Highway Authority has confirmed that there is no unacceptable highway impact and therefore there are no justifiable grounds on which an objection could be maintained.

Paragraph 116 of the NPPF states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'. In this instance, there are no highway grounds to justify a refusal.

Additional planning conditions are included in the updated recommendation below to ensure the satisfactory functioning of the site and in the interests of highway safety. To conclude, subject to the recommended conditions, the proposal is considered acceptable with regard to planning policy and material planning considerations.

AMENDED RECOMMENDATION

That planning permission be **GRANTED** subject to the conditions set out in the main agenda report and the following **additional** planning conditions:

17. The development hereby approved shall not be brought into use until the access, visibility splays, parking and manoeuvring facilities have been provided in accordance with the details shown on drawings 210802-01 (sheets 1-3) within the Highways & Transport Technical Note by The Transportation Consultancy. The visibility splays shall at all times be maintained free of level obstruction exceeding a height of 0.6m above adjacent carriageway. The access, visibility splays, parking and manoeuvring facilities shall thereafter be retained/maintained for the life of the development.

Reason: To ensure conformity with submitted details, to ensure the satisfactory functioning of the development and in the interests of highway safety.

18. The development hereby approved shall not be occupied until the first 5 metres of the access into the development, measured from the edge of the carriageway, has been surfaced in a bound material details of which shall firstly be submitted to and be approved in writing by the Local Planning Authority.

Reason: To ensure the satisfactory functioning of the development and in the interests of highway safety.

24/01225/FUL Wythall Business Centre , May Lane

The Biodiversity Metric requires that any river or stream that lies within the red line boundary, or where the river or stream is located within 10m of the red line boundary (i.e. the red line boundary intersects the riparian zone) must be included, with 10% BNG delivered. While the red line of the application site is outside of any river or stream, it is within 10m of the Hollywood Brook. Therefore, the BNG assessment is not complete.

UPDATED RECOMMENDATION

Recommendation to remain as printed on page 40 of the published report with the addition of **c)**

c) Submission of updated biodiversity metric to include watercourse units to ensure 10% BNG is delivered.

25/00562/FUL High Bank Nurseries, Quantry Lane

No Updates

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