



BROMSGROVE DISTRICT COUNCIL

MEETING OF THE PLANNING COMMITTEE

MONDAY 6TH DECEMBER 2021

AT 6.00 P.M.

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

MEMBERS: Councillors H. J. Jones (Chairman), P. J. Whittaker (Vice-Chairman), A. J. B. Beaumont, G. N. Denaro, S. P. Douglas, A. B. L. English, J. E. King, P. M. McDonald, M. A. Sherrey, C. J. Spencer and P.L. Thomas

AGENDA

1. To receive apologies for absence and notification of substitutes
2. Declarations of Interest

To invite Councillors to declare any Disclosable Pecuniary Interests or Other Disclosable Interests they may have in items on the agenda, and to confirm the nature of those interests.
3. To confirm the accuracy of the minutes of the meeting of the Planning Committee held on 1st November 2021 (Pages 1 - 10)
4. Updates to planning applications reported at the meeting (to be circulated prior to the start of the meeting)
5. 19/00592/FUL and 20/01140/LBC - Part demolition and site clearance of the former Blue Bird factory site for its redevelopment to provide 108 residential dwellings (Use Class C3), consisting of both new dwellings and conversion of the Welfare and Administration buildings, along with associated landscaping; drainage; engineering; highways and access works - Blue Bird Confectionary Ltd, Blue Bird Park, Bromsgrove Road, Romsley, Halesowen, Worcestershire - Mr. J. Richards (Pages 11 - 66)

6. 20/00458/FUL - Single storey, first floor and two storey extensions to existing 20-bed residential care home to create a 48-bed residential care home; 3 no. additional communal living/dining rooms, a laundry room, enclosed landscaped garden, car parking and associated works - Retirement Home, Hopwood Court, Birmingham Road, Hopwood, Worcestershire B48 7AQ - Mrs. M. Birchill (Pages 67 - 100)
7. 21/00196/FUL - Redevelopment to form 8no. Class E(a) retail units at ground floor and 9no. 1 and 2 bed apartments at first and second floor - 113 High Street, Bromsgrove, Worcestershire, B61 8AE - Mr. J. Lawson (Pages 101 - 118)
8. 21/01046/FUL - Full planning for a residential development with associated works, public open space and access from Perryfields Road - Land To The North Of, Perryfields Road, Bromsgrove, Worcestershire, B61 8TA - Ms T. McSmith (Pages 119 - 146)
9. 21/01548/FUL - Single storey rear extension - 40 Peshurst Road, Bromsgrove, Worcestershire, B60 2SN - Mrs. R. Wilkes (Pages 147 - 162)
10. To consider any other business, details of which have been notified to the Head of Legal, Equalities and Democratic Services prior to the commencement of the meeting and which the Chairman considers to be of so urgent a nature that it cannot wait until the next meeting.

K. DICKS
Chief Executive

Parkside
Market Street
BROMSGROVE
Worcestershire
B61 8DA

26th November 2021

If you have any queries on this Agenda please contact
Pauline Ross
Democratic Services Officer

Parkside, Market Street, Bromsgrove, B61 8DA

Tel: 01527 881406

Email: p.ross@bromsgroveandredditch.gov.uk

GUIDANCE ON FACE-TO-FACE MEETINGS

Due to the current Covid-19 pandemic Bromsgrove District Council will be holding this meeting in accordance with the relevant social distancing arrangements for holding face-to-face meetings at a local authority.

Please note that this is a public meeting and will be live streamed for general access via the Council's YouTube channel.

You are able to see and hear the livestream of the meeting from the Committee Pages of the website, alongside the agenda for the meeting.

[Planning Committee Live Streaming](#)

If you have any questions regarding the agenda or attached papers, please do not hesitate to contact the officer named above.

GUIDANCE FOR ELECTED MEMBERS ATTENDING MEETINGS IN PERSON

In advance of the Committee meeting, Members are strongly encouraged to consider taking a lateral flow test, which can be obtained for free from the NHS website. Should the test be positive for Covid-19 then the Member should not attend the Committee meeting, should provide their apologies to the Democratic Services Officer and should self-isolate in accordance with national rules.

Members and officers are strongly encouraged to wear face masks during the Committee meeting, unless exempt. Face masks should only be removed temporarily if the Councillor/ officer requires a sip of water and should be reapplied as soon as possible. Refreshments will not be provided by the venue,

therefore Members and officers are encouraged to bring your own supply of water.

Hand sanitiser will be provided for Members to use throughout the meeting.

The meeting venue will be fully ventilated and Members and officers may need to consider wearing appropriate clothing in order to remain comfortable during proceedings.

PUBLIC SPEAKING

The usual process for public speaking at Committee meetings will continue to be followed subject to some adjustments which allow written statements to be read out on behalf of residents and the virtual participation of residents at meetings of Council and Planning Committee. Members of the public are encouraged to log in virtually, either to speak or observe meetings wherever possible.

Members of the public will still be able to access meetings of Planning Committee in person if they wish to do so. However, due to social distancing requirements to ensure the safety of participants during the Covid-19 pandemic there will be limited capacity and members of the public will be allowed access on a first come, first served basis. Members of the public in attendance are strongly encouraged to wear face-masks, to use the hand sanitiser that will be provided and will be required to sit in a socially distanced manner at the meetings. It should be noted that members of the public who choose to attend in person do so at their own risk.

In line with Government guidelines, any member of the public who has received a positive result in a Covid-19 test on the day of a meeting should not attend in person and should self-isolate in accordance with the national rules.

The usual process for public speaking at meetings of the Planning Committee will continue to be followed subject to some adjustments. For further details a copy of the amended Planning Committee Procedure Rules can be found on the Council's website.

The process approved by the Council for public speaking at meetings of the Planning Committee is (subject to the discretion and control of the Chair), as summarised below:-

1) Introduction of application by Chair.

- 2) Officer presentation of the report.
- 3) Public Speaking - in the following order:-

- a. objector (or agent/spokesperson on behalf of objectors);
- b. applicant, or their agent (or supporter);
- c. Parish Council representative (if applicable);
- d. Ward Councillor

Each party will have up to a maximum of 3 minutes to speak, subject to the discretion of the Chair.

Speakers will be called in the order they have notified their interest in speaking to the Democratic Services Officer and will be invited to unmute their microphone and address the Committee face-to-face or via Microsoft Teams.

- 4) Members' questions to the Officers and formal debate / determination.

Notes:

- 1) Anyone wishing to address the Planning Committee on applications on this agenda must notify the Democratic Services Officer on 01527 881406 or by email at p.ross@bromsgroveandredditch.gov.uk before 12 noon on Thursday 2nd December 2021.
- 2) Advice and assistance will be provided to public speakers as to how to access the meeting and those registered to speak will be invited to participate face-to-face or via a Microsoft Teams invitation. Provision has been made in the amended Planning Committee procedure rules for public speakers who cannot access the meeting via Microsoft Teams, and those speakers will be given the opportunity to submit their speech in writing to be read out by an officer at the meeting. Please take care when preparing written comments to ensure that the reading time will not exceed three minutes. Any speakers wishing to submit written comments must do so by 12 noon on Thursday 2nd December 2021.
- 3) Reports on all applications will include a summary of the responses received from consultees and third parties, an appraisal of the main planning issues, the case officer's presentation and a recommendation. All submitted plans and documentation for each

application, including consultee responses and third party representations, are available to view in full via the Public Access facility on the Council's website www.bromsgrove.gov.uk

- 4) It should be noted that, in coming to its decision, the Committee can only take into account planning issues, namely policies contained in the Bromsgrove District Plan (the Development Plan) and other material considerations, which include Government Guidance and other relevant policies published since the adoption of the Development Plan and the “environmental factors” (in the broad sense) which affect the site.**
- 5) Although this is a public meeting, there are circumstances when the Committee might have to move into closed session to consider exempt or confidential information. For agenda items that are exempt, the public are excluded.**



INFORMATION FOR THE PUBLIC

Access to Information

The Local Government (Access to Information) Act 1985 widened the rights of press and public to attend Local Authority meetings and to see certain documents. Recently the Freedom of Information Act 2000 has further broadened these rights, and limited exemptions under the 1985 Act.

- You can inspect agenda and public reports at least five days before the date of the meeting.
- You can inspect minutes of the Council, Cabinet and its Committees/Boards for up to six years following a meeting.
- You can have access, upon request, to the background papers on which reports are based for a period of up to six years from the date of the meeting. These are listed at the end of each report.
- An electronic register stating the names and addresses and electoral areas of all Councillors with details of the membership of all Committees etc. is available on our website.
- A reasonable number of copies of agendas and reports relating to items to be considered in public will be made available to the public attending meetings of the Council, Cabinet and its Committees/Boards.
- You have access to a list specifying those powers which the Council has delegated to its Officers indicating also the titles of the Officers concerned, as detailed in the Council's Constitution, Scheme of Delegation.

You can access the following documents:

- Meeting Agendas
- Meeting Minutes
- The Council's Constitution

at www.bromsgrove.gov.uk

This page is intentionally left blank

BROMSGROVE DISTRICT COUNCIL

MEETING OF THE PLANNING COMMITTEE

MONDAY, 1ST NOVEMBER 2021, AT 6.00 P.M.

PRESENT: Councillors H. J. Jones (Chairman), P. J. Whittaker (Vice-Chairman), G. N. Denaro, S. P. Douglas, A. B. L. English, M. Glass (substituting for Councillor S. G. Hession), R. J. Hunter (substituting for Councillor J. E. King), A. D. Kriss (substituting for Councillor A. J. B. Beaumont), P. M. McDonald and P.L. Thomas

Officers: Ms. C. Flanagan, Mr. D. M. Birch, Mrs. S. Hazlewood, Miss. C Wood, Ms. K. Hanchett, Worcestershire County Highways and Mrs. P. Ross

43/21

TO RECEIVE APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTES

With the agreement of the Chairman the running order of the agenda was altered so that Planning Application 21/01041/FUL – Five Spice Restaurant could be presented to Members first.

Apologies for absence were received from Councillors A. J. B. Beaumont, S. G. Hession and J. E. King, with Councillors A. D. Kriss, M. Glass and R. J. Hunter, in attendance, respectively, as substitute Members.

An apology for absence was also received from Councillor M. A. Sherrey.

44/21

DECLARATIONS OF INTEREST

It was noted that all Members present at the meeting declared Other Disclosable Interests in Agenda Item 7 (Planning Application 21/01248/FUL) Single storey side extension – The Barn, Woodman Lane, Clent, Stourbridge, Worcestershire, DY9 9PX, in that they were all aware that the Applicant, Ms J. Willetts was the partner of a District Councillor.

45/21

MINUTES

The minutes of the Planning Committee meeting held on 4th October 2021 were received.

RESOLVED that, the minutes of the Planning Committee meeting held on 4th October 2021, be approved as correct record.

46/21

UPDATES TO PLANNING APPLICATIONS REPORTED AT THE MEETING

The Chairman announced that a Committee Update had been circulated to all Planning Committee Members and she asked if all Members had received and read the Committee Update.

The Chairman took the opportunity to inform all those present that officers would be presenting a joint presentation for Planning Applications 19/00592/FUL and 20/01140/LBC, Blue Bird Factory, Blue Bird Park, Bromsgrove Road, Romsley, Halesowen.

47/21

21/01041/FUL - EXTENSION TO EXISTING RESTAURANT - FIVE SPICE RESTAURANT, STOURBRIDGE ROAD, BELBROUGHTON, STOURBRIDGE, WORCESTERSHIRE, DY9 9LY - MR. S. MIAH

Officers clarified that the Application had been brought to the Planning Committee for consideration at the request of Councillor K. J. May, Ward Councillor.

Officers reported that since publishing the agenda papers, one representation had been received in support of the proposal, as detailed in the published Committee Update, copies of which were provided to Members and published on the Council's website prior to the commencement of the meeting.

Officers presented the report and in doing so drew Members' attention to the existing and proposed floor plan presentation slides, as detailed on page 67 of the main agenda report.

The application site related to a two storey detached building with single storey additions. The site was to the south west side of the Stourbridge Road, in a very elevated position. The site was also relatively isolated with adjoining fields to the east. The nearest defined settlement in the Bromsgrove District Plan (BDP) was Belbroughton.

The proposal comprised of a single storey flat roof extension to the south side of the building. This would create a new rectangular dining room which would be attached by a glazed corridor link. The internal layout of the existing building would also be slightly altered, in order to provide a disabled toilet.

Officers further drew Members' attention to the height of the dining room extension and the proposed glazed corridor link, as detailed on page 56 of the main agenda report.

The site lay within the Green Belt and therefore the key consideration with this application was whether the proposal would constitute

Agenda Item 3

Planning Committee
1st November 2021

appropriate development within the Green Belt and the impact to the openness of the Green Belt.

Members were further informed that, Policy BDP4 of the Bromsgrove District Plan (BDP) similarly allowed for proportionate extensions to buildings within the Green Belt, however, distinguishes between residential buildings and non-residential buildings. Whilst a proportionate extension to a dwelling was considered to be up to 40% over and above the original, a proportionate extension to a non-residential building was not defined by a numerical figure. Policy PDP4(d) stated that extension to non-residential buildings should be proportionate and that the potential impact to the openness and purposes of the Green Belt should be taken into account. It further stated that proposals that could demonstrate significant benefits to the local economy and/or community would be considered favourably.

Officers drew Members' attention to the calculations that had been undertaken, which highlighted that the existing extensions approximately totalled a 77% increase over and above the original building. The proposed extensions would increase the building by a further 64 sqm, resulting in extensions totalling a 115% increase above the original building, as detailed on page 57 of the main agenda report.

As the proposal would not be proportionate and would have a detrimental impact to the openness, the proposal would comprise inappropriate development within the Green Belt. Paragraphs 147 and 148 of the NPPF stated that inappropriate development within the Green Belt was harmful by definition and should not be approved unless very special circumstances existed.

Officers drew Members' attention to the 'Very Special Circumstances' information submitted by the applicant, as detailed on pages 58 and 59 of the main agenda report.

Officers highlighted that with regard to the considerations of the 'Very Special Circumstances' submitted by the applicant, the proposal would likely result in some economic benefits to the business and to other local businesses and employment of staff. However, the purported failure of the business going forward had not been submitted by empirical factual evidence. Despite the Local Planning Authority requesting that a financial viability report be submitted, the applicant had advised that no such report would be commissioned for consideration.

Officers further drew Members' attention to the Design and Appearance, as detailed on page 59 of the main agenda report.

At the invitation of the Chairman, Mr. G. Moss the Applicant's agent and Mr. S. Miah, the Applicant addressed the Committee. Councillor M. A. Sherrey, Ward Councillor also addressed the Committee.

Agenda Item 3

Planning Committee
1st November 2021

The Committee then considered the Application, which officers had recommended to be refused.

In response to questions from Members, officers clarified, that as detailed in the main agenda report; Policy BDP4 of the BDP stated that whilst a proportionate extension to a residential dwelling was considered to be up to 40% over and above the original, a proportionate extension to a non-residential building was not defined by a numerical figure.

Some Members commented that the glazed finish of the proposed extension would not harm the openness of the Green Belt.

Members debated the possible reasons as to why the Applicant, during a difficult time for businesses with the Covid-19 pandemic, had not submitted a financial viability report. Some Members further commented that businesses were on the brink due to the Covid-19 pandemic and therefore Members had some understanding as to why the Applicant had chosen not to submit a financial viability report. However, the Applicant was still willing to invest in the business, as explained during their address to the Committee; that the proposed extension would enable the Applicant to increase the number of covers to 96 at the premises whilst still maintaining post Covid-19 restrictions in respect of social distancing.

During the debate, Councillor P. J. Whittaker proposed an alternative recommendation that the Application being deferred until a financial viability report was submitted by the Applicant, this was subsequently withdrawn by Councillor P. J. Whittaker.

Members highlighted that the Council's current position, with the Covid-19 pandemic, was to support local businesses wherever possible.

In response to further questions from Members with regard to a financial viability report not being submitted; officers stated that financial viability reports were not confidential information and would be public information if submitted.

Having considered the officer's detailed report, the information provided by the public speakers, Members commented that the proposed development, in their opinion, was inappropriate development within the Green Belt. However, having had regard to the comments as detailed in the main agenda report, Members agreed that the proposal would result in some economic benefits and a need to encourage economic development; and that this would equate to very special circumstances. Members were also mindful that the Council had made a declaration to support local businesses, where possible, following the Covid-19 pandemic.

In response to queries from Members with regard to adding a Condition that should the business fail, that any commercial use to residential use

Agenda Item 3

Planning Committee
1st November 2021

be removed; officers explained that Conditions needed to be reasonable, relevant and proportionate.

There followed a further brief debate on appropriate Conditions. Members were in agreement that the application be approved.

RESOLVED that Planning Permission be granted, subject to relevant Conditions and Informatives as appropriate.

At this stage in the meeting due to IT technical issues and with the agreement of the Chairman the meeting stood adjourned from 18:54pm to 18:59pm accordingly.

48/21

19/00592/FUL AND 20/01140/LBC - PART DEMOLITION AND SITE CLEARANCE OF THE FORMER BLUE BIRD FACTORY SITE FOR ITS REDEVELOPMENT TO PROVIDE 108 RESIDENTIAL DWELLINGS (USE CLASS C3), CONSISTING OF BOTH NEW DWELLINGS AND CONVERSION OF THE WELFARE AND ADMINISTRATION BUILDINGS, ALONG WITH ASSOCIATED LANDSCAPING; DRAINAGE; ENGINEERING; HIGHWAYS AND ACCESS WORKS - BLUE BIRD CONFECTIONARY LTD, BLUE BIRD PARK, BROMSGROVE ROAD, ROMSLEY, HALESOWEN WORCESTERSHIRE - MR. J. RICHARDS

Having reconvened and as highlighted at the commencement of the meeting, the Committee received a joint presentation for Planning Applications 19/00592/FUL and 20/01140/LBC.

Officers reported that with regard to:-

- **Planning Application 19/00592/FUL** – that there was an error in the contributions towards improvements to bus services as listed at the start of the main agenda report, and that a further 27 representations had been received, 26 in objection and one in support of the application.
- **Planning Application 20/01140/LBC** – that the Press notice published on 15th October 2021, expired on 1st November 2021.
- **Planning Applications 19/00592/FUL and 20/01140/LBC** - that there was a revised Recommendation.
- **Consultee comments, Housing Strategy;** and

that the applicant had circulated a briefing pack to all Planning Committee Members; as detailed in the published Committee Update, copies of which were provided to Members and published on the Council's website prior to the commencement of the meeting.

Officers presented the report and in doing so drew Members' attention to the revised recommendation, as detailed in the Committee Update. Officers further drew Members' attention to the Location Plan and Aerial View slides, as detailed on pages 42 and 43 of the main agenda report.

Agenda Item 3

Planning Committee
1st November 2021

Officers continued and informed the Committee that the proposed development comprised of the demolition of the existing modern industrial buildings on the site and the conversion of the retained Welfare and Administration buildings, to provide a total of 108 residential units. 9 units were proposed in the Administration building, 13 units were proposed in the Welfare building with the remainder of the dwellings new build.

In 2019 the Welfare and Administration building and the boundary walls, railings and gates fronting the highway were listed at Grade II and would therefore be retained.

The site lay within the Green Belt where there was a presumption against new development save for a number of exceptions outlined in Paragraphs 149 and 150 of the NPPF, these were detailed on pages 25 and 26 of the main agenda report.

There had been a large number of issues, which officers had worked closely with the consultants to address.

At the invitation of the Chairman, Mr. K. Fenwick, the Applicant's agent addressed the Committee. Mr. P. Smith, on behalf of Hunnington Parish Council, addressed the Committee in objection to the application. Councillor M. A. Sherrey, Ward Councillor also addressed the Committee.

The Committee then considered Planning Application 19/00592/FUL, which Officers had recommended to approve.

In response to questions from Members with regard to the proposed contributions towards Dudley Clinical Commissioning Group (CCG), officers explained that Worcestershire CCG had referred officers to Dudley CCG as potential residents would travel to Halesowen for health care.

Members raised further questions in respect of flooding and expressed some concern as to how quickly residents would be notified and the time they would have to evacuate their properties. Page 15 of the main agenda report detailed that 'This information indicates that the incoming surface water overland flow will take only approximately 10 minutes to fill up the basin located within the southern corner of the site (in front of the welfare building) before overspilling into the new road system'.

Officers informed the Committee that the proposal before Members had been thoroughly considered following the response received from North Worcestershire Water Management. Severe flash flooding was rare and the area was not located in a river flood zone.

Members further debated the affordable housing and vacant building credit information, as detailed on pages 31 and 32 of the main agenda report. In particular the net decrease in floor space negating the need to

Agenda Item 3

Planning Committee
1st November 2021

provide any affordable housing on the site; with some Members commenting that there should be an affordable housing contribution with a development of this size.

In response officers reiterated Part 8 – Affordable Housing and Vacant building credit, as detailed on page 31 and 32 of the main agenda report. Which referred to the re-use of brownfield land, where vacant buildings were being reused or redeveloped and any affordable housing contribution.

Members further debated the earlier concerns they had raised with regards to drainage on the site and potential flooding, more so with recent figures in heavy rainfall increasing in the last decade.

Members commented that there was a lot to commend in the application, however, as expressed earlier, Members were still concerned with the lack of affordable housing and the calculations made under the vacant building credit.

Councillor R. J. Hunter proposed an alternative recommendation that Planning Permission be deferred in order for further clarity on vacant building credit and the implication for affordable housing provision.

On being put to the vote, the Committee voted in favour of the alternative recommendation.

Having had regard to all of the information provided relating to Planning Application 19/00592/FUL, and Members having expressed their concerns with regard to the lack of affordable housing due to the vacant building calculations; Members agreed to defer Planning Application 19/00592/FUL.

Members further agreed that Planning Application 20/01440/LBC also be deferred.

RESOLVED

- a) that a decision on Planning Application 19/00592/FUL be deferred for further clarity on vacant building credit and the implication for affordable housing provision, and
- b) that a decision on Planning Application 20/01440/LBC also be deferred.

At this point in the proceedings, the Chairman announced that the meeting be adjourned in order for everyone to take a short comfort break.

Accordingly, the meeting stood adjourned from 17:49pm and reconvened at 17:52pm.

49/21

**21/01248/FUL - SINGLE STOREY SIDE EXTENSION - THE BARN,
WOODMAN LANE, CLENT, STOURBRIDGE, WORCESTERSHIRE DY9
9PX - MS. J. WILLETTS**

Officers reported that comments had been received from County Highways Officers that there were no highways objection to the proposed single storey side extension, the proposal did not affect the existing care parking, no highway implications; as detailed in the published Committee Update, copies of which were provided to Members and published on the Council's website prior to the commencement of the meeting.

Officers presented the report and in doing so drew Members' attention to the following presentation slides:

- Location plan and aerial view
- Existing Floor Plan
- Proposed Floor Plan
- Existing Side Elevation Plan
- Site photos

Officers informed the Committee that the application site was located in Clent, being a small settlement within the Green Belt. As such, the property was outside of the Village Envelope, and within designated Green Belt. In addition, the property was a non-designated Heritage Asset located in the designated Clent Conservation Area.

The development accorded with Policy BDP4 of the 2017 adopted Bromsgrove District Plan (BDP) and NPPF Paragraph 149, as detailed on the Green Belt information provided on pages 72 and 73 of the main agenda report.

Members were asked to note that no representations had been received.

At the invitation of the Chairman, Ms. J. Willetts, the Applicant addressed the Committee.

The Committee then considered the Application, which officers had recommended to approve.

Officers responded to questions from Members with regard to the Barn not having its Permitted Development Rights removed after its conversion to a dwelling, as included in comments made by the Conservation Officer, as detailed on page 75 of the main agenda report.

Officers explained that the conversion of the barn to a dwelling house had taken place in 1975, and therefore Permitted Development Rights may not have been considered. Officers were working with current planning polices, and as such, the reasons, as detailed at paragraph 7.3, on page 76 of the main agenda report; were that officers thought it would

Agenda Item 3

Planning Committee
1st November 2021

be reasonable and justifiable to remove future Permitted Development Rights.

RESOLVED that Planning Permission be Granted, subject to the Conditions, as detailed on pages 78 and 79 of the main agenda report.

The meeting closed at 8.05 p.m.

Chairman

This page is intentionally left blank

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Mr Jonathan Richards	Part demolition and site clearance of the former Blue Bird factory site for its redevelopment to provide 108 residential dwellings (Use Class C3), consisting of both new dwellings and conversion of the Welfare and Administration buildings, along with associated landscaping; drainage; engineering; highways and access works. Blue Bird Confectionary Ltd, Blue Bird Park, Bromsgrove Road, Romsley, Halesowen Worcestershire	06.08.2019	19/00592/FUL & 20/01440/LBC

Procedural Update

A.1 Members will recall that this application was considered at the Planning Committee meeting of 1st November 2021. It was resolved to defer the application to confirm that the application and calculation of vacant building credit removes the requirement for the development to provide affordable housing. Further information has been sought with respect to this matter which is discussed in detail below and should be read in conjunction with section 8 of this report:

Vacant Building Credit (VBC):

A.2 The policy intention and practical application of VBC is set out in detail in the Planning Practice Guidance ('PPG'):

“What is the vacant building credit?

National policy provides an incentive for brownfield development on sites containing vacant buildings. Where a vacant building is brought back into any lawful use, or is demolished to be replaced by a new building, the developer should be offered a financial credit equivalent to the existing gross floorspace of relevant vacant buildings when the local planning authority calculates any affordable housing contribution which will be sought. Affordable housing contributions may be required for any increase in floorspace.

What is the process for determining the vacant building credit?

Where there is an **overall increase in floorspace** in the proposed development, the local planning authority should calculate the amount of affordable housing contributions required from the development as set out in their Local P plan. A 'credit' should then be applied which is the equivalent of the gross floorspace of any relevant vacant buildings being brought back into use or demolished as part of the scheme and deducted from the overall affordable housing contribution calculation. This will apply in calculating either the number of affordable housing units to be provided within the development or where an equivalent financial contribution is being provided.”

A.3 The PPG goes on to explain that the calculation of the credit “is the equivalent of the gross floorspace of any relevant vacant buildings being brought back into use or demolished as part of the scheme and deducted from the overall affordable housing contribution calculation” (officer emphasis).

As such the formula for calculating vacant building credit is as follows:

$$(P-E)/P * PR = VBC$$

Where;

P is Proposed floorspace

E is Existing floorspace to be redeveloped or demolished

PR= Policy Requirement %

VBC = Vacant Building Credit % of Affordable Housing Required.

In the case of the Bluebird Factory this translates to the following calculation:

$$(11,925m^2 - 16,511m^2)/11,925m^2 * 30\% = -11\% \text{ (minus eleven per cent)}$$

A.4 The effect of the Vacant Building Credit, in full accordance with the policy and guidance of the NPPF and PPG, is to fully remove the site's liability for affordable housing contribution.

Flood Risk/Drainage

A.5 In light of the comments made by Members at the previous committee meeting with respect to Flood Risk and Drainage at the site, the applicants have prepared a briefing note to provide further clarity around these issues. This note is provided in full for Members at Appendix 1 and should be read in conjunction with section 6 of this report.

A.6 This report incorporates the information contained in the Update Sheet issued to Members on 1 November 2021.

A.7 Members are requested to have regard to the content of Appendix 1 alongside the additional information provided with respect to vacant building credit and flood risk/drainage. Following consideration of the additional information as detailed, the Head of Planning, Regeneration and Leisure is of the view that there has been no alteration to the recommendation to grant planning permission and listed building consent.

RECOMMENDATION:

With reference to application **19/00592/FUL**:

(a) MINDED to **GRANT** full planning permission

(b) That **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure to determine the application following the receipt of a suitable and satisfactory legal mechanism in relation to the following matters:

- (i) £400,000 towards improvements to bus services

- (ii) £15,000 towards community transport services
- (iii) £98, 511 towards school transport
- (iv) £23, 760 towards personal travel planning service (£220/dwelling)
- (v) £ 20, 519.78 towards NHS Worcestershire Acute Hospitals Trust
- (vi) £161, 280 towards Dudley Clinical Commissioning Group NHS for premises expansion
- (vii) £360, 469 towards primary phase education
- (viii) £470, 188 towards secondary phase education
- (ix) £77, 050 towards improvements to toddler junior play equipment at St Kenelms Road recreation ground
- (x) £5641.92 towards the provision of wheelie bins for the development
- (xi) A S106 Monitoring fee
- (xii) A flood response plan
- (xiii) A Boardwalk Specification
- (xiv) Various site restrictions in relation to drainage matters
- (xv) The management and maintenance of the on site open space
- (xvi) The management and maintenance of the on site SuDs facilities

(c) And that **DELEGATED POWERS** be granted to the Head of Planning and Regeneration to agree the final scope and detailed wording and numbering of conditions as set out in the list at the end of this report.

With reference to application **20/01440/LBC**:

- (a) MINDED to **GRANT** Listed building consent
- (b) And that **DELEGATED POWERS** be granted to the Head of Planning and Regeneration 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

Hunington Parish Council Consulted 11.06.2021

Hunington Parish Council strongly object to this application.

On reading the new amended documents on the Planning portal Hunington Parish Council make the following objections and observations as follows:

1. Wider Site Layout (SCA04 PL002 AB) – On the documents I can see no major alterations to original plans, other than moving the existing bus stop further down the road, on a blind bend, where double yellow lines are present and safety of existing and any new local resident's is massively further compromised. How can a bus stop at this location safely? Also, concerns re trees to rear of property as issue raised regarding the slope and unstable ground/requirement for a protection edge, which it states will be stabilised using chosen methods? A large proportion of these trees along this boundary have already been cut down (since initial planning application) – without any concern for the existing residents or surrounding countryside. Present in the documents there is also mention of a 'metal hoop' being installed in the ground, to open some gates and shut others for 'operational reasons', but no detail – this raises concerns re potential interference or damage to the 'legally preserved gates' and also safety re secured gates. What if there is an incident/accident at the main site entrance – which has happened on several occasions and evidenced in previous objections.

2. Administration and Welfare Buildings (all documents relevant to both buildings) – Some changes have clearly been identified in relation to these buildings in several documents, in particular the Welfare Building – both having preservation orders on them. These highlight concerns re the digging up of the land outside the Welfare building, taking up further green space, placing a large quantity of car parking spaces on the grassed area, digging up the grassed area, having to dig up the area where the existing beautiful garden/lawn and water/statue feature exists and inserting a water basin (see 4.). Adding a new footpath too, taking up further open space. The ground level is also being altered/lowering the height, on the site in front/around the Canteen building – further land disturbances – why? Drainage concerns? Why has this suddenly become an issue? We also wish to strongly object to the planned changes to the Welfare building, removing rafters, new ceiling lines and new floors, new head heights, removing beams, part of structure and heritage of the building. Changing ceilings/internal features and I also object to the inclusion of roof window in the building. This is contrary to both the preservation of the building, the look of the building and the retention of the Heritage of the site.

3. Drainage Strategy (SCA04 PL300) – This raises not only clear concerns re the overall drainage of the site, but this is now going to require the gardens at the front of the Welfare building to be dug up, a drainage basin (size/capacity/impact?? There is only a black line on the plans with A____A on it) place here, additional hardcore space then added for car parking and a much lesser area then of previously identified green space! Some which will be covered back with gravel, as they put it ‘for ease of maintenance’, not with the previously placed grass.

4. Design and Access Statement (SCA04 Rev K) –This document is clearly nothing more than a glossy brochure of the planned development, it includes photographs of residents of the existing old bluebird houses. There are some lovely illustrations of families, children walking around the site, adults with pushchairs, one car only parked on the driveway of the houses (not the larger number that will clearly exist in the rear life scenario!) – nowhere near the reality of the overcrowding, lack of facilities, danger on the road, footpaths etc.

5. Comments received during the Consultation process – HPC cannot see anywhere in any of these documents that the developer has made any changes in respect of the public consultation process. No changes in relation to the number of houses, volume of residents, volume of traffic, the entrance/exit, the safety of the existing or new residents in relation to transport network, pedestrian route outside, junction layout, no amenities at all for the current village or new residents, no facilities for residents, children on site, no play areas, park, shop etc., no consideration for the increase in pupils at the local school or high school – neither of which can currently accommodate any further pupils at all, no change in the proposed street lighting on site, no consideration for impact on the Health service/GP service etc. etc. etc. No consideration or answers at all for any of the residents/parish councils objections whatsoever.

6. Proposed Levels Strategy (CWA -18-194-510 Rev 15) - In this document it mentions site boundary being removed? Updated road contours? Updated levels of grassed area - which I assume this means the reduction in grassed areas due to points 2. and 3?? In addition to the updated site layout – but no indication whatsoever what exactly this means. There is some mention of things also being ‘updated to suit JBA flood modelling’ but again no further details.

7. NEW OBJECTIONS/CONCERNS – Over the past 6 months or so the Farmers and Farmland at the rear of both the Blue Bird Houses and the Blue Bird site have been involved in local conservation projects (on plans shown as Rear and Western

Boundaries). They have received grants for work being completed to encourage natural habitat, wildlife, flowers, and birdlife. In addition, Ornithologist's have been visiting the sites as rare birdlife has been sighted and again these species are being included in this continuing conservation work. On the farmland in this area, new signage has now gone up to make local resident's/visitors aware and to prevent any disruption to these projects/work. Again, there is a massive well evidenced fear that such a development on this site is just going to cause disruption to this work on green belt land – in particular, the building work, the disruption to water, drainage, the noise and light pollution and longer term the traffic (both human and vehicular), with all its additional associated complications to the environment.

Dudley Metropolitan Council Consulted 11.06.2021

From a strategic planning perspective from DMBC on the re consultation of the above planning application, I can confirm our views have remained the same.

Please see below the comments made in August 2021

There are no significant issues raised about the impact of the proposal on our strategic housing need and housing land supply position

There are concerns about the impact of the additional population generated by this proposal on education provision within Dudley Borough. Without any detailed investigation at this point the strong likelihood is that there would be an impact on Dudley Schools - and particularly at Secondary where the closest schools in any authority are Dudley ones which are also operating at capacity - for Secondary, the closest two to the application site are Dudley Schools [Earls and Windsor] at approx. 1.5 miles away - with the top 5 closest including 3 Dudley schools. To mitigate against such an impact, it is considered reasonable that a Section 106 Obligation be attached to any permission to direct a proportion of funds towards the upgrading of facilities at our affected schools to potentially satisfactorily accommodate additional pupils generated by the development. That proportion, relative to that which could be attributed to schools in your borough, would be a matter for common ground agreement between our respective strategic education authorities. I believe there have been discussions surrounding the S106 agreement with education department since the original application.

Highways comments:

Dudley MBC Transportation Team are currently developing proposals for improvements to the A456 Manor Way - this strategic route is expected to form the primary link to Birmingham and Black Country region plus the national motorway network. At the present time, the development's Transport Assessment indicates a net reduction in total vehicle movements when measured against the historic industrial operation or potential restarting of a similar use. The trip generation from the new residential use will not create significant issues on the length of B4551 Grange Hill but, regrettably, with the site no longer operating, it is expected that there will be a perceived increase in vehicle numbers and congestion at the A456 Manor Way / Grange Road roundabout. The TA expects over 80% of trips to be made by private car and <6% (max) by other available modes. Para 4.19 states that the bus service needs to be more attractive to encourage use because it only runs 5 times a day between Bromsgrove and Halesowen, (every 2 hours 07:22, 09:22 at Romsley towards Halesowen / 15:34, 17:34 from Halesowen towards Romsley).

o This would limit sustainable commuting options and lead to extremely long school days - therefore modal shift to cycling is viewed as the most proactive option.

Plan reference

- o Currently cycling and P2W use is expected to be less than 2% of total trips but the Travel Plan has been written with a view to increase these sustainable modes.
- o The actual figure indicated is one(1), with only one(1) additional modal shift trip increase in 5 years at peak times from the development.
- o This should be achievable with the co-ordinated promotion of the initial benefits identified with the document.
- o However, the target should be to significantly influence future generations and promote a healthier life style generally.
- o Linked to future pupils who could be reasonably expected to independently travel approximately >2.5km to attend The Earls and Windsor High Schools, Halesowen College and also visit the local centre, it is recommended that a low percentage value, appropriate to the pupil distribution, is provided towards the estimated cost of the HACC 'toucan' crossing (to be confirmed by the DMBC investigation) via a TCPA S.106 agreement.
- o Transportation have received outline ideas back from the independent A456 assessment and are currently reviewing potential funding options. Their position will remain fairly static for the foreseeable period so any additional monies should continue to be sort and if received held until a decision is made in the next 36/60 months.

Conservation Officer Consulted 11.06.2021

No objections subject to conditions

Historic England Consulted 11.06.2021

Thank you for your letter of 11 June 2021 regarding further information on the above application for planning permission. On the basis of this information, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

The National Amenity Societies Of Listed Building Applications Consulted 10.12.2020

We welcome the proposed conversion and re-use of the listed buildings and are supportive of the proposal to retain and preserve the lawn and car-parking spaces. However, we maintain that the factory buildings, power house, warehouses and other buildings on the site are non-designated heritage assets with significant group value. The National Planning Policy Framework (NPPF, 2019) advises that "The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset" (paragraph 197).

The Society believes several of these existing buildings on the site (identified in Heritage Statement appendixes) could be converted for residential use as part of the proposed wider development. This would result in the retention of non-designated heritage assets and would help to provide a sustainable form of development, as encouraged by paragraph 148 of the NPPF: "The planning system should support the transition to a low carbon future in a changing climate [...] [and] encourage the reuse of existing resources, including the conversion of existing buildings" (paragraph 148).

Worcestershire Archive And Archaeological Service Consulted 10.12.2020

No objections subject to conditions

Urban Designer Consulted 11.06.2021

House types

My comments on the house types remain as before. There is an opportunity for the new houses to develop a contextual response to the two listed buildings designed by S.N.Cooke which will remain and be incorporated into the scheme, but the opportunity is not being taken. The D&A Statement says that "new build dwellings take design references from the existing buildings in The Close". But The Close is some distance away from the site, and its buildings are not visible from the site. The listed buildings on the site should be the source of design references.

I assume that the reason for the reluctance to engage with the architecture of the listed buildings is that the developers wish to use existing standard house types which they are not inclined to change. Response to context is an important criterion of urban design, one that can lead to the creation of a distinctive sense of place, but the employment of standard house types by developers makes this more difficult to achieve.

Street trees

My concerns about the planting of street trees remains. Trees are proposed along either side of the access street from Bromsgrove Road. If these are planted within the public realm, this is a good provision, but the drawings submitted do not make clear whether this is so. Trees planted within private front gardens can be subject to removal by the owner, and are not a substitute for trees in the public realm.

Similarly, there appears to have been no change to the proposed tree planting at the crossroads on this street. The formal arrangement of four hornbeam trees, one at each corner, which is a good and appropriate arrangement, remains, but two appear to be in the public realm and the other two in private front gardens. I propose that all four need to be in the public realm.

There are still no street trees proposed for the street leading to the rear of the Administration building. The street is deliberately axial to this symmetrical building, and street trees would underline this relationship.

House materials

The division of the houses into two categories by their use of materials now seems to have a more rational basis, with the more prominent houses on street corners being all in one category. This is an improvement.

Rear elevation of the Administration building

I previously suggested that the rear elevation of the Administration building, which will be a new elevation following the removal of the attached factory building, should express that newness, to reveal the history of the development of the site. There seems to have been no response to this, which is another missed opportunity to make something special.

North Worcestershire Water Management Consulted 11.06.2021

The Flood Risk Assessment and Drainage Strategy Report (CWA, Sep 2021) and the updated Hydraulic Modelling Report (JBA, Sep 2021) have I believe adequately demonstrated that the site is not at risk of flooding from the nearby watercourse, an upstream tributary of the river Stour. It has however confirmed that the site is indeed at risk of surface water flooding, as was indicated on the national surface water flood risk maps, see <https://flood-warning-information.service.gov.uk/long-term-flood-risk>. Surface water flooding is the flooding that occurs after heavy rainfall, when the volume of rainwater falling does not drain away quick enough through drainage systems or into the ground, but lies on or flows over the ground instead. The risk of flooding for this site seems to stem from a surface water flood flow that originates from outside the development site.

The Flood Risk Assessment details a proposal to alter ground levels across the site, using new roads and adjacent garden areas, to create a preferential flood flow route through the site. It is proposed to raise the finished floor levels of the new dwellings along the surface water flooding route to allow for 600mm freeboard above flood depths within the 1 in 100 year + 40% climate change storm event. The resulting finished floor levels are detailed in the Finished Floor Levels Design plan (ref. CWA-18-194-511 Rev P2). This plan also includes a table that lists the anticipated flood depths during the design storm event for all 32 plots affected and the existing welfare building. It is shown that flood depths of up to 300mm (0.3 m) are modelled on certain plots whereas approximately 700mm (0.7 m) deep flood water could be expected in sections of the new road system.

I asked for a Hazard Risk Assessment to establish the level of danger that these expected flood depths would pose. The Sequential and Exception Test Statement has appended a Hazard Risk Plan (using DEFRA Hazard Risk (FD2320) methodology) which shows that the majority of the newly created surface water flood flow route has a risk rating of 'significant'. This means that there is danger to the general public. In addition to this the revised hydraulic modelling report (JBA, Sep 2021) now includes hazard information at various intervals during the design storm event (see paragraph 3.2.4 for the maps). This information indicates that the incoming surface water overland flow will take only approximately 10 minutes to fill up the basin located within the southern corner of the site (in front of the welfare building) before over spilling into the new road system. During the design flood event there will be no safe vehicular access and egress via the flooded sections of the spine road for approximately 1 hour. It will take longer for all flood water to recede and for dry vehicular access/egress to the dwellings to be restored.

To ensure that people can safely evacuate on foot during a flood event a Proposed Flood Evacuation Routing plan has been submitted. This shows with red arrows what route

occupiers/visitors would need to use to leave the site on foot. This makes use of using shared pathways through back gardens which can be easily identified on the revised site plan. For 20 plots (plots 67-86) and the welfare building the final section towards Bromsgrove Road (adjacent to the new basin) is not dry and the plan details the need for a boardwalk in this area to create an emergency exit. No details on how this would work in practice have been submitted. I do note that the boardwalk is shown on the revised site plan too so assume that this is a permanent structure rather than something that would need to be erected when required. The plan indicates an emergency access gate at the boundary with Bromsgrove Road which I assume means that the boardwalk is not meant to be used in everyday situations to create a direct pedestrian access route to Bromsgrove Road.

The applicant has indicated that residents on the site will be warned of an impending flood event via a text message warning system to be installed within the attenuation basin. As the modelling shows that the basin will fill up first before the road becomes inundated, this location is in principle appropriate. However, as the modelling has indicated that it will only take about 10 minutes to fill the basin during the design event, it is hard to see how this would give sufficient warning time for people. The submitted information suggests that the warning could be used to relocate vehicles offsite, but I do not think that this would be feasible. I fear the warning system could even put people at an increased risk as it could result in more people being out on the road during the peak of an event.

It can be seen from the submitted information that the flood flow route is not completely confined to the road/pavement and extends slightly into private gardens etc. I do not know how it can be guaranteed that the modelled surface water flood route will remain unaltered in the future, when boundary fences etc might restrict the available flow path and dropped kerbs etc could widen it, altering the flood risk for properties adjacent to the route as a result. The applicant has responded to this concern by stating that they will include information in the Emergency Flood Response Plan and the plots' deeds that will ensure this, but I do doubt whether this will be a successful mechanism.

The finished floor level of the existing welfare building is above the design flood level but it has been detailed that the freeboard provided is only 70mm, which would be deemed inadequate from a flood mitigation point of view (600mm is normally requested). Information provided advises that raising the existing floor level in the welfare building is considered undesirable and would not secure a Listed Building consent. Other mitigation measures have now been explored for the welfare building and the applicant proposes to use signage to inform people of the flood risk and marker posts to advise when it is (un)safe to cross and prohibit vehicular crossing during flood events to prevent bow waves being formed. In addition the use of water resistant materials will be integrated within the design, such as tiles on the ground floor (rather than carpet) and existing air bricks will be replaced with special flood resistant air bricks. It is proposed that flood barriers are provided for 6 door openings on the ground floor as detailed in the Welfare Building Flood Defence Plan (ref. SCA04 PL176).

I included in my earlier consultation responses a section on the impact that altering the flood flows across the site could have to the land adjoining downstream. The information now submitted that the adjoining landowner (which I understand is the only landowner to

be impacted by this directly) agrees to receiving the altered flood flows, which following the proposed development flood flows will be deeper but less extensive.

I mentioned in my previous consultation responses that I believe that in line with the NPPF the Sequential Test should be applied, showing there is no alternative site available at a lesser flood risk, and that I would leave this decision to the planning case officer. Although it is clear that the applicant queries the requirement, a Sequential and Exception Test Statement (ref. P19-1696 rev A, Pegasus, September 2021) has been submitted. This details that the applicant accepts that there are likely to be sequentially preferable sites for residential development within the District of Bromsgrove, but that given the specific circumstances applicable to the site, it is considered that the application of the exception test is necessary. The exception test consists of two elements. The first element is demonstrating that the development provides wider sustainability benefits that outweigh flood risk. I leave it up to the planning case officer to form an opinion on this. The second element is demonstrating that the development will be safe for the lifetime of the development. Although a series of mitigation measures has now been proposed (raised finished floor levels, a warning system, pedestrian evacuation routes via shared pathways and boardwalk, signage and property flood protection and resilience measures for the welfare building) I do still wonder how practical and sustainable these mitigation measures are. It appears to me that there is insufficient lead time to provide an effective warning and I fear that inclusion of information in an Emergency Flood Response Plan and in deeds will not be sufficient to ensure that the engineered new surface water flood flow route and the required access to shared pathways and board walk will remain available throughout the site for the lifetime of the development. I am therefore leaning towards the conclusion that the second element of the exception test has not been passed.

The Proposed Drainage Strategy drawing (CWA-18-194-530 Rev P17) sets out that the discharge of surface water generated on the site will be limited to 69.7 l/s up to 1 in 100 plus 40% climate change event, which is a combination of the existing storm discharge for the conversions and a Greenfield runoff discharge for the re-developed areas. I believe this is acceptable. The drawing has identified which assets will be offered for adoption to STW and which ones will remain private. I believe details regarding the maintenance responsibility for all assets can be conditioned.

I asked for the drainage strategy to set out how an appropriate level of runoff treatment will be provided, using the simple index assessment as set out in chapter 26 of the CIRIA's SuDS manual (C753). In response to this, a revised Level of Runoff Treatment Assessment has now been submitted (ref. CWA-18-194 - 17.09.2021). This document includes an assessment of the level of runoff treatment that will be provided by the permeable paving, using the simple index approach as requested. It is stated that 'gully sponges' will be provided for the road surfaces, which will not drain via permeable paving. No details have been provided for this proposed proprietary product, for which no standard mitigation indices are available in the SuDS manual. The use of this type of products is normally only seen as the last resort and will require approval of WCC Highways. I believe that this detail could be finalised in a future discharge of condition application.

Although a series of flood mitigation measures has been proposed I remain of the opinion that from a flood risk perspective Blue Bird Park is an unfortunate location to locate new

residential development as it cannot be ensured that the development will remain safe for its lifetime. I therefore believe that there would be reason to withhold approval of this application on flood risk grounds.

I appreciate that my consultee role focuses upon flood risk and water management matters only and that the planning process obviously needs to balance various benefits and impacts, which means that it therefore might get decided that for this proposal the wider benefits outweigh the flood risk concerns and that planning permission should therefore be granted. Should this be the case then I would request that you inform me of this so that I can consider further comments and recommend appropriate conditions regarding minimum finished floor levels, surface water drainage strategy (including treatment and future maintenance responsibilities), flood resilience measures for the welfare building and an Emergency Flood Response Plan.

Severn Trent Water Ltd Consulted 10.12.2020

I can confirm that we have no objections to the proposals subject to the inclusion of the following condition:

- o The development hereby permitted should not commence until drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority, and
- o The scheme shall be implemented in accordance with the approved details before the development is first brought into use. This is to ensure that the development is provided with a satisfactory means of drainage as well as to prevent or to avoid exacerbating any flooding issues and to minimise the risk of pollution.

Severn Trent Water advise that there may be a public sewer located within the application site. Although our statutory sewer records do not show any public sewers within the area you have specified, there may be sewers that have been recently adopted under the Transfer Of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and contact must be made with Severn Trent Water to discuss the proposals. Severn Trent will seek to assist in obtaining a solution which protects both the public sewer and the building.

Please note that there is no guarantee that you will be able to build over or close to any Severn Trent sewers, and where diversion is required there is no guarantee that you will be able to undertake those works on a self-lay basis. Every approach to build near to or divert our assets has to be assessed on its own merit and the decision of what is or isn't permissible is taken based on the risk to the asset and the wider catchment it serves. It is vital therefore that you contact us at the earliest opportunity to discuss the implications of our assets crossing your site. Failure to do so could significantly affect the costs and timescales of your project if it transpires diversionary works need to be carried out by Severn Trent.

Environment Agency Consulted 10.12.2020

It is noted that the site is over 2ha in size and upon a Secondary 'A' Aquifer. Given the potential for contaminated land, from previous use(s) we would refer you to our 'area Contaminated Land standing advice' as attached.

Highways - Bromsgrove Consulted 11.06.2021

Whilst it is recognised that this is a brownfield site, which has an extant trip profile, the specific needs of future residents are not considered to be sufficiently addressed. Whilst financial contributions could help address passenger transport access, this does not ensure a long-term service. The Highway Authority remains of its opinion that the shortcomings of the site to encourage sustainable travel will result in a reliance on the use of private vehicles, which is considered to represent unsustainable development. The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted, the Highway Authority concludes that the application would not represent acceptable sustainable development and that there would be an unacceptable impact and, therefore, recommends that this application is refused. In the event that planning consent were to be recommended, the Highways Authority would request a number of conditions and financial obligations.

NHS Acute Hospitals Worcestershire Consulted 11.06.2021

As its evidence demonstrates, the Trust is currently operating at full capacity in the provision of acute and planned healthcare. The contribution is being sought not to support a public body but rather to enable that body (i.e. the Trust) to provide services needed by the occupants of the new homes. The development directly affects the Trust's ability to provide the health services to those who live in the development and the community at large. Without contributions to maintain the delivery of health care services at the required quality standard, and to secure adequate health care for the locality, the proposed development will strain services, putting people at significant risk of receiving substandard care, leading to poorer health outcomes and prolonged health problems.

Dudley NHS CCG Consulted 22.01.2021

It is the view of Dudley CCG there is currently insufficient physical capacity within primary care facilities within the practice to accommodate the increase in their patient population that will this will result in. Taking into account the factors outlined above it is the view of Dudley CCG that, in order to accommodate the additional population resulting from the development without any detriment to existing services, it will be necessary to provide at least one additional clinical room within the practice. There is currently no NHS capital funding available to be allocated to support the delivery this additional facility, and the CCG seeks a contribution from the developer to meet these costs

Education Department At Worcestershire Consulted 10.12.2020

The assessment has been prepared in line with the Education Obligations Policy published at the time the original application came forward. In consideration, the development site is estimated to yield in excess of 3 children per year group based on Worcestershire's current methodology for assessing the impact of development on school places. The majority of families living in the area seek places at the local catchment area schools. St Kenelm's CE Primary School is a popular primary school that is rated Good by Ofsted. The school is oversubscribed in 6 out of 7 year groups. With the exception of one year group, forecast numbers show intakes within the locality will remain at or around PAN for the foreseeable future. It is expected that most families' resident on the proposed development will seek places at St Kenelm's CE Primary School.

A S106 contribution is therefore sought to fund an appropriate project at St Kenelm's CE Primary School.

Ofsted has rated Haybridge High School and Sixth Form as an Outstanding school and Hagley Catholic High School as a Good school; both are consistently oversubscribed. Both schools have undertaken building works to increase the capacity of the schools to enable 190 pupils to be admitted per year group. This has been required as a result of new housing and increased demographic growth. It is expected that most families' resident on the proposed development will seek places at Haybridge High School and Sixth Form or Hagley Catholic High School. A S106 Planning Obligation is therefore sought to fund an appropriate project at either Haybridge High School and Sixth Form or, Hagley Catholic High School.

Crime Risk Manager Consulted 10.12.2020

No objection to this application. In terms of reducing the opportunity for crime I think the layout a big improvement on the initial design.

I would like to encourage the applicant to apply for the Secured By Design award.

My only comment is a repeat of a comment made in my response dated 05/06/2019.

'I would expect the welfare building and the administration block to have an access control system. A tradesperson or timed release mechanism on the access control should not be permitted as they have been proven to be the cause of unlawful access to communal developments'.

Play Provision/Open Space/Parks Consulted 10.12.2020

We support the proposal from the Parish Council as follows

Leisure would recommend for the offsite play provision to be located at the community recreation ground at St Kenelms Road to provide an equipped play facility for children and families to interact. The play equipment should be aimed at toddler and junior age ranges and support the existing infrastructure.

This recreation ground is within a 500mtr radius from the proposed development

This site, formerly Bluebird Factory has created a development opportunity on an existing 'brownfield' site.

The access to open space is subject to the typologies of BDP25 as set out below. Leisure recommend qualitative improvement to provision of existing facilities off site as detailed previously at St Kenelms Recreation Ground where this has not been met on site. St Kenelms Recreation Ground meets the requirement for the expected walking distances for children and young peoples play including recreation and amenity space. However, I would also add that the appropriate measures are considered regarding walking and cycling access routes to and from the development.

The on site provision of open space is predominantly landscaped 'buffer' area around the development with inclusion of new native hedgerow planting. The development also

provides one small area of formally laid out open space that is landscaped around the refurbished sundial and provides more formal opportunities for recreation.

Also this is subject to appropriate offsite calculations for play and open space where this has not been met on site.

Arboricultural Officer Consulted 10.12.2020

- I hold no objection to the loss of the 4 proposed trees, T4, T6, T17 and the poor poplar within G1, as there is ample existing landscaping and the proposed soft landscaping mitigates their loss.
- The soft landscaping proposals are appropriate given the space amongst the proposed dwellings
- The group of Corsican Pines identified as G2 along the north western boundary of the site are proposed to have the garages of plots 65, 64, and 63 in fairly close proximity to their root protection areas while not actually encroaching into them, the trees will occupy a large portion of the garden and bring a significant pruning pressure to the trees. To that end I do intend to raise a new TPO to protect the trees from mismanagement from future residents.
- The remainder of the existing tree stock on the site is shown to be retained and indeed will provide a great amount of amenity value to future residents along with the proposed new landscaping.

I hold no objection the proposed development with regards to tree related issues with the following conditions:

- All retained trees are protected throughout all phases of the development as shown on drawing No.TPP 1 Rev A Within the submitted Arb report by Ruskins Tree Consultancy and in accordance with BS5837:2012.
- Any retained tree the dies or becomes diseased within 5 years of the completion of the development is replaced within a like for like replacement.

North Worcestershire Economic Development And Regeneration Consulted 10.12.2020

As this is a green belt land, NWedR have no objections from an economic development perspective.

WRS - Noise Consulted 10.12.2020

No further comments relating to noise or demolition / construction nuisance.

WRS - Air Quality Consulted 02.08.2019

National Planning Policy Framework (NPPF) Paragraph 181 states: 'Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.'

Plan reference

It is recommended the applicant incorporate mitigation measures as part of the development to minimise impact from the development on local areas of poor air quality and assist in alleviating pollution creep arising in the general area.

Recommend conditions in relation to secure cycle parking, electrical vehicle charging points and low emission boilers

WRS - Contaminated Land Consulted 24.05.2019

Knowledge of the site suggests that contamination issues may potentially be a significant issue. As a result, in order to ensure that the site is suitable for its proposed use and accordance with The National Planning Policy Framework, Conditions are recommended for inclusion on any permission granted.

WRS- Light Pollution Consulted 10.12.2020

In terms of external lighting, street lighting is a matter for County Highways assuming the estate roads are adopted. The proposed car park lighting appears acceptable in terms of light spill.

Waste Management Consulted 11.06.2021

No objection

National Grid Consulted 12.06.2019

Recommend informative notes if planning permission is granted

Worcestershire Wildlife Trust Consulted 24.05.2019

1. We consider that you now have sufficient ecological information to determine the application in line with the law and guidance.
2. We note that no reptiles were found but that as the site contains bat roosts there will be a need for a European protected licence to mitigate for any impacts.
3. In view of this we do not wish to object to the proposed development but we would recommend that you append conditions covering a CEMP and LEMP to any permission you may be otherwise minded to grant so as to ensure that the relevant ecological interests are carefully managed in line with the law and planning guidance. Appropriate model wording for such conditions may be found in Annex D of BS42020:2013 Biodiversity Code of practice for planning and development.

Consultant Conservation And Landscape Officer Consulted 10.12.2020

Further to your email of 10th December, please find below my comments concerning landscape matters with regard to the above application. I was not consulted on previous iterations of the scheme, and therefore, the following will focus on the most recent revisions. I have no objection to the scheme in principle, however, there are some key areas of landscape design that remain to be adequately addressed.

I note that revisions to the overall design have adjusted the site layout to a more formal arrangement, which does accord more favourably with the historic morphology of the factory site. I welcome retention of the main building and former welfare building, now Listed, as these will form a significant gateway to the development and set it apart from similar schemes that are all too often homogeneous in their design. One area of concern is the car park in front of the former welfare building. I see how this has been revised in an attempt to integrate it within the context of the building. It remains, however, problematic because it still intrudes into and unbalances the symmetry of the formal landscape setting of the building. The S.N. Cooke designs are a vital component of this site and should be persevered in respect of the Listed buildings and as a signature design principle of the scheme.

The lack of street trees is disappointing both in terms of referencing the formal design elements of the site and the provision of a permeable green infrastructure network. There are now options for planting street trees that work within the context of site constraints: species selection and planting solutions (such as Blue Green Urban) that I would hope to see integrated into a scheme of this scale.

In terms of the site boundaries, I welcome the inclusion of new native hedging and tree planting that will both soften the visual impact of the development and assist with its integration into the wider setting. While there are established boundary features, the northern and north-eastern aspects of the site are currently not well-screened. The submitted landscape proposals include adequate enhancements of these boundaries. However, one area of concern is with the arrangement of houses along the northern boundary (plots 62-66), and plots 42, 43 and 44. These all appear to have their gardens backing on to the site boundaries. The risk here is that when trees (and hedging) begin to mature they may be considered undesirable (due to shading or encroachment) and therefore could be subjected to heavy pruning that would impact negatively on their landscape and ecological functions. A unified mechanism for the management of the site's external boundaries will be essential in order to secure the long-term success of the landscaping scheme. It may be possible to adjust the arrangement of these plots to accommodate changes that will secure a more favourable management scenario.

Housing Strategy Consulted 24.05.2019

The Council would ordinarily expect 30-40% affordable housing on this site. Of which 2/3 would be social rent 1/3 Share Ownership or Low Cost Home Ownership, but I do recognise the Vacant Building Credit. There is a demand for affordable housing in the District.

Public Consultation

19/00592/FUL

15 letters originally sent to neighbours 24.05.2019 expired 17.06.2019. Further consultation letters sent 10.12.2020 and 16.06.2021.

Press advert as a departure 07.06.2019 expired 24.06.2019. Advertised as a major 15.10.2021 expired 01.11.2021

Plan reference

Site notice displayed 06.10.21 expired 31.10.2021

As a result of all these consultations a total of 61 representations have been made on the application, 54 in objection and 5 in support.

Support:

- Support proposal since the houses have been removed from the front of the welfare building
- A great development of a run down disused factory
- Boost to the local economy
- Better to see brownfield site being developed rather than building on green belt
- The current site is an eyesore
- The retention of the Welfare and Administration buildings are welcomed
- Cohesive layout echoing the Arts and Crafts ethos

Objection:

- The site should be retained as an employment site/loss of employment land
- Increase in traffic/highway safety/inadequate parking provision
- The existing bus service is insufficient
- Lack of access to services
- Increased pressure on schools
- Increased pressure on medical and recreation provision
- No recreational facilities on site
- The development is too large/too many houses being proposed
- Impact on the character of the village
- Impact of light pollution
- Disruption during the construction of the development
- Sets a precedent for building on the Green Belt
- Disruption to wildlife
- The development is not in keeping with the area
- Concerns around drainage/water pressure

20/01440/LBC

Site notice displayed 06.10.2021 expired 31.10.2021

Press notice published 15.10.21 expired 1.11.21

8 representations have been made in relation to the listed building consent application all in objection. The majority of these comments relate to planning matters and have been reported above.

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles

BDP2 Settlement Hierarchy

BDP3 Future Housing and Employment Development

BDP6 Infrastructure Contributions
 BDP7 Housing Mix and Density
 BDP12 Sustainable Communities
 BDP19 High Quality Design
 BDP21 Natural Environment
 BDP24 Green Infrastructure
 BDP25 Health and Well Being

Others

Bromsgrove High Quality Design SPD
 SPG11 Outdoor Play Space
 NPPF National Planning Policy Framework (2021)
 NPPG National Planning Practice Guidance
 National Design Guide

Relevant Planning History

B/18298/1989	Change of use of existing industrial building to warehousing, storage and distribution and use of one building as offices. (As augmented by plans received 29.9.89 and 4.10.89).	Granted	06.11.1989
B/12357/1984	Change of use for a garden centre and canteen. APPEAL ALLOWED 04.09.85	Refused	22.10.1984

Proposal Description

The development proposed comprises the demolition of the existing modern industrial buildings on the site and conversion of the retained Welfare and Administration Buildings to provide a total of 108 residential units. 9 units are proposed in the Administration building, 13 units are proposed in the Welfare building with the remainder of the dwellings being new build. In 2019 the Welfare and Administration Building and the boundary walls, railings and gates fronting the highway were listed at Grade II.

Assessment of Proposal

1. Five Year Housing Land Supply

1.1 Paragraph 74 of the National Planning Policy Framework (NPPF) requires local planning authorities to identify and update a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old. In addition, there must be a buffer of between 5% and 20%, depending on the circumstances of the LPA.

1.2 The Council has identified that (inclusive of the 5% buffer required by the NPPF) it can currently demonstrate a housing land supply of 3.21 years. Therefore, despite

progress which has been made in identifying sites and granting planning permissions the Council still considers that it cannot demonstrate a five year housing land supply.

1.3 Where a Local Planning Authority cannot demonstrate a five year housing supply, Paragraph 11 (d) of the NPPF is engaged. Paragraph 11 requires that decisions on planning applications apply a presumption in favour of sustainable development. 11 (d) goes on to state that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless:

"i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for restricting the development proposed; or
ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

1.4 Footnote 8 to the NPPF states that this includes (for applications involving the provision of housing) situations where the LPA cannot demonstrate a five year supply of deliverable housing sites with the appropriate buffer, as set out in paragraph 74. Footnote 7 states these policies include land designated as Green Belts.

2. Green Belt

2.1 The site lies within the Green Belt where there is a presumption against new development save for a number of exceptions outlined at Paragraphs 149 and 150 of the National Planning Policy Framework.

2.2 One of these exceptions, at paragraph 149 g) is: "the limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development". This is aligned with policy BDP 4(g) of the Bromsgrove District Plan (BDP).

2.3 In this case the site comprises the Administration and Welfare buildings which are to be retained, with large, generally more modern industrial buildings to the rear. The industrial buildings are proposed to be demolished to make way for housing. The parking area to the front of the Administration Building will be retained and there will be a slight incursion into the open space to the front of the welfare building to provide car parking for these units. Around the industrial buildings the site is laid to hardstanding.

2.4 Having regard to the characteristics of the site it is considered to fall within the definition of previously developed land as outlined in Annex 2 of the NPPF.

2.5 With respect to the development proposed a total of 16, 510.98 square metres of existing building will be removed from the site to be replaced with 11, 925 square metres of built form. The proposed development is contained within the site and largely within the footprint of the existing buildings on site. Whilst the proposed development will contrast in its form with that existing on site, it can be seen to have a benefit to the openness of the Green Belt by breaking up the large block forms of the existing development on site.

2.6 Taking all these matters in to account it is considered that the development proposed would comply with paragraph 149 g) of the NPPF and BDP 4g) of the BDP and as such does not comprise inappropriate development in the Green Belt.

2.7 There is therefore a presumption in favour of the development in terms of Green Belt policy.

3. Highway Safety

3.1 Worcestershire County Council as Highway Authority have considered and provided comprehensive responses to the development proposal.

3.2 The objection is noted with respect to the sustainability of the location of the site and this is discussed in further detail below.

3.3 Regarding highway safety the NPPF at paragraph 111 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

3.4 A number of representations have raised highways safety matters, however the highway authority have raised no objection to the use of the existing site access as proposed and note that the trips generated by the proposed development would be less when compared with the lawful existing use of the site. A concern is raised regarding the position of the staggered square feature as it will create an area of highway which will serve no purpose and may encourage on street parking, however no concerns are raised with respect to paragraph 111 of the NPPF.

3.5 Conditions have been recommended in relation to visibility splays, car parking provision, electrical vehicle charging facilities, cycle parking, the provision of residential travel plans and welcome packs, waste management and construction management plans as well as a series of off site highways works.

3.6 These highway works comprise:

- Relocation and improvement of both bus stops outside the frontage of the site;
- Provision of a pedestrian crossing facility on Bromsgrove Road, in the vicinity of the two relocated bus stops;
- Reinstatement of the existing redundant dropped kerb vehicular footway crossing to standard footway construction, by lifting and relaying existing kerbs, resurfacing the channel and footway surfacing;
- Provision of a pedestrian crossing facility, if approved, in the vicinity of Romsley Primary School; and
- Provision of speed reduction measures, to be agreed, along Bromsgrove Road.

3.7 Taking all these matters into account, and being particularly mindful of the fact that the highway authority has not raised an objection to the proposal on highway safety grounds, it is considered that there would not be a severe cumulative impact on the road network or an unacceptable impact on highway safety as per paragraph 111 of the NPPF and therefore refusal of planning permission on this basis would be unreasonable.

4. Sustainable location

4.1 Paragraph 8 of the NPPF explains that there are three overarching objectives to sustainable development which are interdependent and need to be pursued in mutually supportive ways:

- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

4.2 Paragraph 9 of the NPPF goes on to explain that the delivery of these objectives should be achieved through the application of policies in the NPPF and that they are not criteria against which every decision can or should be judged.

4.3 It is noted that the matter as to whether the site lies in a sustainable location has been noted by the Highway Authority and an objection is raised to the proposal on this basis. In particular, they remain of the opinion that the short comings of the site to encourage sustainable travel will result in a reliance on the use of private vehicles, which is considered to represent unsustainable development

4.4 Officers are mindful of the location of the site outside of any village envelope where residential development could ordinarily be considered acceptable having regard to sustainability matters alone.

4.5 In the case of the application site it is located in reasonable proximity of the boundary with Dudley and benefits from a pavement running to the boundary with Dudley Metropolitan Borough as well as to the village of Romsley. At both settlements a range of services can be found. There is a limited bus service which runs along Bromsgrove Road outside the application site to Halesowen and Bromsgrove via Romsley and Catshill. Opposite the application site is Romsley and Hunnington Cricket Club which affords access to leisure and social opportunities.

4.6 Mindful of the sustainability objectives outlined above the site will provide a significant number of dwellings which will contribute to meeting the needs of future generations. In addition, the conversion of the listed buildings on site will secure the long term future of these buildings as heritage assets. It is also noted that the existing lawful use of the site

could be resumed at any time and result in a greater number of vehicle movements than the development proposed.

4.7 Taking all these matters in to account, whilst the site has some shortcomings with respect to its location, the development is not considered to be wholly unsustainable having regard to policies contained within the NPPF and Development Plan.

5. Housing Mix

5.1 BDP 7 of the Bromsgrove District Plan states that in order to ensure mixed and vibrant communities, proposals for housing should focus on delivering 2 and 3 bedroom properties. It goes on to state that on schemes for 10 or more dwellings may require a wider mix of dwelling types.

5.2 In this case across the site a range of dwelling sizes are proposed from one to five bedrooms. 55% of the units are 2 or 3 bed roomed properties with 63% of the units proposed being 1 to 3 bedrooms with the remainder predominantly four bedroom dwellings.

5.3 In detail the mix across the site comprises:

New Build

5 Bed x 3No.
4 Bed x 37No.
3 Bed x 42 No.
2 Bed x 4 No.

Total 86 homes

Apartments (in the retained Listed Buildings)

3 Bed x 7 No.
2 Bed x 7 No.
1 Bed x 8No.

Total 22 homes

5.4 Having regard to the above it is considered that the proposal provides a range of dwelling types as advocated by policy BDP7.

6. Drainage

6.1 Members attention is drawn to appendix 1 provided by the applicants which provides further technical details relating to the flood risk and drainage at the site. In particular, the diagrams and associated commentary on pages 3-5 of the appendix provide a useful visual representation of the existing situation and how it is to be altered by the proposed development. This appendix should be read in conjunction with the following section of report.

6.2 Whilst the site lies within Flood Zone 1 the site is subject to surface water flooding and some considerable work has been undertaken in order to understand the implications of this with respect to residential development of the site.

6.3 A number of features have been incorporated into the design of the development in order to manage the flood risk and flow of water in the event of surface water flooding at the site. These include creating a depression in front of the Welfare Building to allow water to pool before flowing through the road network of the site, a telemetry system to provide a warning to residents and dry means of escape to all of the dwellings. As well as this, it is proposed that a number of restrictions through the S106 agreement and/or conditions are placed on the dwellings/site in order to ensure the long term safety of the development. These include matters such as the provision of boardwalk, ground levels to remain unaltered, removal of certain permitted development rights and no alterations to drainage within the plots.

6.4 Paragraph 159 of the NPPF states that “Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.”

6.5 Paragraph 167 of the NPPF goes on to explain that development should only be allowed in areas at risk of flooding where a flood risk assessment, sequential and exception tests have demonstrated that:

- (a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- (b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
- (c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- (d) any residual risk can be safely managed; and
- (e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

6.6 The NPPF does not make it explicitly clear whether the sequential and exception tests apply to areas at risk of surface water flooding, nevertheless on the advice of North Worcestershire Water Management (NWWM) the applicant has provided a sequential and exception test statement along with a number of other documents seeking to address the flood risk on the site.

6.7 With respect to the sequential test the applicant accepts that there are likely to be sequentially preferable sites for residential development which are not subject to either surface water or river flooding and has therefore gone on to complete the exception test.

6.8 With respect to the exception test there are two aspects, both of which need to be satisfied in order to pass the test. The first is that the wider sustainability benefits of the

proposal to the community outweigh the flood risk. Paragraph 8 of the NPPF (as set out in full above) outlines the different objectives which encompass sustainable development. These include, within the environmental objective, protecting the built and historic environment and making efficient use of land.

6.9 In relation to the Bluebird Factory site, part of the development relates to the retention and conversion of two listed buildings which if they were to remain vacant and unoccupied could become at risk of deterioration. The NPPF at paragraph 189 makes it clear that heritage assets are irreplaceable resources which should be conserved in a manner appropriate to their significance. As they are listed assets it would not be possible to move them off site to an area which is not at risk of flooding. The plans submitted to manage flooding at the site show that flood water will not affect the Welfare building.

6.10 Furthermore the development of the site for housing would make efficient use of previously developed land as advocated by the NPPF. The provision of housing, particularly given the council's five year housing land position would contribute positively to the social aspect of sustainable development as well as, during the construction phase, the development would provide jobs contributing to the economic aspect of sustainable development. It is therefore considered that the sustainability benefits of the proposal outweigh the flood risk and the development therefore passes this aspect of the exception test.

6.11 The second limb of the exception test requires the development to demonstrate that it will be safe for its lifetime taking account of the vulnerability of its users without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

6.12 Members will note the comments of NWWM and the concerns raised in this regard, in particular the management and effectiveness of mitigation measures in the long term. Since making those comments, a package of control measures has been agreed with the applicant in order to ensure that the development remains safe for its lifetime. These include a number of restrictions to be inserted into any legal agreement and/or controlled by planning conditions and will ensure that the features implemented on site to help manage flood risk are retained on site in perpetuity. It is therefore considered that the development passes the second element of the exception test and the development should not be resisted on flood risk grounds.

7. Ecology

7.1 The application is accompanied by a series of ecological appraisals particularly with reference to bats and reptiles.

7.2 The initial appraisal submitted with the application was assessed by Worcestershire Wildlife Trust who recommended that further surveys should be submitted and conditions to be appended to any permission. A bat emergence and re entry survey report and a reptile presence/absence survey were subsequently submitted by the applicant.

7.3 The reports found no evidence of reptiles at the site, however there was the presence of a bat roost.

7.4 When European protected species have been identified Regulation 9(5) of the 2010 Habitat Regulations requires that in exercising any of its functions a "competent authority" – in this case the Council - "must have regard to the requirements of the Habitats Directive so far as they may be affected by the exercise of those functions". The Habitat directive requires Local Planning Authorities to have regard to the three licensing tests. The tests, all of which must be satisfied to allow the activity to be licensed, are: is there any imperative reasons of overriding public interest, is there no satisfactory alternative and whether the favourable conservation status of the species in their natural range is maintained (under the scheme proposed pursuant to the licence). It should be noted that Natural England applies the tests on a proportionate basis; thus the justification required increases with the severity of the impact on the species or population concerned.

7.6 In the absence of advice from Natural England, the LPA are not required to undertake a detailed assessment of the three licensing tests but should however be satisfied with the likelihood that the relevant licensing body would grant a licence.

7.7 With respect to the first test the plans are for the construction of a large number of dwellings in an area where there is a deficit having regard to the council's five year housing land supply position. Having regard to the second test there is no satisfactory alternative as doing nothing would result in the deterioration of the fabric of the building and therefore the loss of any species habitat. The roosts identified on site were small (one bat per roost) and were of a common type of bat. The applicants ecologist advises that the loss of the roosts would not be detrimental to the overall population of bats given the relatively minor conservation value of the roosts. The loss of the roosts will be compensated for through features installed which can reasonably be controlled by condition. A mitigation plan will also be required for the licensing process which will ensure that bat will be protected during the demolition/construction phases.

7.8 Given the above the council are of the opinion that it is likely that Natural England would grant a license for the works proposed on this basis.

8. Affordable Housing and Vacant building credit

8.1 Members attention is drawn to the comments on Vacant Building Credit outlined at the start of this report (paragraphs A.1-A.4). These comments should be read in association with the following section of the report.

8.2 Policy BDP 8 of the Bromsgrove District Plan requires 30% affordable housing on brownfield sites accommodating less than 200 houses. This proposal does not seek to make any contribution towards affordable housing.

8.3 Paragraph 64 of the NPPF states that to support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount.

8.4 Footnote 30 explains that the proportionate amount shall be equivalent to the existing gross floor space of the existing buildings and the application of this policy does not relate to vacant buildings which have been abandoned.

8.5 The Planning Practice Guidance provides further detail as to how to assess whether a site would benefit from vacant building credit. The applicant has provided a statement justifying the lack of affordable housing utilising this guidance.

8.6 The statement explains that the buildings have been subject to extensive marketing and a number of short term temporary lettings, all of which ceased in 2017. The site owner has been maintaining site security, the fabric of the buildings and keeps the buildings heated. The buildings on site would not be lettable as they fall foul of the Energy Act 2011 and would require significant investment in order to bring them up to necessary standards. The applicant argues therefore that the buildings have not been made vacant for the sole purpose of redevelopment. There is no evidence to contradict that which has been advanced by the applicant and therefore it is considered appropriate to apply the vacant building credit in this case.

8.7 In relation to the application proposal there is a net decrease in floor space of 4585.98 square metres negating the need to provide any affordable housing on the site.

9. Design

9.1 The design and layout of the proposed development has been subject to consultation with the council's retained urban design consultant and the council's conservation officer.

9.2 Paragraphs 126-136 of the NPPF deal with high quality design and in particular states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

9.3 BDP19 of the Bromsgrove District Plan sets a series of criteria by which high quality people focussed space will be achieved.

9.4 The development of the new build dwellings proposes a mixture of two and two and a half storey dwellings, which are detached, semi detached and terraced. The final palette of external materials is to be controlled by conditions.

9.5 Members will note from the comments of the urban designer that there is some disagreement over the design of the dwellings proposed. Whilst the urban designer would prefer the dwellings to reflect the feature on the Welfare and Administration Buildings, details have instead been incorporated reflecting the dwellings on The Close. These dwellings formed part of the planned settlement which was proposed alongside the factory buildings. The features incorporated into the dwellings include tile creases at the eaves, brick arch lintels above the windows, porches and chimneys. Adopting this design approach has been welcomed by the Council's Conservation Officer and taking this in to account the design of the dwellings are considered acceptable.

9.6 The layout of the site is proposed to adopt a perimeter block layout with dwellings arranged in a formal manner to the rear of the welfare and administration buildings. The dwellings will all address the road frontage and at road junctions the dwellings have dual aspects to provide an active frontage to both roadside elevations.

9.10 Around the edges of the application site the layout has been arranged such that the majority of the dwellings will face outwards and address the open countryside

surrounding the site. This means that the boundaries surrounding the site are proposed to be low level ranch style fencing which provides a soft edge to the development site. Between dwellings more conventional walls/fencing is proposed.

9.11 All of the dwellings are shown to benefit from adequate size gardens and separation distances between dwellings in order to provide a satisfactory level of amenity to the occupiers of the proposed dwellings.

9.12 Taking all these matters in to account it is considered that the development proposes a satisfactory design which will complement the listed buildings to be retained on site and will provide an adequate level of amenity for future occupiers of the development.

10. Open Space

10.1 Save for an area set aside for vehicular parking the open space to the front of the Welfare Building is being retained as such.

10.2 Landscaping works will be required to this area to create the drainage feature however, the submitted plans indicate that the existing pathway feature will be retained through the site. Other areas of landscaping will be retained as open space to the front of the Administration Building. Given the need for the development to respond to the listed building and make efficient use of brownfield land it is considered this arrangement of open space to be acceptable in this instance.

11. Listed buildings

11.1 The site comprises a factory complex largely constructed in the 1920s and 1930s for the Bluebird Toffee company, designed by the Birmingham Architect S N Cooke. At the end of 2019 three structures on the site were listed Grade II, the Administration building, the Welfare building and the front walls and gates. In addition to the factory complex, the company also constructed other buildings, including 24 houses, although 100 were planned, a shop and post office and cricket pavilion.

11.2 The Administration building was listed for its architectural and historic interest. The architectural interest being its neo-Georgian design by the prominent Birmingham architect SN Cooke is assured and well-realised, remarkably so for its provincial location and; the building retains high quality fittings and fixtures throughout, including sumptuous fittings to the Director's Office and stair foyer, as well as tiled corridors and lobby spaces, and timber fenestration to internal spaces. In terms of the historic interest, the factory and Hunnington Model Village was developed in the spirit of the period: sited in a clean, rural location with good modern transport links and with improved standards of welfare and well being and; as a regionally significant element of the continuation of model village development, begun nearby at Bournville in the late C19.

11.3 The adjacent Welfare building was also listed for its architectural and historic interest. In terms of its architectural interest it was also designed by SN Cooke and is assured and well-realised, and provides a familiar sense of traditional community architecture in a factory setting. It combines adaptable spaces with good quality construction and materials; as a purpose-built structure for combined social and welfare

activities on a factory site it is an uncommon survival; the concrete-ribbed roof structure above the former concert hall proved an effective and unusual technological achievement for this period and it retains high quality fittings and fixtures throughout, including tiled corridors and lobby spaces, and timber fenestration to internal spaces. The historic interest is similar to the Administration building but in addition the wealth of facilities once provided in the Welfare Building demonstrate the progressive attitude that underlies the development of the site.

11.4 Both buildings also have group value forming a legible grouping of the administrative and social focal points of a notable interwar factory at the centre of a new model village and with the front boundary treatment (also listed at Grade II) providing a distinctive and contemporary setting to the building and to the factory site as a whole.

11.5 Section 16 (2) and 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to have regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. This is supported by the Historic Environment policies in BDP20 of the Bromsgrove District Plan, which, amongst other things, state that development affecting heritage assets, should not have a detrimental impact on the character, appearance or significance of the heritage asset or heritage assets. In addition, guidance in the NPPF at paragraphs 189-194 must also be considered.

11.6 Regarding the housing development surrounding both the Administration and Welfare buildings the Conservation Officer raises no objection to the principle of housing and reflecting the design of the original houses from the Model Village is welcomed.

11.7 No objection is raised to the principle of converting the listed buildings on the site subject to a number of conditions controlling the fine details of the conversion.

11.8 Taking all these matters into account it is considered that the proposal will comply with the policies of the development plan, NPPF and the Planning Act as referenced above.

12. Planning Balance

12.1 The applications propose the redevelopment a former factory site for housing. The council cannot demonstrate a five year housing land supply and given that the proposal has been found to comply with policy for development within the Green Belt the presumption in favour of sustainable development applies.

12.2 The provision of housing will make a significant contribution to the housing supply position in the district as well as providing jobs through the construction process in the short term. No technical objections have been raised to the proposal with conditions being recommended to control the fine details of the proposal. All these matters weigh heavily in favour of the proposal.

12.3 As is recognised by the Highway Authority, the site is located in an area which will mean that there is likely to be a reliance on car trips to access a wide range of services. However, having regard to the overall sustainable development objectives as set out in

the NPPF the site is not considered to be wholly unsustainable in terms of its location. This is, nevertheless, considered a limited disbenefit to the scheme.

12.4 Overall, given the presumption in favour of sustainable development it is considered that the benefits of the proposal outweigh the disbenefits and it is therefore recommended that full planning permission and listed building consent be granted.

RECOMMENDATIONS:

With reference to application **19/00592/FUL**:

(a) MINDED to **GRANT** full planning permission

(b) That **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure to determine the application following the receipt of a suitable and satisfactory legal mechanism in relation to the following matters:

- (i) £400,000 towards improvements to bus services
- (ii) £15,000 towards community transport services
- (iii) £98, 511 towards school transport
- (iv) £23, 760 towards personal travel planning service (£220/dwelling)
- (v) £ 20, 519.78 towards NHS Worcestershire Acute Hospitals Trust
- (vi) £161, 280 towards Dudley Clinical Commissioning Group NHS for premises expansion
- (vii) £360, 469 towards primary phase education
- (viii) £470, 188 towards secondary phase education
- (ix) £77, 050 towards improvements to toddler junior play equipment at St Kenelms Road recreation ground
- (x) £5641.92 towards the provision of wheelie bins for the development
- (xi) A S106 Monitoring fee
- (xii) A flood response plan
- (xiii) A Boardwalk Specification
- (xiv) Various site restrictions in relation to drainage matters
- (xv) The management and maintenance of the on site open space
- (xvi) The management and maintenance of the on site SuDs facilities

(c) And that **DELEGATED POWERS** be granted to the Head of Planning and Regeneration to agree the final scope and detailed wording and numbering of conditions as set out in the list at the end of this report.

With reference to application **20/01440/LBC**:

(a) MINDED to **GRANT** Listed building consent

(b) And that **DELEGATED POWERS** be granted to the Head of Planning and Regeneration to agree the final scope and detailed wording and numbering of conditions as set out in the list at the end of this report.

For the reference of Members, suitable Conditions that could be imposed relate to:

Recommended Conditions 19/0592/FUL:

Plan reference

Time

Development to commence within 3 years

Plans

Development shall be completed in accordance with plans:

SCA04 PL001
SCA04 PL002 Rev AG
SCA04 PL003 Rev E
SCA04 PL004 Rev D
SCA04 PL005 Rev M
SCA04 PL011
SCA04 PL006 Rev T
SCA04 PL007 Rev D
SCA04 PL170 Rev E
SCA04 PL172 Rev B
SCA04 PL174
SCA04 PL008 Rev M
SCA04 PL009 Rev B
SCA04 PL119 Rev A
SCA04 PL171 Rev J
SCA04 PL173 Rev B
SCA04 PL175 Rev A
SCA04 PL176
SCA04 PL100 Rev C
SCA04 PL101 Rev C
SCA04 PL102 Rev C
SCA04 PL103 Rev C
SCA04 PL104 Rev C
SCA04 PL105 Rev B
SCA04 PL106 Rev C
SCA04 PL107 Rev C
SCA04 PL108 Rev C
SCA04 PL109 Rev C
SCA04 PL110 Rev C
SCA04 PL111 Rev C
SCA04 PL112 Rev C
SCA04 PL113 Rev C
SCA04 PL114 Rev C
SCA04 PL115 Rev C
SCA04 PL116 Rev C
SCA04 PL117 Rev C
SCA04 PL118 Rev C
SCA04 PL151 Rev A
SCA04 PL152 Rev B
SCA04 PL153 Rev A
SCA04 PL154
SCA04 PL156 Rev A

SCA04 PL157

SCA04 PL158

Arboricultural report and Tree Survey 0219-8011 Rev 2 – 11.11.20

Landscape and Visual Appraisal Edp5517-r001c

Soft Landscaping details 1 of 2 19-016-02 Rev H

Soft Landscaping details 2 of 2 19-016-03 Rev H

CWA-18-194-601 Rev P6

CWA-18-194-600 Rev P6

CWA-18-194-603 Rev P5

CWA-18-194-604 Rev P5

CWA-18-194-605 Rev P4

CWA-18-194-606 Rev P4

CWA-18-194-607 Rev P4

CWA-18-194-608 Rev P4

CWA-18-194-609 Rev P4

CWA-18-194-610 Rev P4

CWA-18-194-611 Rev P2

CWA-18-194-612 Rev P2

CWA-18-194-700 Rev P7

CWA-18-194-750 Rev P4

Materials

Details of all external materials shall be submitted to and approved by the LPA

Highways conditions

- Development shall not commence until a speed survey has been carried out and appropriate visibility splays established
- Car parking details within each curtilage
- Details of proposed electrical vehicle charging points
- Details of cycle parking provision
- Provision of a residential travel plan
- Provision of a residential welcome pack promoting sustainable forms of access to the development
- Waste management plan
- Agreement of off site highway works to include:
 - o Relocation and improvement of both bus stops outside the frontage of the site
 - o Provision of a pedestrian crossing facility on Bromsgrove in the vicinity of the relocated bus stops
 - o Reinstatement of existing redundant dropped kerb vehicular footway crossing
 - o Provision of a pedestrian crossing facility in the vicinity of Romsley Primary School
 - o Provision of speed reduction measures along Bromsgrove Road

Trees and Landscaping

- All retained trees are protected throughout all phases of the development as shown on drawing No.TPP 1 Rev A Within the submitted Arb report by Ruskins Tree Consultancy and in accordance with BS5837:2012.
- Any retained tree the dies or becomes diseased within 5 years of the completion of the development is replaced within a like for like replacement.
- Landscape Management plan and 5 year protection for proposed landscaping scheme

Contaminated land conditions

Before works commence on site the provision and approval of a tiered scheme of investigation

Drainage conditions

- The development hereby permitted should not commence until drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority.
- Details of minimum finished floor levels
- Surface water drainage strategy (including treatment and future maintenance responsibilities),
- Flood resilience measures for the welfare building
- Emergency Flood Response Plan
- Removal of permitted development rights for works in front gardens, erection of boundary treatments, changes to the accesses.

Archaeology conditions

Prior to the commencement of development the provision of:

- A Level 3 historic building recording (as defined by Historic England) on all pre 1980s buildings.
- A Level 1 historic building recording (as defined by Historic England) on warehouses, dating to the 1980s.
- Documentary research to Level 3 historic building recording standard (as defined by Historic England) detailing the history of manufacture at the Blue Bird Toffee site, from its inception to its conclusion, and the setting of the factory, both within its landscaped grounds and within the settlement of Hunnington.
- An archaeological watching brief during demolition and/or conversion of pre 1980s Building
- Written Scheme of Investigation

Ecology

Provision of:

- A Construction Environmental Management Plan to cover matters including pollution control, tree and hedge protection, dust suppression, construction lighting and traffic.
- A Landscape Environmental Management Plan.
- Provision of a suitable drainage strategy
- Lighting strategy for the site so that dark corridors can be maintained for bats etc.

Plan reference

- Biodiversity enhancement.

Recommended conditions 20/01440/LBC

Time

Works to commence within 3 years

Plans and details approved

Development shall be completed in accordance with:

SCA04 PL001
SCA04 PL002 Rev AG
SCA04 PL300
55075 – Building A Ground Floor Plan
55075 – Building A Second Floor Plan
SCA04 PL006 Rev T
55075 – Elevations Building A_B
SCA04 PL007 Rev D
535.02
SCA04 PL170 Rev E
SCA04 PL172 Rev B
SCA04 PL174
SCA04 PL175 Rev B
535.01
55075 – Building B Ground Floor Plan
SCA04 PL008 Rev M
SCA04 PL009 Rev B
SCA04 PL119 Rev A
SCA04 PL171 Rev J
SCA04 PL173 Rev B
SCA04 PL176

Detailed matters:

- materials and all joinery details at a scale of 1:5, together with a drawing at a scale of 1:20 of the design of the windows on the rear elevation of the Administration building and any other new windows in the listed buildings.
- The detailed treatment of the balustrades in terms of alterations to prevent people falling over them
- Art deco light fittings in the Director's Office to be retained
- The method of attaching the independent wall lining (IWL).
- The design of the new radiators.
- Details of the air brick protectors and door brackets
- The reclaimed bricks on the rear elevation and the mortar to be used.
- 1:2 drawings of the joinery details for the new windows in the admin building
- Joinery details of the new dwellings

Case Officer: Sarah Hazlewood Tel: 01527881720
Email: sarah.hazlewood@bromsgroveandredditch.gov.uk

Plan reference

Drainage Note



Project Name: Redundant Blue Bird Factory - LPA Ref: 19/00592/FUL
Author: Keith Fenwick
Project Number: P19-1696
Reference: 03_KF_Drainage Note_P19-1696_121121

During committee on the 1st of November the topic of surface water flooding was, rightly, and understandably, raised by members in relation to the Blue Bird Factory Site. A lot of time and resource has been employed on this topic to fully understand the current situation and climate change implications which has enabled us to design the proposed development to mitigate the flooding impact on the site and the surrounding environment and ensure that no proposed development is at risk of flooding in the future.

It was also noted by members that there were no details contained within the committee report regarding the proposed adoptable drainage network so this note will also seek to cover that off as a summary.

1.0 Drainage

To aid members understanding this note is broken down into 3 sections:

Surface Water Flooding

- Existing overland flows which exist and occur naturally based on the surrounding environment.
- Flows are to be mitigated, controlled, and directed to their existing water course flow route.

Storm Water Drainage

- Water which is generated because of impermeable areas of development. (i.e. roofs, drives, roads etc.)
- This water is directed through sewers, stored, and restricted before connecting into the existing outfall for the factory site into an existing ditch course. These onsite sewers and outfall are adoptable by Severn Trent Water.

Foul Water Drainage

- Wastewater which is generated from properties which is not clean. (i.e. from sinks, showers, toilets etc.)
- Flows are to be directed through sewers and connected into an existing sewer network. These sewers are adoptable by Severn Trent Water.

2.0 Surface Water Flooding

As members are aware, and discussed in detail at committee, the current environment and flow routes cause flooding along Bromsgrove Road and across the Blue Bird Factory Site. What we have sought to achieve in developing our designs and mitigation strategy is the control and management of this water to reduce the impact on the listed buildings and reduce the impact offsite as well.

It has been an important part of our design process that the safety and longevity of all properties, existing and proposed, is paramount and that dry, safe access and egress is available to all properties at all times, during any flood event.

The modelling of surface water flood events on a development is done and considered in 3 scenarios:

- "1 in 30-year storm event" – 3% probability of occurring in a given year.
- "1 in 100-year storm event" – 1% probability of occurring in a given year.
- "1 in 100-year storm event + 40% climate change – The volume of water modelled for a 1 in 100-year storm event increased by 40% to allow for climate change.

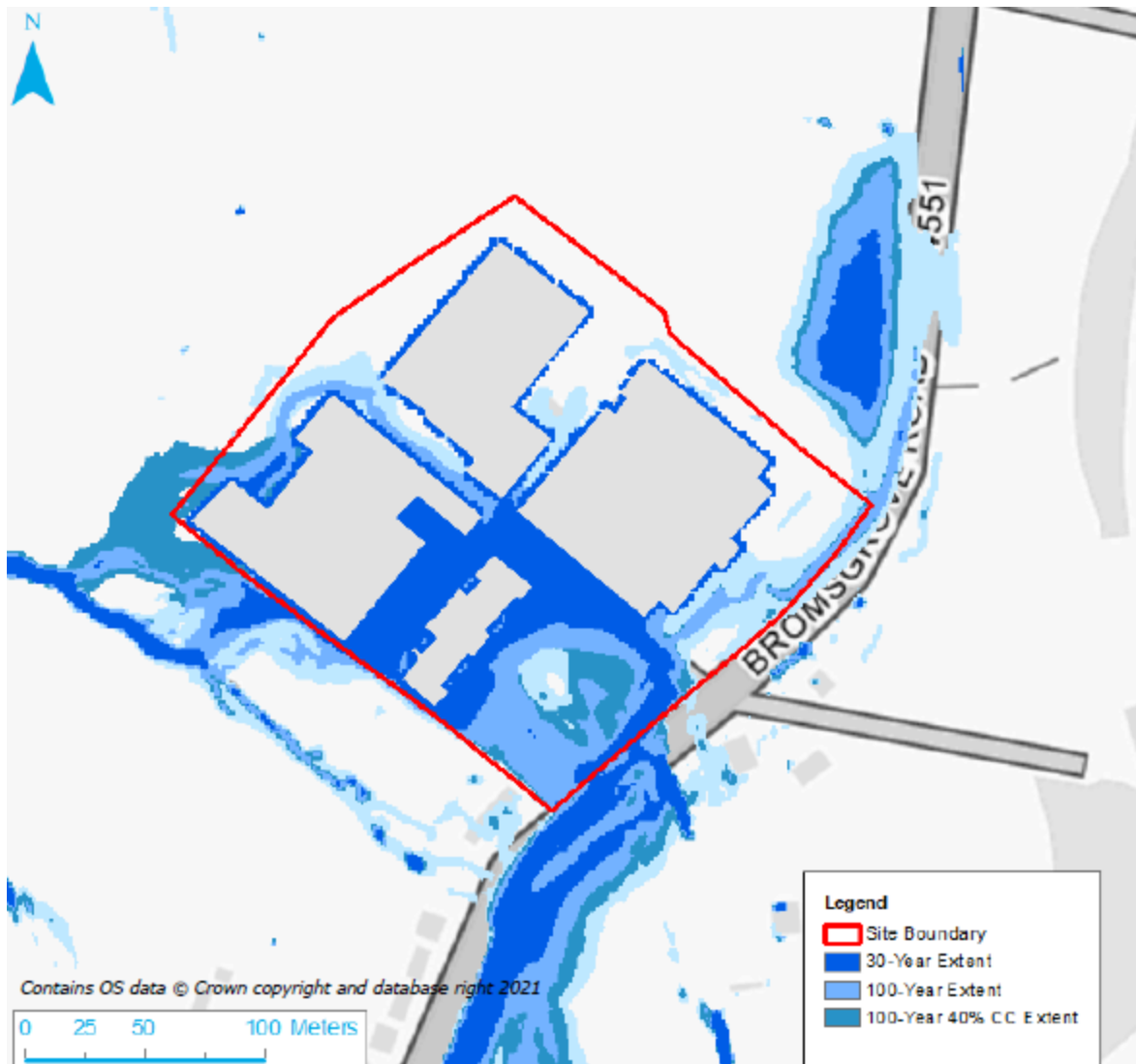
All our designs have been modelled to 1 in 100-year storm event + 40% climate change.

3.0 Existing conditions

The image below shows the existing factory buildings, Administration Building and Welfare Building and the extent of flood water which occurs in each of the 3 scenarios described previously.

Water flows into the site from Bromsgrove Road and leaves the site in the North-West corner.

You will note that the Administration Building and Welfare Building are both surrounded by water in all events.

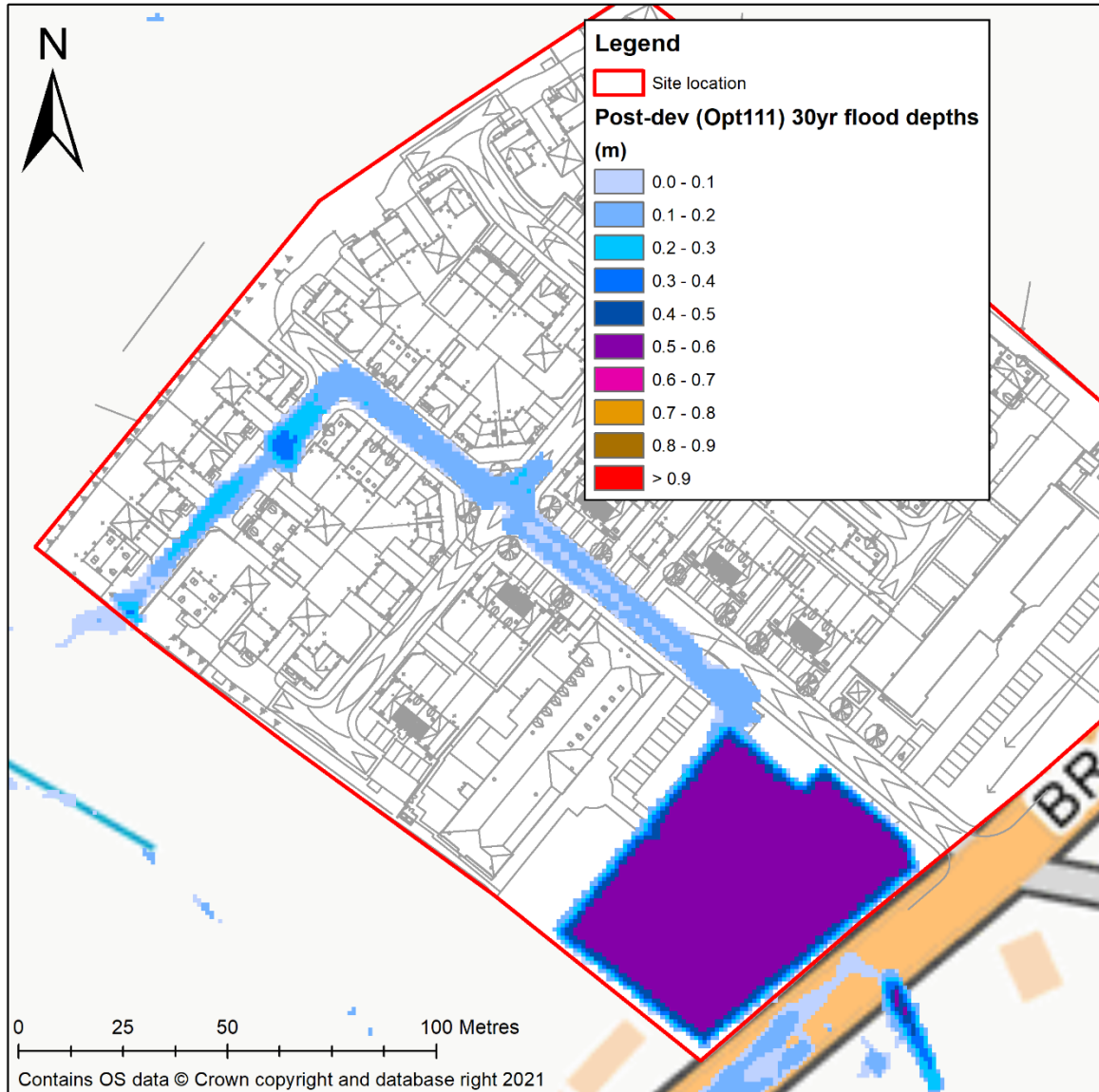


If the site remains undeveloped then the future safety and existence of these buildings cannot be guaranteed. As this report goes on to explain, the development proposals mitigate against the risk of damage to the listed buildings as well as achieving a reduction in offsite flood risk, providing significant a betterment to current conditions.

4.0 Proposed conditions

1 in 30-year event - (3% probability of occurrence in a year)

The below image shows the modelled 1 in 30-year storm event. You will see that in this situation all storm water flows are contained within the attenuation feature at the front of the site with any additional volume directed and contained within the highway corridor flowing to the North-West corner of the site reflecting the current situation. It is also worth noting that the area and depth of flooding leaving the site is reduced in comparison to the current situation today.



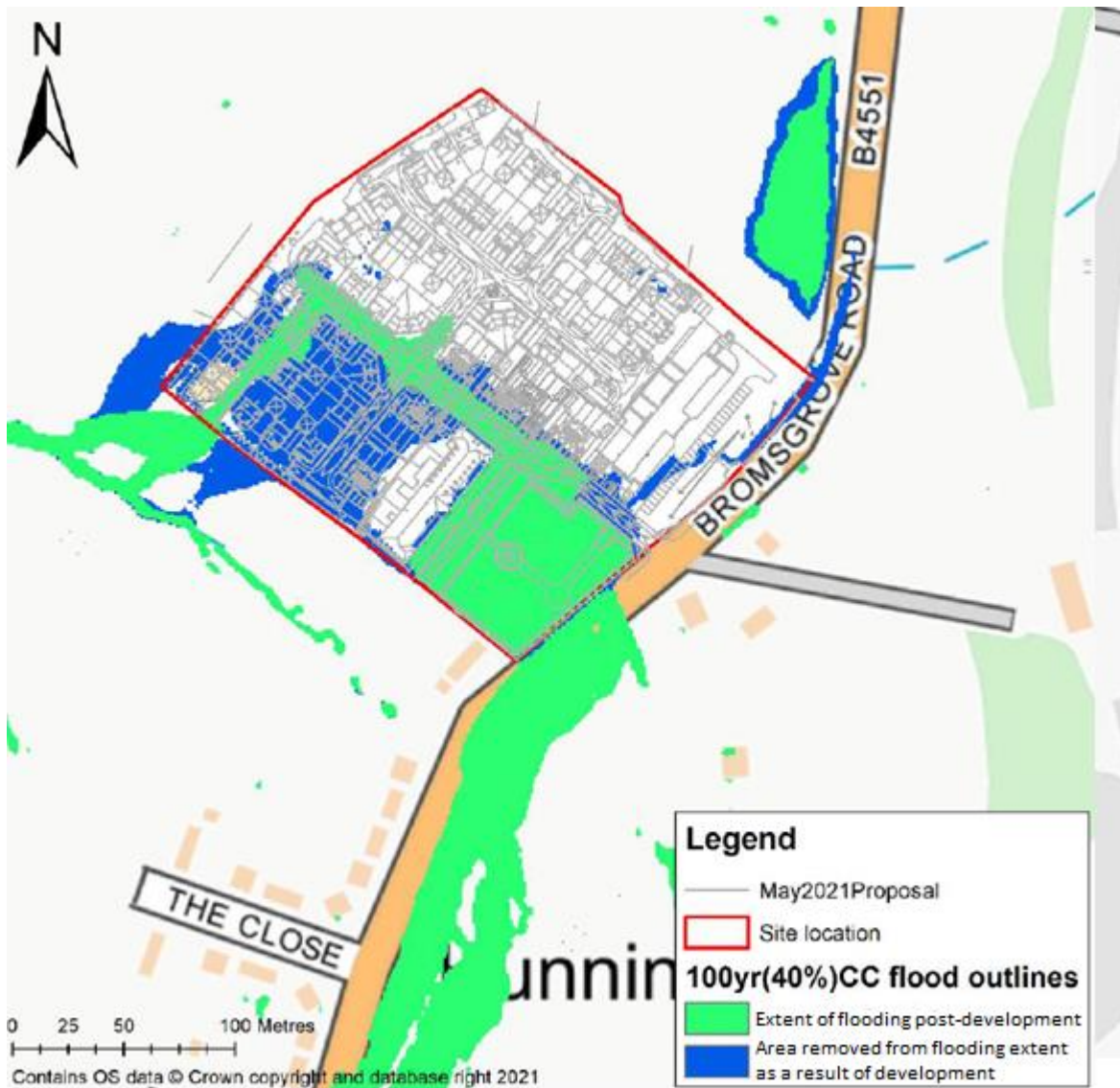
1 in 100-year event + 40% climate change

The below image shows the modelled 1 in 100-year storm event + 40% additional volume for climate change.

The below image shows the comparison between the extent of flooding in a 1 in 100-year + 40% climate change event before and after the development's mitigation strategy.

Prior to the site's development the area of blue and green would flood. The blue is the area which has been removed from the flood extent by the development's mitigation strategy

You will note that the green area, shown in this extreme event + climate change allowance, is contained to the attenuation feature at the front of the site and the highway and does not flow into any buildings or properties.



5.0 Property safety, access and egress

All new dwellings have been raised at least 600mm above the maximum modelled flood level for 1:100 year +4 40% (shown in the previous diagram), ensuring that even during the worst-case event proposed dwellings will remain dry and safe.

The Welfare Building has been demonstrated to be elevated 70mm above that maximum flooding level, however it does not achieve the full 600mm freeboard additionally desired. Due to the building's status as a listed building, the finished floor levels cannot be altered, therefore it has been proposed to provide 'flood barriers' that can be easily inserted within the southern doorway frames to further mitigate any residual risk.

Dry access and egress routes have been designed for all properties to ensure that any resident can gain access to or exit from the site during the flash flooding event. These routes will be outlined on the proposed highway network, shared pathways within the scheme and a proposed elevated boardwalk adjacent to the balancing pond.

A Flood Response Plan will also be provided to educate residents in how to prepare for a flooding event and actions to take during. It will be a condition of the sale of properties, in perpetuity, that all new occupiers are provided a copy of the Flood Response Plan. It

should once again be noted that all dwellings have been classified as safe for their lifetime, as required by the exception test.

6.0 Telemetry system

During discussions with the LLFA it was agreed that, whilst the properties will not flood, it would be useful to provide forewarning of the possibility that the onsite highways will become waterlogged during a storm event.

The timings for the worst-case scenario (i.e. 1 in 100 year storm event, with 40% climate change allowance) are outlined as follows –

- Commencement of 'flash' storm event –
0 minutes
- Filling of the onsite attenuation basin (located to the frontage of the Welfare Building) –
0-45 minutes
- Triggering of the telemetry system within the attenuation basin –
35 minutes
- Flooding of the roads begins, as per designed flooding model –
45-105 minutes
- Flooding begins to ease within the roads –
105 minutes
- Flooding dissipates from the roads –
150 minutes

From the above timescales, it can be noted that the telemetry system will issue a warning once flood waters enter the site, giving residents adequate time to prepare as necessary, however this will only occur 35 minutes into the overall storm event, meaning that the heavy rainfall can be observed prior to the telemetry system providing its warning.

It has been proven that all onsite allocated parking is outside of the flood extents deemed as a hazard. Deep flood waters have been contained within the attenuation basin.

It should be noted that the above durations are for a worst-case scenario / high amplitude flood event. The occupants of the site will benefit from longer lead times for lower amplitude flood events, which have a higher probability of occurrence.

As mentioned above during all modelled flooding events, there will, always, be a safe and dry pedestrian access and egress route throughout the site. The alternative is for residents to remain in their properties, which will remain dry, for the 150-minute window. The LLFA have agreed that the mitigation measures proposed will provide for a both dry properties, and for dry access/egress routes, and will provide a safe environment.

7.0 Storm Drainage

This onsite storm drainage system will allow for the surface water flows captured by the development, inclusive of roof area and proposed driveways and highways (hardstanding). The onsite storm drainage system is completely separate to the proposed foul drainage system and surface water flood mitigation.

The surface water drainage network will utilise the existing factory outfall but will comply with current policy restrictions providing betterment to the current situation. This will result in further reduced flood risk offsite.

To achieve this restricted rate the surface water will be stored in underground storage crates and over-sized pipework throughout the site. It is worth noting the storage volume for this water has been calculated with an additional 40% volume which could occur as a result of climate change.

Both the LLFA and Severn Trent Water (STW) have been consulted on the proposed drainage strategy, they have raised no objections. STW will adopt the proposed drainage network.

8.0 Foul Drainage

The onsite drainage system will accommodate the foul water flows generated by the development. This includes all wastewater produced by the proposed dwellings and refurbished apartments. The onsite foul system is completely separate to the onsite surface water system.

The outfall for the foul water is into an existing Severn Trent Water operated sewer within Bromsgrove Road.

Both the LLFA and Severn Trent Water (STW) have been consulted on the proposed foul water drainage strategy, they have raised no objections. STW have completed a capacity assessment and have confirmed that their sewer network can receive the site's foul water.

This page is intentionally left blank

19/00592/FUL and 20/01440/LBC

Part demolition and site clearance of the former Blue Bird factory site for its redevelopment to provide 108 residential dwellings (Use Class C3), consisting of both new dwellings and conversion of the Welfare and Administration buildings, along with associated landscaping; drainage; engineering; highways and access works.

Blue Bird Confectionary Ltd, Blue Bird Park, Bromsgrove Road, Romsley
B62 0EW

Recommendations:

Delegate to Head of Service to Grant Planning Permission subject to conditions and a S106 agreement and;
Grant Listed Building consent subject to conditions

Location Plan



Aerial View



Site frontage – Administration Building



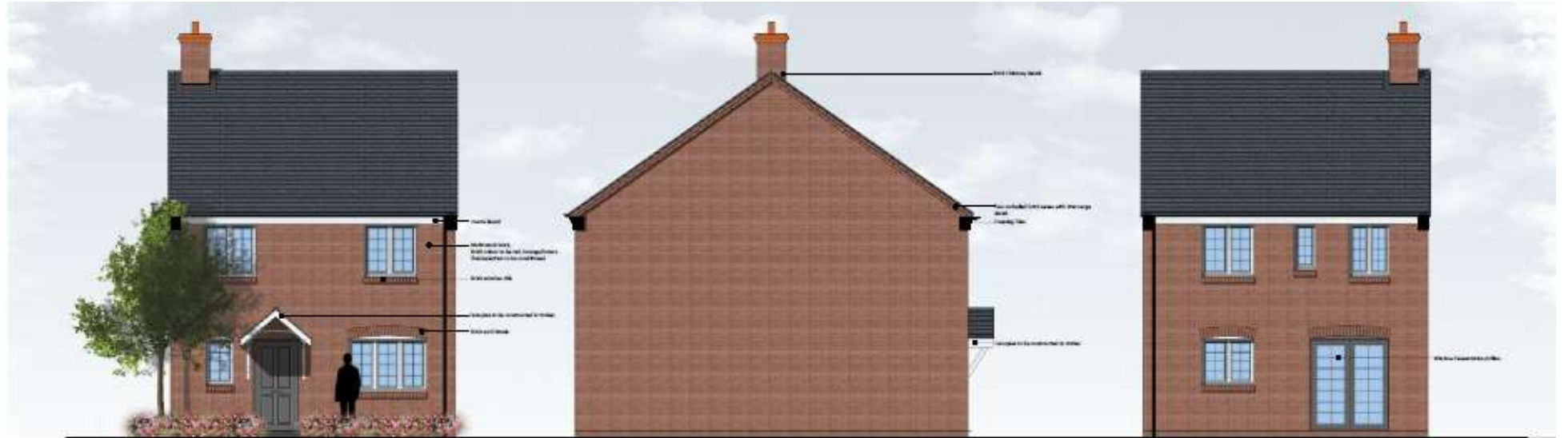
Site Frontage – Welfare Building



Proposed site layout plan



Proposed house types



Page 59



SIDE ELEVATION

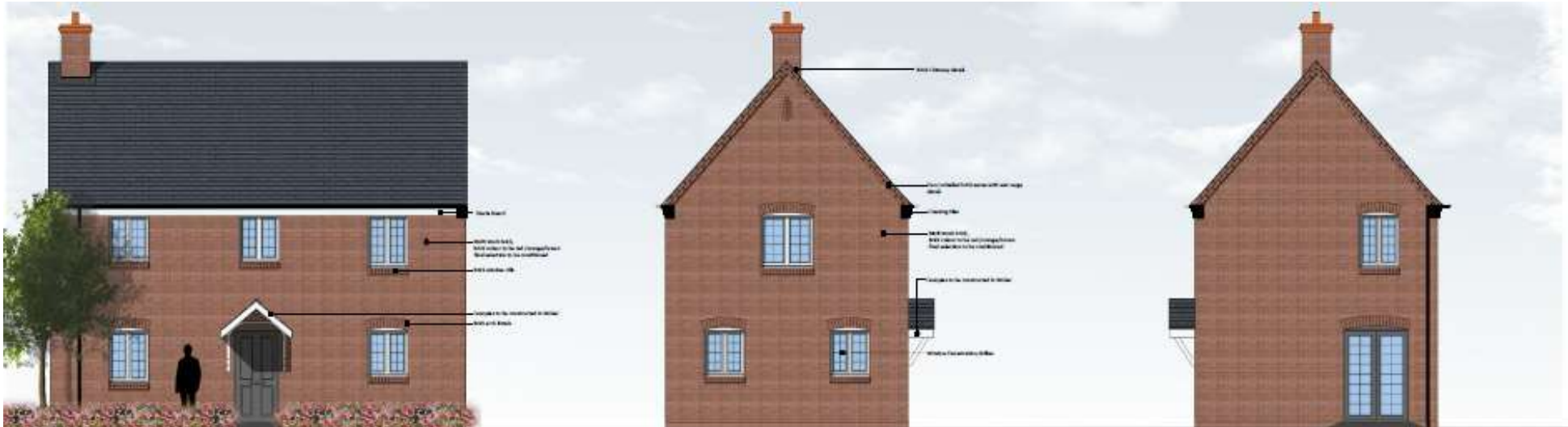
FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION

Agenda Item 5

Proposed house types



Proposed street scenes

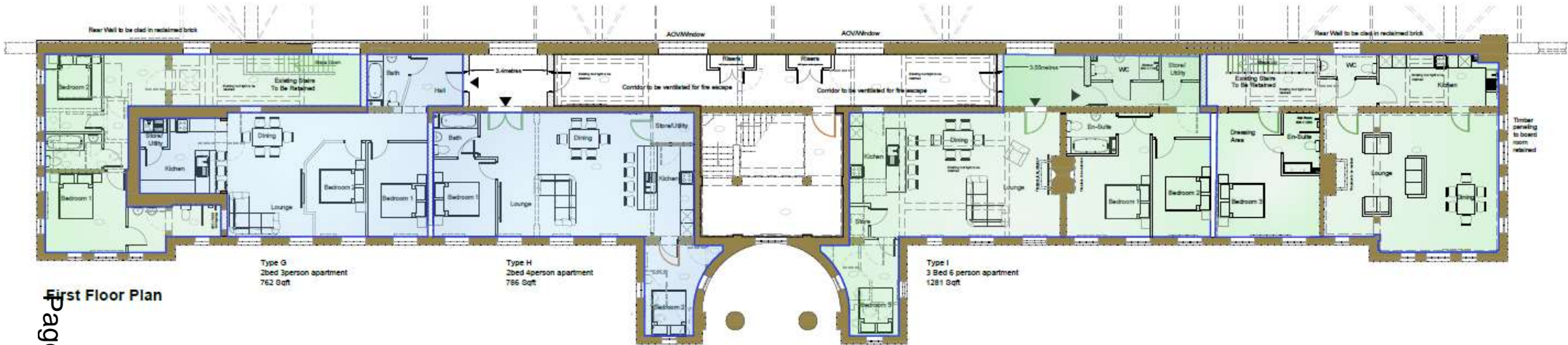


Page 61

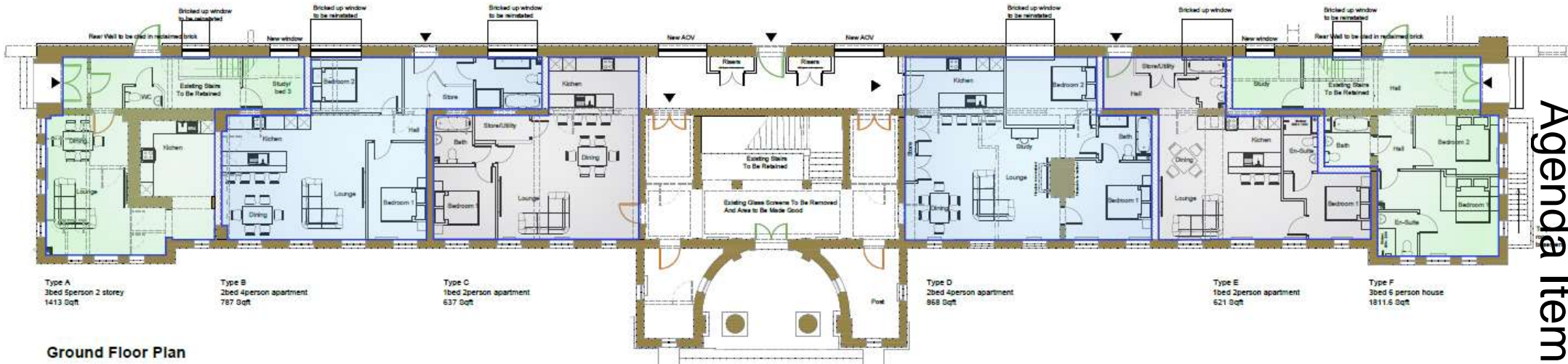


Agenda Item 5

Conversion of the Administration Building



Page 62



Agenda Item 5

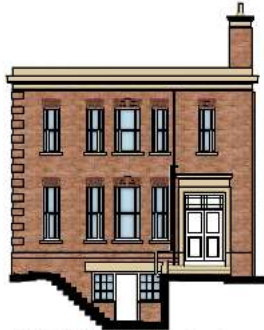
Conversion of Administration Building



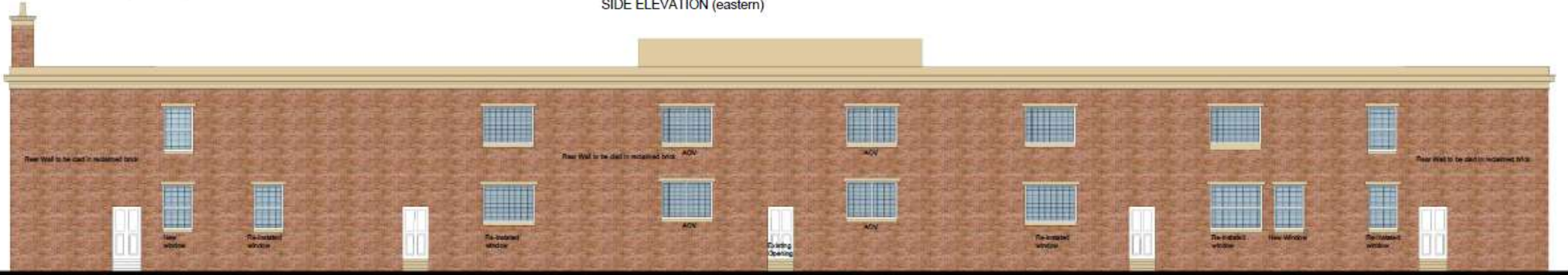
FRONT ELEVATION



SIDE ELEVATION (western)



SIDE ELEVATION (eastern)

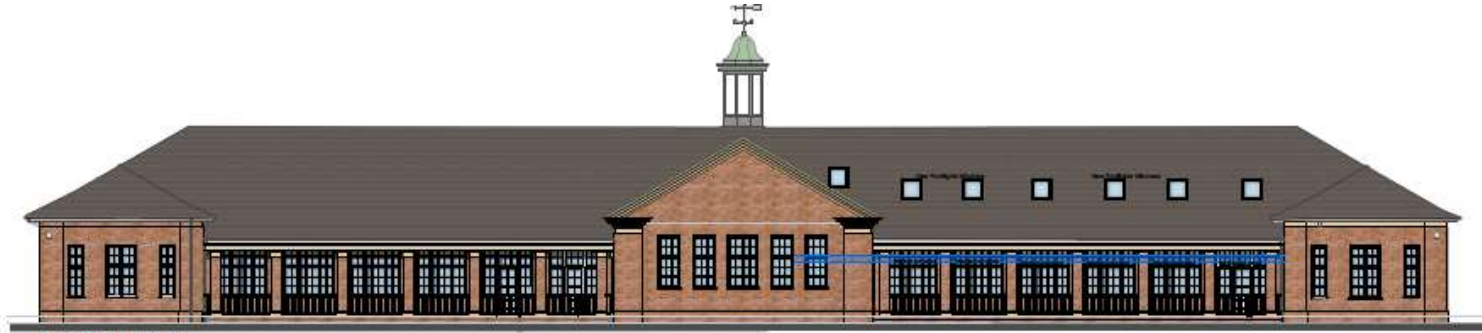


REAR ELEVATION

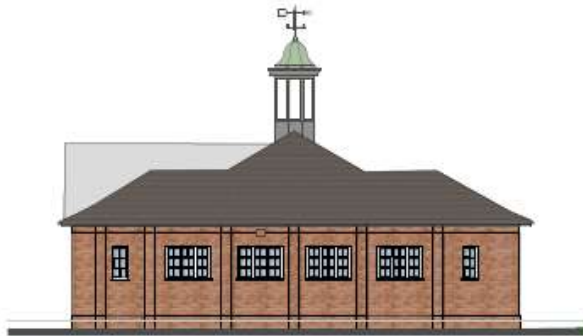
Conversion of the Welfare Building



Conversion of Welfare Building



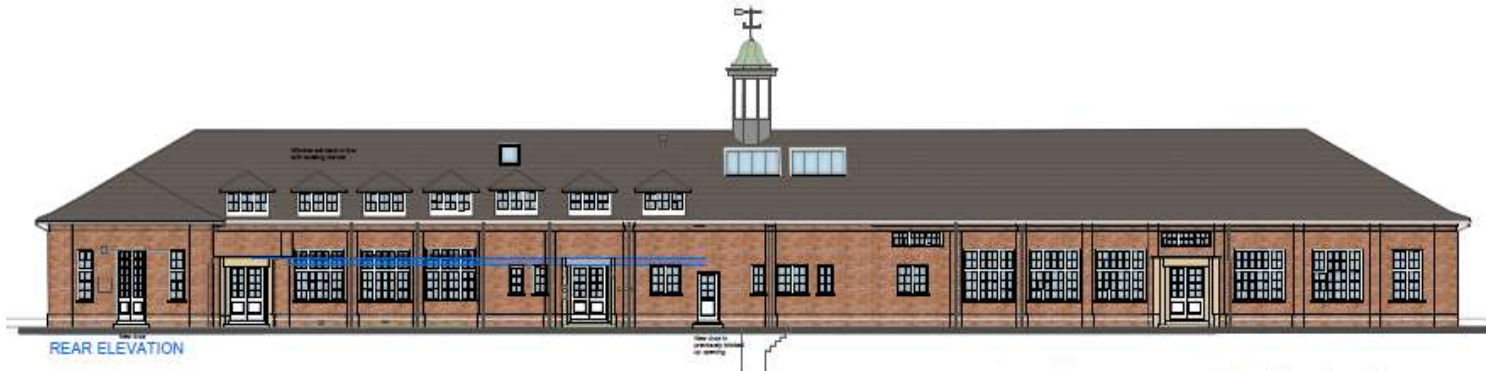
FRONT ELEVATION



SIDE ELEVATION



SIDE ELEVATION



REAR ELEVATION

This page is intentionally left blank

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Mrs M Birchill	Single storey, first floor and two storey extensions to existing 20-bed residential care home to create a 48-bed residential care home; 3 no. additional communal living/dining rooms, a laundry room, enclosed landscaped garden, car parking and associated works Retirement Home, Hopwood Court, Birmingham Road, Hopwood, Worcestershire B48 7AQ	16.07.2020	20/00458/FUL

This application comes before the Planning Committee because it is for Major development

RECOMMENDATION: That planning permission be Refused

Consultations

Alvechurch Parish Council

No objections

North Worcestershire Water Management

The site falls within flood zone 1 and it is not considered that there is any significant fluvial flood risk to the site. Risk to the site from surface water flooding is indicated as low based on the EA's flood mapping. There are no details provided of the proposed drainage layout for the scheme so to ensure that there is appropriate drainage for the site, a site drainage strategy condition should be attached to any consent

WCC Highways

No objections raised subject to the imposition of conditions.

The site is located in a semi-rural location off a classified road, the site benefits from an existing vehicular access with acceptable visibility in both directions from the exiting access. Birmingham Rd benefits from footpaths located within grass verges, no street lighting is present in the vicinity. The site is located within walking distance of a public house and a petrol station and also a bus route and bus stops are located a short distance from the proposed development.

The applicant has indicated an increase in the number of bedrooms from 20 to 48 bedrooms.

At present the site benefits from 10 car parking spaces which is to be increased to 30 parking spaces, the applicant has provided justification for the proposed increase in car parking within Appendix A of the Transport Statement and this is deemed to be acceptable.

The increase in vehicle movements would not have a severe impact on the surrounding highway network and thus, the impact would be negligible.

Due to the increase in numbers of residents, a contribution of £2500 to Worcestershire County Council would be appropriate in this instance given the percentage of residents who are unlikely to be able to access conventional public transport.

Having undertaken a robust assessment of the planning application, 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.

Conditions are recommended to be imposed with respect to: conformity with submitted details; provision of Electric Vehicle Charging Facilities; cycle parking provision.

Arboricultural Officer

The Northern boundary of the site opposite the front on the building is defined by a mixed species hedge and tree line. The proposal highlights an intention to upgrade the parking area local to this hedge and tree line feature. As the proposed new parking area closely abuts the hedge and tree line feature it creates a heavy incursion into the BS5837:2012 recommended Root Protection Area (RPA) of the hedge and trees, any section of the new parking area that creates an incursion into the RPA of the hedge or trees on this boundary should be installed by use of a suitable grade of No Dig construction over the existing ground levels.

The North-Eastern boundary of the site is defined again by a mixed species hedge and tree line. The hedge line would be unaffected by the proposed footprint of the development. However the footprint of the development causes an incursion into the BS5837:2012 recommended RPA of 1 x Oak and 1 x Horse Chestnut. The conflict by the proposed development with the Oak tree has been recognised although no arboricultural reports have been supplied with the application as it is highlighted on the "Proposed Site Plan" as a tree either for removal or to be crown reduced. The Oak and Chestnut are good quality mature trees within the site and I therefore object to the level of immediate conflict which would occur.

The South-Western boundary of the site is defined again by a mixed species hedge and tree line. The proposal will require the heavy cutting back or removal and replanting of sections of the hedge line to which I would have no objection. However the proposed footprint of the development creates a level of incursion into the RPA on 2 x Oak trees. The two Oak trees are good quality mature trees within the site and I therefore object to the level of immediate conflict.

In total there are fourteen trees highlighted as either "Trees to be removed /Crown to be reduced". Out of the fourteen, seven are trees to which I would object to being removed and I have reservations over the level of crown management that would be required. The application should be supported by a BS5837:2012 arboricultural survey and method statement.

Publicity

A total of 14 neighbour notification letters were sent on 24.04.2020 expired 18.05.2020

A site notice was displayed on 23.04.2020 expired on 17.05.2020

The development was advertised in the Bromsgrove Standard on 01.05.2020 and expired 18.05.2020

No third party representations have been received

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles

BDP4 Green Belt

BDP6 Infrastructure Contributions

BDP10 Homes for the Elderly

BDP12 Sustainable Communities

BDP13 New Employment Development

BDP15 Rural Renaissance

BDP16 Sustainable Transport

BDP19 High Quality Design

BDP21 Natural Environment

Others

ALVNP Alvechurch Neighbourhood Plan:

Policy HDNE1 – Built Heritage and Local Character

Policy HDNE2 – Local Distinctiveness

Policy H5 – Sustainable Development Through Design

Bromsgrove High Quality Design SPD

NPPF National Planning Policy Framework (2021)

Relevant Planning History

B/15451/1987	Change of use to home for the elderly	Approved	14.09.1987
B/15686/1987	Side extension to rest home	Approved	09.11.1987
B/19808/1990	Ground floor extension to retirement home.	Approved	05.11.1990

B/1993/0315	Ground floor extension to residents lounge and laundry	Approved	21.06.1993
B/1995/0264	Conservatory to front elevation.	Approved	24.05.1995
B/2008/0090	Proposed front conservatory to nursing home to provide occupational therapy room for residents.	Approved	12.03.2008

Assessment of Proposal

The site and its surroundings

The site measures 0.67 hectares and is located within the Green Belt, as defined on the Bromsgrove District Plan Policies Map.

The care home is situated along a long private driveway accessed off the eastern side of the Birmingham Road (A441). The existing care home was created in 1987 by the combining of a pair of semi-detached dwellings which would have originally been built symmetrically and appear to be Edwardian in character. The existing care home provides 20 bedrooms.

The existing property fronts the driveway with its private garden set to the rear (south/southeast). The garden is extensive and is largely laid to lawn. There is a change in levels across the site with the care home itself being set on higher ground with the garden sloping away towards the southeast.

The perimeter of the garden is bound by mature hedgerow planting. The Worcester and Birmingham Canal runs in an east/west direction to the south of the site.

The proposed development

Full planning permission is sought for single storey, first floor and two storey extensions to increase the size of the care home from a 20-bed residential care home to a 48-bed residential care home. The proposed extensions would also provide 3 no. additional communal living/dining rooms, a laundry room and an enclosed landscaped garden.

All of the new bedrooms would have en-suite facilities with bedrooms (excluding storage and the en-suite) ranging between 9 square metres and 17 square metres. The majority of the bedrooms are between 11 and 13 square metres in area (excluding the en-suite and storage).

Car parking provision would increase from the current 10 no. spaces to 30 no. spaces, predominately following the northern site boundary. Alterations to the driveway would be made to facilitate turning and manoeuvring.

The single storey extension would be roofed with a sedum 'green' roof with lantern lights allowing natural light into the corridors. The single storey extension has been designed to provide an internal 'loop' for residents to walk along during inclement

weather. On account of the fall in the site level, a number of platform lifts are provided along the corridor to ensure 'access for all'.

Assessment

Principle of development

Policy BDP10 sets out that the Council will encourage the provision of housing for the elderly where appropriate whilst avoiding an undue concentration in any location. The applicant has commissioned an 'Assessment of Need' report submitted by Tetlow King which concludes that there is a current shortfall of residential and dementia beds and this is exacerbated by the concentration of residential care closer to Bromsgrove and Alvechurch. The north-eastern end of the District is considered to be particularly poorly served.

This shortfall reflects that set out in the District Plan (Policy BDP10) which predicts that the population aged over 60 will increase substantially. The Strategic Housing Market Assessment (SHMA) 2012 shows that within the District the proportion of older person households is forecast to grow from 21.4% to around 33% of the total population by 2030.

The Alvechurch Neighbourhood Plan recognises this, noting that "The Parish's population has a high percentage of elderly residents: 29% of our residents are aged over 60" and that "Elderly people are a growing proportion of Alvechurch population. Population projections suggest that this trend is likely to continue and become more pronounced."

Policy BDP10 of the local plan highlights the critical present and future need. It notes that there will be a very large increase in the need and demand for housing with care for older people (paragraph 8.87) and that a failure to provide alternatives for the increasing pensioner population will result in most people staying in their existing family homes. The consequence being a poorer quality of life and "dramatically reducing the supply of such properties in the local housing market." (paragraph 8.88).

The National Planning Policy Framework (NPPF) at Paragraph 60 sets out that to support the objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed.

The Governments Planning Practice Guidance (PPG) stresses that the need to provide housing for older people is critical. In this respect, it has to be concluded that the needs of BDC's ageing population are acute, and evidenced national, regional and local need is currently unmet and forecasted to remain unmet in the foreseeable future. The principle of the proposed development is acceptable.

Green Belt

The site is located within the designated Green Belt.

Paragraph 137 of the NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. It reads on to say that the essential characteristics of Green Belts are their openness and their permanence.

Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances (Paragraph 147). Paragraphs 149 and 150 set out certain forms of development that are not inappropriate in the Green Belt.

Paragraph 149(c) states that the “extension or alteration of a building” is appropriate development provided that the development does not result in disproportionate additions over and above the size of the original building.

Policy BDP4 of the Bromsgrove District Plan (BDP) similarly allows for proportionate extensions to buildings within the Green Belt but distinguishes between residential buildings and non-residential buildings. Whilst a proportionate extension to a dwelling is considered to be up to 40% over and above the original, a proportionate extension to a non-residential building is not defined by a numerical figure. Instead, Policy BDP4(d) states that extensions to non-residential buildings should be proportionate and that the potential impact to the openness and purposes of the Green Belt should be taken into account. It further states that proposals that can demonstrate significant benefits to the local economy and/or community will be considered favourably.

Having regard to the above, the existing floor space present within the care home equates to 660m². If permission were to be granted, total floor space following the development would rise to 2400m², a total increase of 1740m². This, in itself would represent a non-proportionate (disproportionate) increase. It should also be noted that the property has been extended significantly in the past following the original buildings residential change of use to care home in 1987. Relevant planning history is set out earlier in this report and extensions which have been added in the past are clearly visible.

With regards to the impact of the proposal on the openness of the Green Belt, other than the proposed first floor extensions, the remainder of the extensions would result in the footprint of the building becoming less consolidated and more sprawling.

Although many of the extensions would be single storey and would include a flat roof, two storey extensions are also proposed and the additional bulk and volume of the proposed development would occupy an area of the site which is currently free of permanent built form and would therefore reduce the open appearance of this part of the site.

Overall, the proposals would be considered to have a significant impact on openness. The courts have held that Openness is capable of having both spatial and visual aspects, in other words, the visual impact of the proposal may be relevant, as could its volume. In spatial terms alone, the impact of the development would be significant.

In visual terms, the applicant states that:

the application site is set back from Birmingham Road, located beyond an intervening paddock. Mature hedgerow planting grows at the back of the footway of Birmingham Road providing screening in the summer months such that the intervening paddock is not visible. In the winter months, the screening thins but whilst filtered views can be gained, these are still heavily masked by the dense hedgerow.....The intervening paddock is bound on all sides by mature hedgerow, including on its eastern boundary with the application site. That hedgerow is mature and dense in nature and, whilst deciduous, adds a further level of screening from Birmingham Road. Cumulatively, the

two hedgerows and the intervening paddock mean the application site; specifically, the area where the proposed development is to be sited, is not visible from the western footway on Birmingham Road..... The application site is bound on both its side boundaries by mature hedgerow planting. The southern boundary is similarly well screened and ends before reaching the canal's northern bank. As one walks along the canal, from Hopwood in an east/north-easterly direction, the site remains well screened from the towpath. There is significant screening in winter months when the site is at its most visible. These distant, glimpsed and filtered views are lost for a significant part of the year when hedges and trees are in leaf. The boundary hedgerows to the application site are under the ownership/control of the Applicant.

The applicant also refers to the nearest public right of way (PROW) which is footpath 518(C) to the east. This footpath leaves the canal towpath and heads in an eastern direction across fields. I would agree with the applicants' assertions that the application site is heavily screened from the point the PROW joins the towpath with the existing development only glimpsed through existing trees and hedges in winter months, a view which would be lost when vegetation is in leaf. Whilst also agreeing with the applicants' general assertions regarding the lack of visual intrusion which would be caused by the proposed development it should not be forgotten that a number of existing trees would need to be removed to facilitate the proposed extensions and although replacement planting is proposed in mitigation for this loss, the new planting will take time to mature and offer an appropriate screen.

Whilst concluding that in visual terms the proposed development would not be significant, in spatial terms the proposals would be, and contrary to the applicants' assertions, I believe that the proposals would fail to safeguard the countryside from encroachment having regard to the purposes of the Green Belt as set out under Paragraph 138 of the Framework.

Both your officers and the applicant accept that the proposals represent disproportionate additions and that in a spatial sense i.e. volumetric, the proposed development represents inappropriate development having regard to Paragraph 149, exception c) since the extensions are in excess of what can reasonably be considered to be proportionate.

As far as Policy BDP4(d) of the Bromsgrove District Plan is concerned, (as set out above) the proposal is also considered to fail in so far as the first part of BDP4(d) is concerned. The second part of Policy BDP4(d) which comments that *proposals that can demonstrate significant benefits to the local economy and/or community will be considered favourably* will be considered below.

Very Special Circumstances

The proposals would not meet any of the exceptions to inappropriate development as set out under Paragraph 149 of the NPPF. Paragraphs 147 and 148 of the NPPF state that inappropriate development within the Green Belt is harmful by definition and should not be approved unless very special circumstances exist. Substantial weight should be given to any harm to the Green Belt and very special circumstances do not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations.

Whether approval of the proposals can demonstrate significant benefits to the local economy and/or to the community is a matter of planning judgement. Clearly approval of the development would create short term construction jobs and could provide employment to the local community. In this respect the applicant states that at present there are 12 full time existing employees and 20 part time employees which would rise to 24 full time employees and 40 part time employees if permission were to be granted. Although difficult to quantify, the applicant also states the development would increase the number of visits by specialist care workers, therapists, hairdressers and entertainers thus supporting third party businesses and the local economy in line with Policies BDP13 and BDP15 of the District Plan.

The applicant has raised a number of matters which, it has been suggested, amount to very special circumstances (VSC) which cumulatively outweigh the harm to the Green Belt by reason of inappropriateness. These include: Acute housing need for the elderly; lack of alternative sites within the District outside of Green Belt; economic benefits; freeing up general housing and health and wellbeing effects.

In terms of need, there is an undisputed need for care home provision in the UK. Planning Practice Guidance (PPG) (paragraph 001) was introduced in June 2019 and emphasises that “the need to provide housing for older people is critical.” It highlights that people are living longer lives and that the proportion of older people in the population is increasing. By 2041 there is estimated to be some 3.2 million people aged 85 and over. The applicant also highlights the 2017 Local Government Association (LGA) report, “Housing our Ageing Population” which includes within it, a number of case studies/best practice which includes Worcestershire. It explains that by 2031 there will be a 42% increase in people aged over 60 and a 136% increase in those aged over 85.

Whilst the matters advanced by the applicant are material planning considerations in the determination of the application it is also necessary to examine whether there are genuine VSC, effectively unique to this site and development proposal which mean that the site would not be viable in the future if planning permission were not to be granted in this case. To this end, the applicant has commissioned a report produced by Christie & Co to undertake a review into the viability of Hopwood Court, to determine the need to extend the existing care home in order for it to remain economically viable.

This has been independently assessed by Andrew Golland Associates (AGA) Chartered Surveyors on behalf of the Council. AGA are retained consultants for several Councils across England and Wales in viability matters.

The key issue raised in the viability case for the applicants is that additional rooms are needed in order that the current nursing home operation (of 20 rooms) remains viable.

With respect to the ‘business’ case, AGA recognises that the balance between ‘openings’ (of care homes) versus ‘closings’ is in favour of larger operations. However, AGA comments that there are still a significant number of smaller care homes being opened and this to some extent weakens the case for an automatic assumption that in order to survive, the current facilities should be expanded.

On the viability question, AGA content that insufficient evidence has been provided to show that additional units actually tip an ‘otherwise’ unviable operation into a viable one.

AGA has also concluded that the additional units of accommodation do not stack up without significant loan funding. AGA comments that staff costs are a challenging issue and comments likely that these will rise significantly as a result of Brexit, and hence would impact negatively on the viability of any additional accommodation. Further, Christie's report fails in AGA's view to make the case for potential economies of scale created by additional accommodation. Much firmer evidence is considered to be needed and AGA consider that the information submitted does not tip the balance in favour of a consent.

Based on the evidence submitted, officers are not satisfied that the survival of the business is dependent on the proposed development. In view of this and having examined the other matters raised, it is not considered that the reasons put forward would amount to very special circumstances that would outweigh the substantial harm arising to the Green Belt by reason of inappropriateness.

Design and Appearance

Policy BDP 19 of the BDP seeks high quality design which would enhance the character of the local area. The original building is traditional in appearance, although it has been altered and extended substantially over a number of years. The proposed two storey extensions are considered to complement the design of the existing building and the single storey extensions, whilst being substantial in footprint, would be flat roofed. Furthermore, the single storey extensions finished in white render (walls) under a green roof would reduce the dominance of the extensions and also results in a development that would be distinguishable as a modern addition. The 'Courtyard' area creates a sensory garden, designed to invoke memories for people suffering with dementia. Overall, the design and appearance of the proposal is considered to be acceptable and in accordance with the requirements of Policy BDP 19.

Highway matters

Members will note that WCC Highways have raised no objection to the application from a highway safety perspective. They have noted that 10 car parking spaces exist at the site and that a further 20 new car parking spaces would be proposed. They deem this to be satisfactory. No objections are raised subject to the imposition of conditions pertaining to: cycle parking provision; conformity with submitted details; and the provision of an electric vehicle charging facility.

WCC highways consider that many residents are unlikely to drive to and from the site for a number of reasons including age and general health conditions.

As such the County Council consider it reasonable for the developer to make a financial contribution of £2500 towards a Community Transport Service which is funded by WCC. The cost of running the service has been calculated as £2500 for 5 years. The request for the financial contribution sought would be served via a unilateral undertaking between the developer and Worcestershire County Council. The request is considered to be reasonable and necessary and is agreed to by the applicant.

Tree matters

The Tree Officers comments above are noted and it is clear that trees would need to be removed in order facilitate the proposed development. The Tree Officer has objected to

the removal of seven of the trees. However, the trees in question are not protected and could be felled at any time without consent. The submitted plans show that extensive replacement tree planting is proposed to the western and eastern boundaries of the site as mitigation and an appropriately worded planning condition could specify the species and standard of new planting in the event of planning permission being granted. A full arboricultural survey and method statement in accordance with BS5837:2012 outlining measures for tree protection during the construction period could similarly be secured by planning condition.

Other Matters

As the nearest residential properties (located at 'the Drive') are in excess of 100 metres (to the west) of the Care Home, there would be no adverse impact to residential amenities as a result of the proposal. No third party representations have been received.

Conclusion

As the proposal would result in disproportionate additions to a non-residential building in the Green Belt that would also fail to preserve the openness of the Green Belt, the proposal would constitute inappropriate development. Paragraphs 147 and 148 of the NPPF state that inappropriate development within the Green Belt is harmful by definition and should not be approved unless very special circumstances exist. Substantial weight should be given to any harm to the Green Belt and very special circumstances do not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations.

Paragraph 84 of the NPPF supports the sustainable growth of businesses in rural areas and this is reflected in the Bromsgrove District Plan which supports economic development in rural areas through proportionate extensions to existing businesses. In this case the proposal would result in economic benefits to the care home and would help address identified need for such accommodation. Policy BDP10 of the Bromsgrove District Plan sets out that while one-in-six of the UK population is currently aged 65 and over, by 2050 one in-four will be. Local data and trends set out within Policy BDP10 suggest that within the rural district of Bromsgrove, the population aged 60 and over will increase substantially in the longer-term. Whilst these matters should be afforded appropriate weight, substantial weight should be afforded to the harm caused to the green belt in this case.

The applicant's viability case has been independently critiqued by Andrew Golland Associates on behalf of the Council. This concludes that the applicant has not demonstrated that the business would fail without the proposed extensions. Whilst the need for care homes within the district cannot be disputed, this should not come at any cost, and significant expansion in green belt locations should be guarded against.

The design and appearance of the proposal is considered acceptable, and no harm has been found in relation to highways, trees or residential amenity. As this is expected of all new development, these matters are given neutral weight in the planning balance.

Whilst the generic benefits of such provision would comply with Policy BDP10 (homes for the elderly) the business case of the development has not been proven and it is not considered that there are very special circumstances present that would outweigh the substantial harm arising to the Green Belt.

RECOMMENDATION: That planning permission be Refused

Reason for refusal

- 1) The site is located within an area identified within the Development Plan as falling within the Green Belt where there is a presumption against inappropriate development. In such an area, development is limited to that which is not inappropriate to a Green Belt and which would preserve its openness. The proposal does not meet any of the policy criteria specified at Policy BDP4 of the Bromsgrove District Plan (BDP) or at Paragraph 149 of the National Planning Policy Framework 2021 (NPPF) and as such the proposal would amount to inappropriate development, which by definition, is harmful to the Green Belt. The development would reduce the openness of the Green Belt and furthermore, the development would result in encroachment in the countryside, conflicting with the purposes of Green Belt policy. No very special circumstances exist or have been put forward to clearly outweigh the significant harm caused to the Green Belt. As such the proposal is considered to be contrary to Policy BDP.4 of the Bromsgrove District Plan and the provisions of the Alvechurch Neighbourhood Plan and the National Planning Policy Framework.

Case Officer: Steven Edden Tel: 01527 548474
Email: steve.edden@bromsgroveandredditch.gov.uk

This page is intentionally left blank

20/00458/FUL

Retirement Home, Hopwood Court, Birmingham Road,
Hopwood, B48 7AQ

Single storey, first floor and two storey extensions to existing 20-bed residential care home to create a 48-bed residential care home; 3 no. additional communal living/dining rooms, a laundry room, enclosed landscaped garden, car parking and associated works

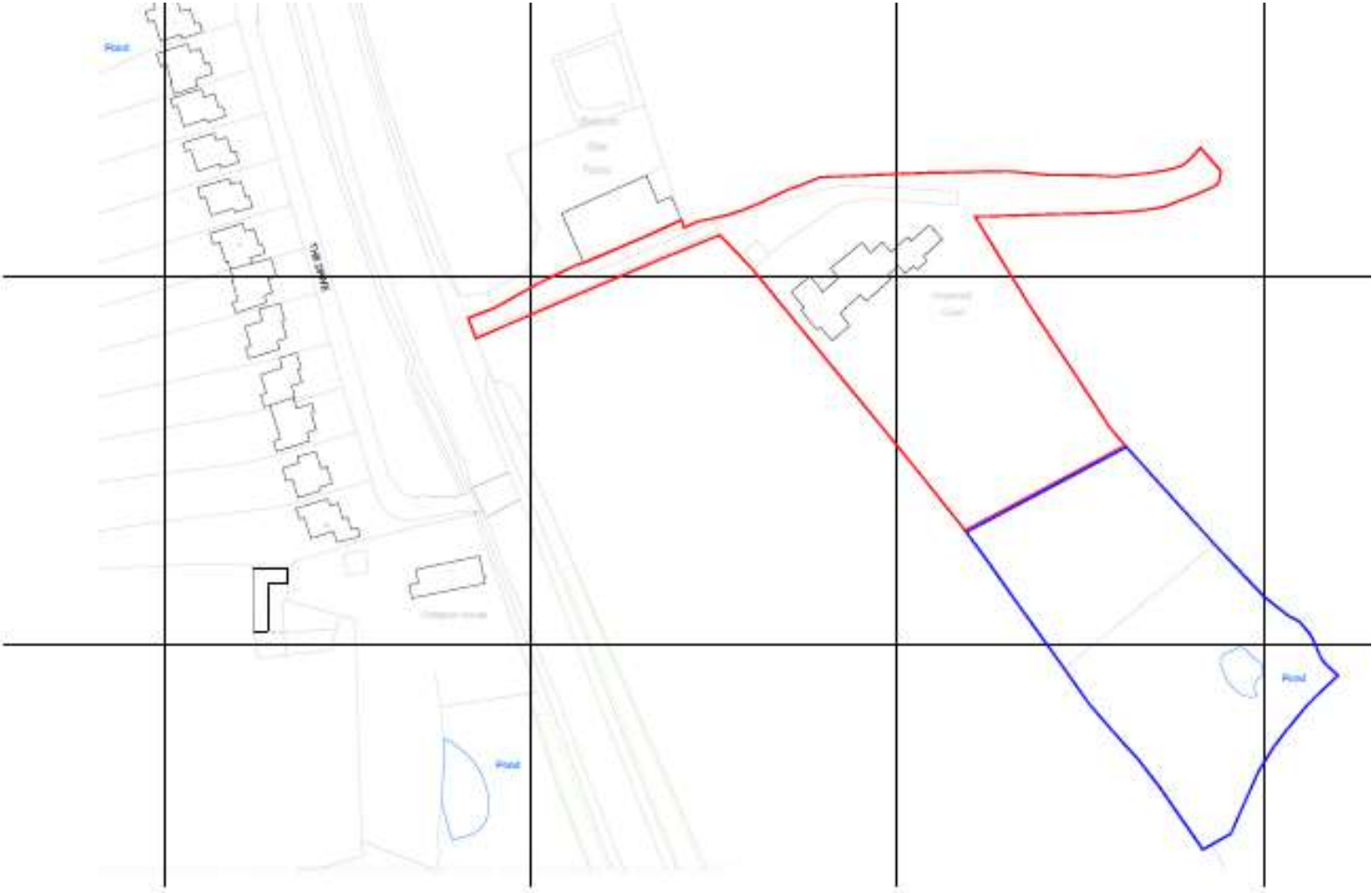
Recommendation: Refuse

Bromsgrove District Plan extract

Site marked with red cross



Site Location



Site Area -
0.67ha (1.65acre) - Taken from Title Plan HW72562

Additional Client owned Land

Client
Hopwood Col
Project
Hopwood Col
Location

Red cross indicates site



Aerial view



Aerial view



Front elevation from north-west



Rear elevation



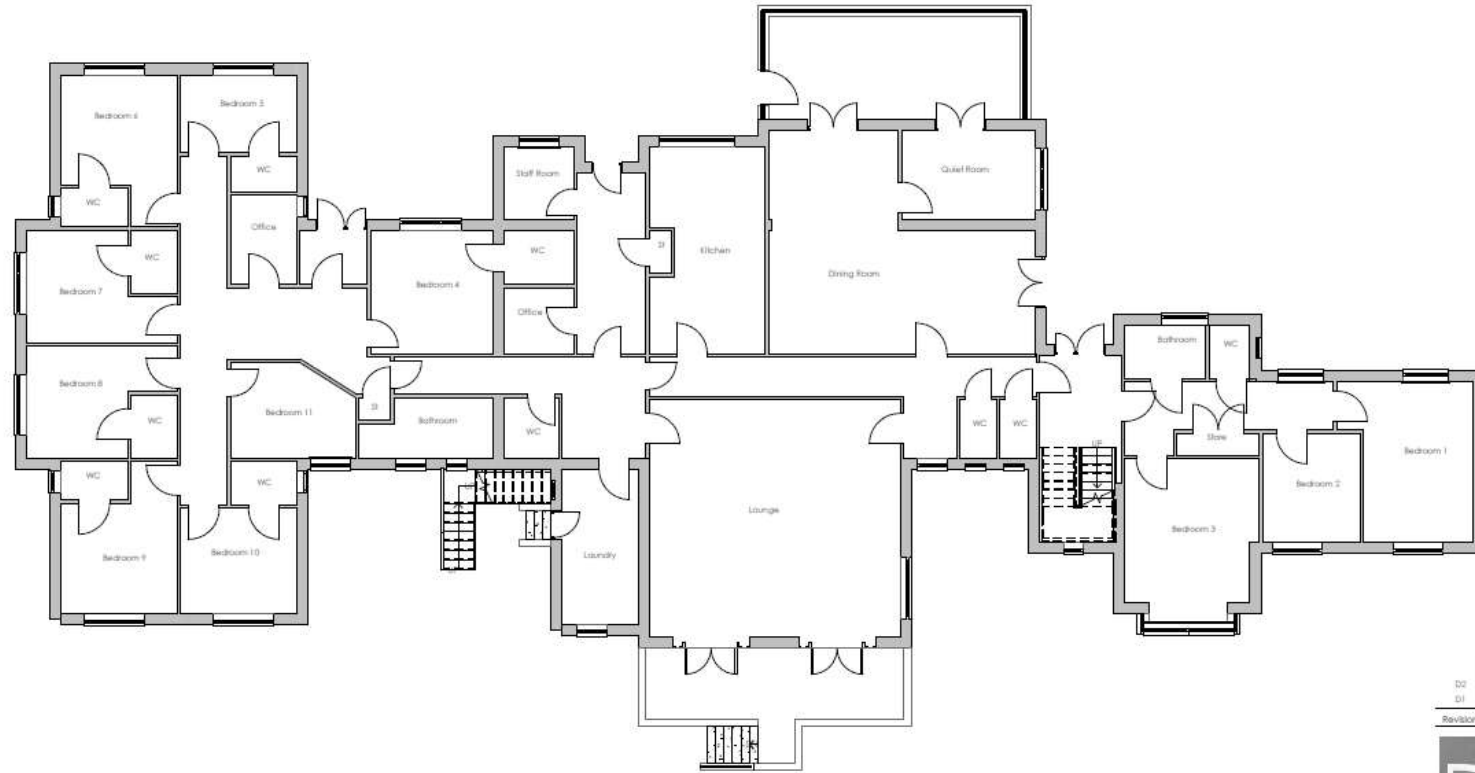
Access from Birmingham Road



Proposed site plan



Existing ground floor



Page 90

Existing Ground Floor Plan

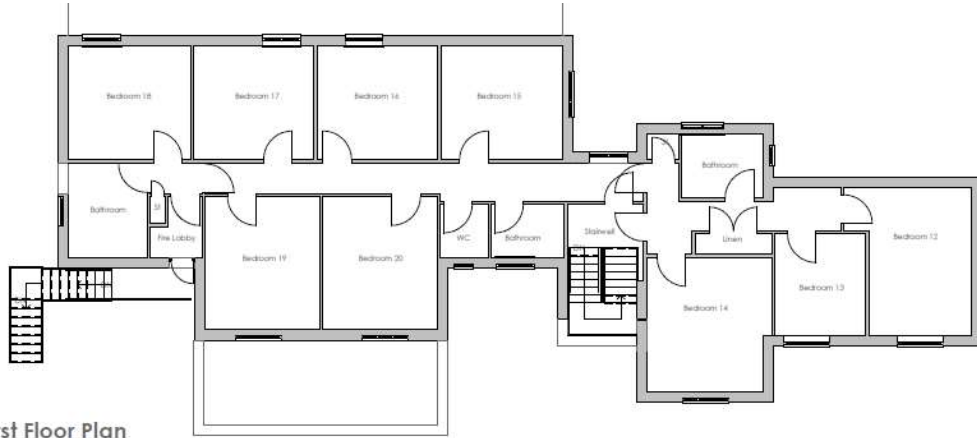
D2	11.02.20	Re
D1	25.09.19	Re
Revision	Date	By
		DR

Proposed ground floor

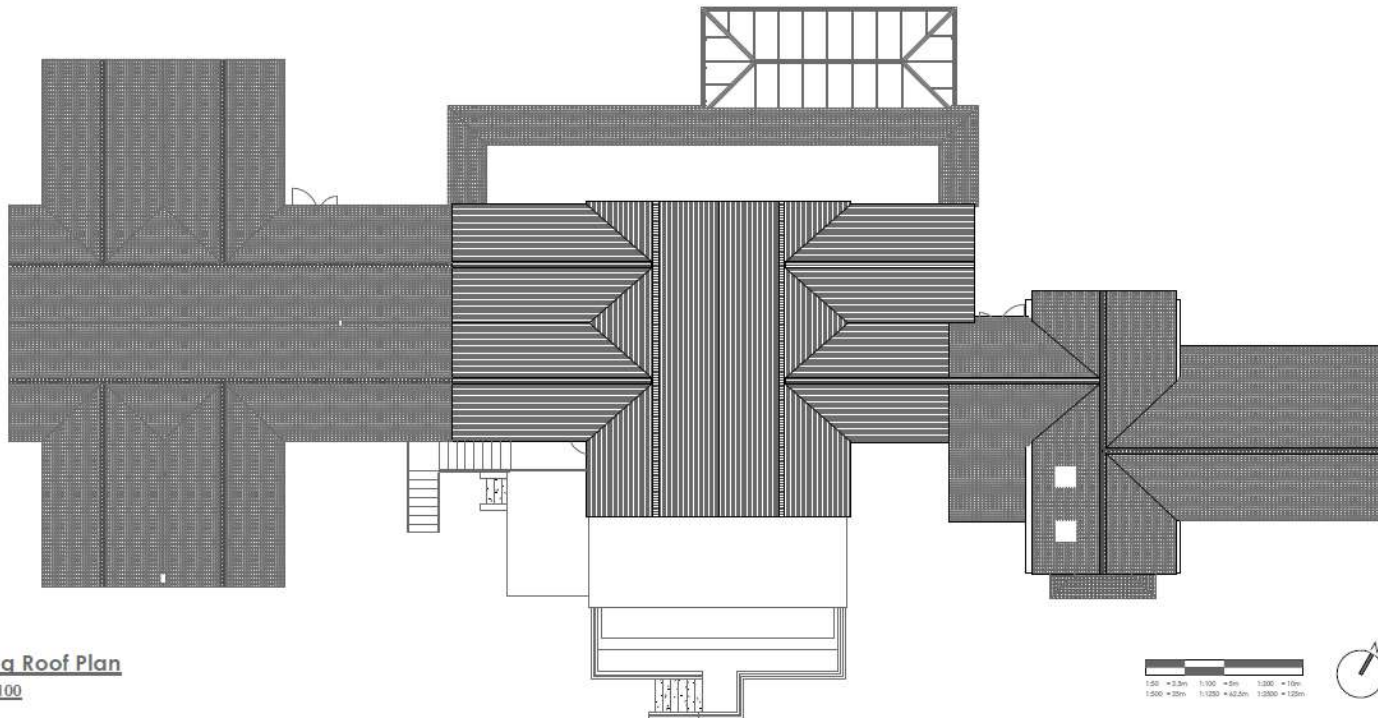


Existing first floor

A2



Existing First Floor Plan
Scale 1:100



Existing Roof Plan
Scale 1:100



Proposed first floor plan

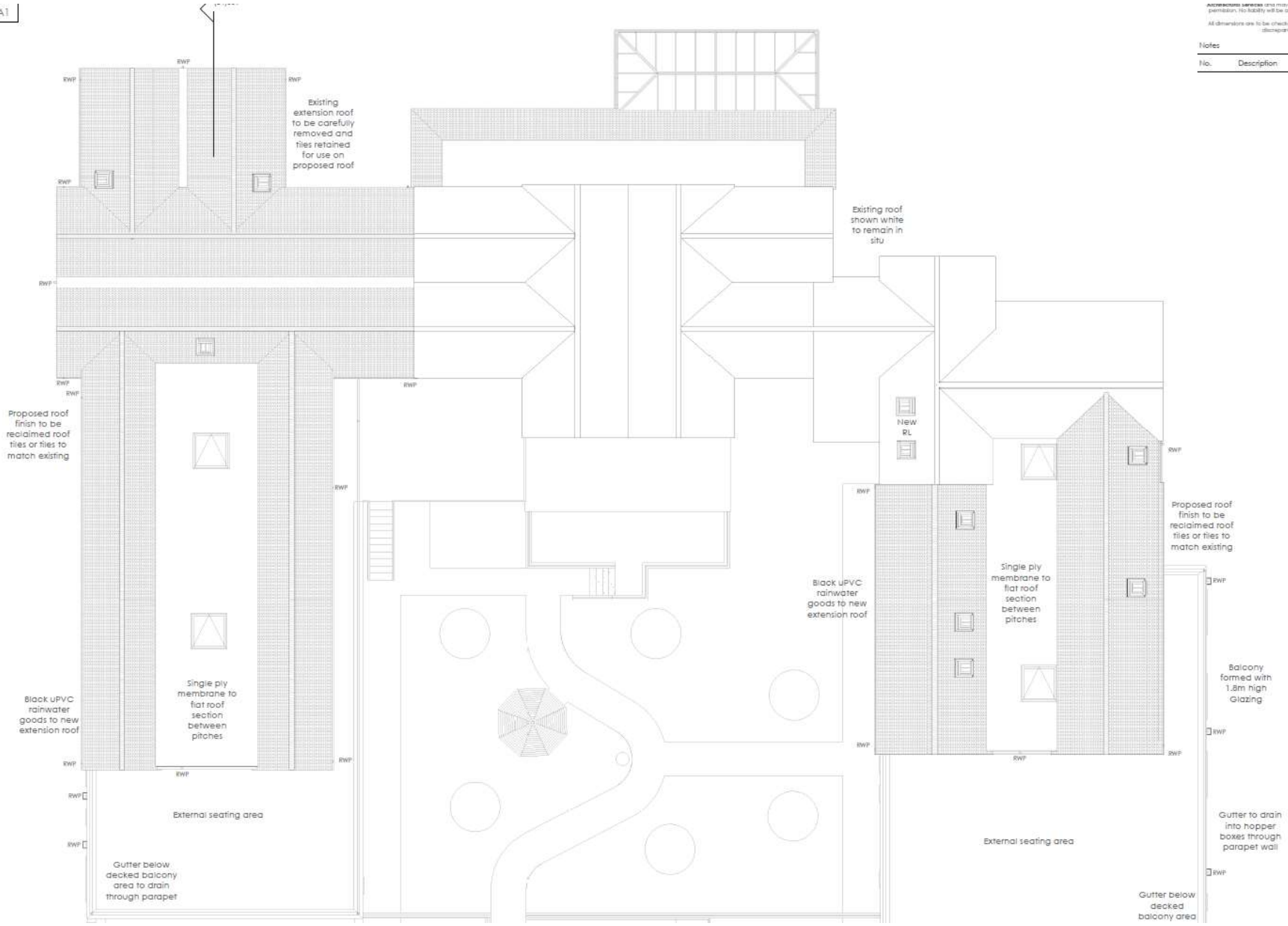


Proposed roof plan

A1

Accessories services and may not be permitted. No liability will be accepted.
All dimensions are to be checked on site.

Notes	
No.	Description



Front elevation: existing and proposed

Page 95



Existing Front Elevation - 1



Proposed Front Elevation

Scale 1:100

Agenda Item 6

Rear elevation existing and proposed



Page 96

Existing Rear Elevation - 4

Scale 1:100



Proposed Rear Elevation

Agenda Item 6

existing and proposed (NE facing) side elevation

Page 97



Proposed Side(NE Facing) Elevation

Scale 1:100

Agenda Item 6

existing and proposed (NW facing) side elevation



Page 98



Proposed Side(NW Facing) Elevation

Scale 1:100

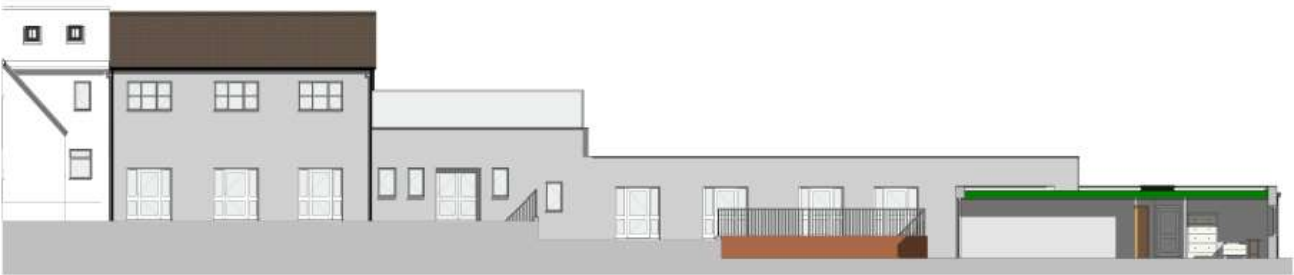
Agenda Item 6

Proposed Courtyard elevations



Proposed Courtyard Elevation NW Facing
Scale 1:100

Page 99



Proposed Courtyard Elevation East Facing
Scale 1:100



Proposed Courtyard Elevation SE Facing
Scale 1:100



Proposed Courtyard Elevation West Facing
Scale 1:100

Rev	Date	Description
01	02/01/15	1st Design Issue

DJB Architectural Services
12 Meadowfield Road
Birmingham
B41 9BZ
Tel: 0121 622 0874
Email: djb@brimwell.co.uk

Client:
Hopwood Court Holdings Ltd

Project:
Hopwood Court Extension

Location:
Birmingham Road, Alvechurch, B
79Q

Drawing Title:
Proposed Elevations Sheet 2

Project Number: 02

Stage: Planning Drawing No.: 10
Scale: 1:100 Date: 02/01/15

3D visuals

View from Site Entrance



View from First Floor Bedroom



Birds Eye View From Rear



View from First Floor Balcony



View from Bottom Of Site



Night View of Infill Landscaping



Agenda Item 7

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Mr John Lawson	Redevelopment to form 8no. Class E(a) retail units at ground floor and 9no. 1 and 2 bed apartments at first and second floor. 113 High Street, Bromsgrove, Worcestershire, B61 8AE,	12.05.2021	21/00196/FUL

This application is being reported to Planning Committee as it is a major planning application.

RECOMMENDATION: That planning permission be **GRANTED**

Consultations

Highways - Bromsgrove Consulted 02.09.2021

I have no highway objections into the proposed Redevelopment to form 8no. Class E(a) retail units at ground floor and 9no. 1 and 2 bed apartments at first and second floor.

The site is located in a town centre (primary shopping centre) and sustainable location on the High St. It is noted Bromsgrove Bus Station is located within acceptable walking distance from the proposed site, local bus stops are also located within acceptable walking distance. The High street provides Bromsgrove's main retail areas and amenity facilities again all available within walking distance. It is noted loading bays are provided in the vicinity of the site; however, parking restrictions are in force along the majority of the High Street.

No car parking has been provided for the proposed development due to the sites sustainable and town centre location - acceptable in this instance.

Conservation Officer Consulted 02.09.2021

No objection subject to conditions

North Worcestershire Water Management Consulted 02.09.2021

No objection subject to condition

Community Safety Consulted 02.09.2021

Comment made in relation to the raised walkway proposed, the means of securing the access gates, how gate access security will be managed, the security of the bike store, access to the stairways to the residential properties, how postal mail will be managed and sound insulation.

Public Consultation

Six letters originally sent to neighbouring properties 19.02.2021, expired 15.03.2021. Following amendments to the scheme two letters were sent individuals who had

Plan reference

commented on the original scheme. These letters were sent 2.09.21 and expired on 23.09.21. No comments were received in relation to the amended scheme.

The comments made on the original scheme raised the following points:

- The density and size of the flats proposed
- Lack of natural light to residential units
- Access, increased traffic and parking on double yellow lines
- Waste storage provision
- Potential for flood risk
- Loss of existing retail unit

Press advert published 26.02.21 expired 15.03.21

Site notices displayed 26.02.21 expired 22.03.21

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles

BDP17 Town Centre Regeneration

BDP19 High Quality Design

BDP20 Managing the Historic Environment

BDP23 Water Management

Other

NPPF National Planning Policy Framework

Bromsgrove Town Conservation Area Appraisal

Relevant Planning History

B/18766/1989	Alterations to shop front and fitting out to Dorothy Perkin clothes shop (as amended by plan received 21.12.89).	Approved	15.01.1989
20/01401/FUL	Replacement of Two shopfronts to form Four Shopfronts in the same aperture.	Approved	23.12.2020

Proposal Description

The application seeks the redevelopment of the existing ground floor retail units, reducing them in size, but increasing to three units fronting the High Street. The formation of a pedestrian access from the High Street in to a courtyard area behind is proposed where a further five Class E(a) retail units are proposed on the ground floor. Across the first and second floors 9no. flats are proposed. Of these, 6 are one bedroom and 3 are two bedroom units.

Assessment of Proposal

Principle of the development

Policy BDP 17 of the Bromsgrove District Plan (BDP) at 17.2.2 (a) seeks to support the retention of what were, at the time of preparing the BDP, A1 uses at the ground floor in order to maintain the retail vitality and viability of the Primary Shopping Zone in the Town Centre. Subsequent changes to the Use Classes Order, introduced in 2020, deleted Class A in favour of a broader form of categorisation of Use Classes. In this case it is proposed that the ground floor units will be Class E(a) use. Class E is defined as “Use, or part use, for all or any of the following purposes - (a) for the display or retail sale of goods, other than hot food, principally to visiting members of the public.” This is commensurate with the former A1 use Class and therefore it is considered that the proposal complies with this element of Policy BDP17.

With respect to the first and second floor elements of the proposal Policy BDP17 at (d) goes on to state that a wide range of appropriate uses would be supported at first floor level, one of those listed includes residential. It is therefore considered that overall the development complies with policy BDP17 and is acceptable as a matter of principle.

Flood risk

The site lies in Flood Zone 3 which means it is at high risk from fluvial flooding from the adjacent Spadesbourne Brook which lies to the rear of the site. The application has been supported by a Flood Risk assessment and the scheme has been amended to respond to concerns raised by North Worcestershire Water Management.

The provision of retail units on the ground floor of the development means that the flood vulnerability classification as set out in Annexe 3 of the NPPF has not changed. The scheme incorporates a staircase and entrance/exit for residents of the upper floor flats via the High Street which removes the need to cross the Spadesbourne Brook in times of flood. Furthermore, the rear staircase will be an open structure ensuring that there is no loss of floodplain storage.

Having regard to all these matters, Officers at North Worcestershire Water Management raise no objections to the proposed development subject to the imposition of a condition with respect to the provision of a flood warning and evacuation plan.

Heritage

The site lies within the Town Centre Conservation Area. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of the conservation area. Historic Environment policies in BDP20 of the Bromsgrove District Plan amongst other things, support development which sustain and enhance the significance of heritage assets. In addition, development affecting heritage assets, should not have a detrimental impact on the character, appearance or significance of the heritage asset or heritage assets, including their setting (BDP 20.3). Guidance in the NPPF must also be considered.

The character and significance of the Conservation Area is described in the 2011 Conservation Area Appraisal as follows: “The Bromsgrove Town Conservation Area

contains an assortment of notable historic buildings dating from predominantly the 18th and 19th centuries but with some earlier surviving timber framed buildings. A range of architectural styles is represented from English vernacular, to restrained Georgian and more elaborate Victorian Gothic buildings. This variety of elevational treatments and styles demonstrate high quality construction and craftsmanship, giving a rich texture to the town centre, and are tangible reminders of the town's past prosperity. The narrowness of the historic building plots, varied rooflines and the overall height of the buildings give an overall impression of vertical emphasis, and a strong sense of enclosure. The more modern developments unfortunately detract from this being generally set back from the established building line, sometimes a storey lower and include detailing which gives a horizontal rather than vertical emphasis. These infill sites do at least give opportunities for redevelopment in the future without requiring the loss of more historic buildings.”

The Conservation Officer has been consulted on the proposal and comments that the Conservation Area Appraisal indicates that the building subject to the application has a neutral impact on the character on the Conservation Area, however it is thought that in light of the well considered street frontage in materials reflecting the local character, the building has a neutral to positive impact on the character. The rear elevation, however, has given no thought to the local character and the historic appearance of the rear of the High Street which can be seen further along Market Street, where in places the assortment of the subservient rear buildings still survive.

With respect to the detail of the scheme proposed no objection to the scale of the proposed rear element is raised as it will not be seen from the High Street. Furthermore, the creation of the courtyard accessed from the High Street reflects the historic courts which were once present at the rear of many of the buildings in the High Street. It is also acknowledged that the development will improve the appearance of a neglected area to the rear of the High Street as well as introducing vitality by way of the small shop units. Overall the Conservation Officer raises no objection to the proposal, subject to the imposition of conditions, and considered that the development will comply with the requirements of the 1990 Act as well as the policies contained within the BDP and NPPF.

Other matters

Two objections were received in relation to the application, however these comments were made in relation to a previous version of the scheme prior to amendment to address consultee comments. Consultations in relation to the amended scheme were sent to these two individuals, however no further comments were raised. Notwithstanding, officers note that the residential units are served by windows to each room within each flat and whilst clearly smaller units, they are of adequate size. Provision has been made for waste receptacles to serve the development and additional retail units are now proposed, such that there no loss of retail floorspace.

The development makes no provision for on site car parking for residents of the proposed development. The Highway Authority have been consulted on the application and raise no objections to the development. They have specifically cited the proximity of the bus station and the location of the site within the town centre, providing ready access to a range of services and facilities as a reason to justify the lack of car parking provision in this case. Officers have no reason to disagree with this assessment and note that it reflects a similar

position adopted with respect to a number of schemes along the length of the High Street for residential development above the existing commercial uses.

The comments of the Community Safety Officer are noted. With respect to the majority of issues raised, for example the locking mechanism on the access gates, these are not matter which can reasonably be controlled by the planning system. Concerns expressed relating to sound insulation will be covered by Building Regulations. The suggestion to incorporate palisade fencing into the scheme in relation to securing the covered walkway area would not be appropriate given the location of the site within the Conservation Area.

A preliminary ecological appraisal has been submitted with the application given the works involved and the proximity of the Spadesbourne Brook. In this case no evidence of nesting birds, roosting bats or amphibians was identified. Therefore no restrictions on the time works can take place is necessary, however a precautionary condition is recommended with respect to unexpectedly encountering bats during the course of construction.

RECOMMENDATION: That planning permission be **GRANTED**

Conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the grant of this permission.

Reason: In accordance with the requirements of Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be carried out in accordance with the following plans and drawings:

20-814-1 P1
20-814-10 P3
20-814-11 P2
20-814-12 P3
20-814-15 P2

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

3. The Development hereby permitted shall not be first occupied until sheltered and secure cycle parking to comply with the Council's adopted highway design guide has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority and thereafter the approved cycle parking shall be kept available for the parking of bicycles only.

Reason: To comply with the Council's parking standards.

4. Prior to the first occupation of the site, a flood warning and evacuation plan should be submitted to and approved in writing by the local planning authority. A copy of this plan must be made available to all future owners / occupiers of the residential

units. The building owner is responsible for ensuring the plan is kept updated with any future changes to local flood warning systems.

Reason: In order to protect residents of the development from the risk of flooding.

5. Should any bat be discovered during building work, that work should cease immediately, and The Bat Conservation Trust should be notified for advice on how to proceed without an offence being carried out.

Reason: In order to protect any bats during the course of construction which may be present on the site.

6. Notwithstanding the details shown on the plans hereby approved, prior to their first installation, details of the form, colour and finish of the materials to be used externally on the walls and roofs and the rainwater goods shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason: To ensure that the development is satisfactory in appearance, to safeguard the visual amenities of the area

7. Prior to installation on site, joinery details of all windows, doors and rooflights at a scale of 1:2 shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order to maintain the character and appearance of the Conservation Area.

Case Officer: Sarah Hazlewood Tel: 01527881720
Email: sarah.hazlewood@bromsgroveandredditch.gov.uk

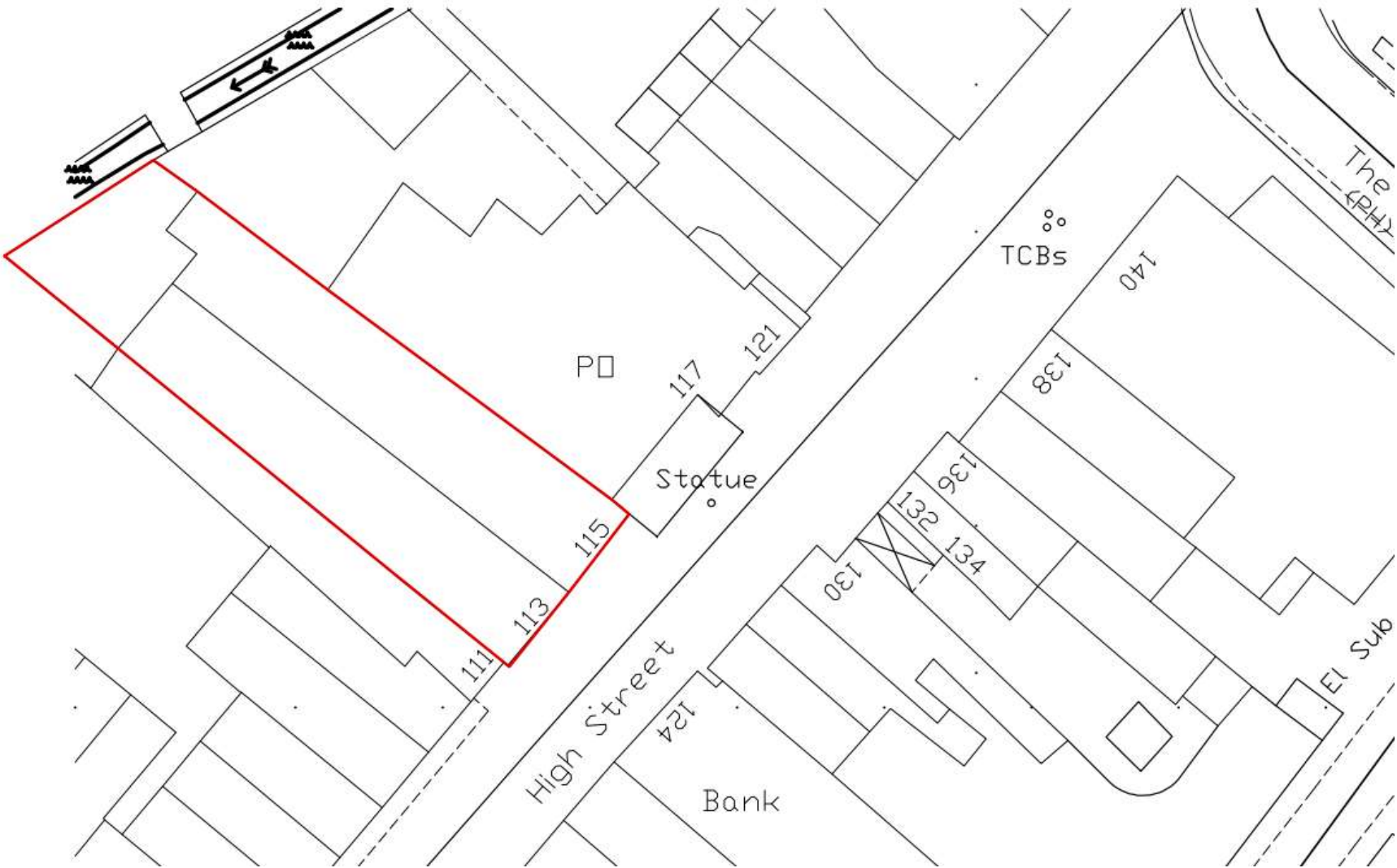
21/00196/FUL

Redevelopment to form 8no. Class E(a) retail units at ground floor and 9no. 1 and 2 bed apartments at first and second floor.

113 High Street, Bromsgrove, B61 8AE

Recommendation:
Planning Permission is GRANTED

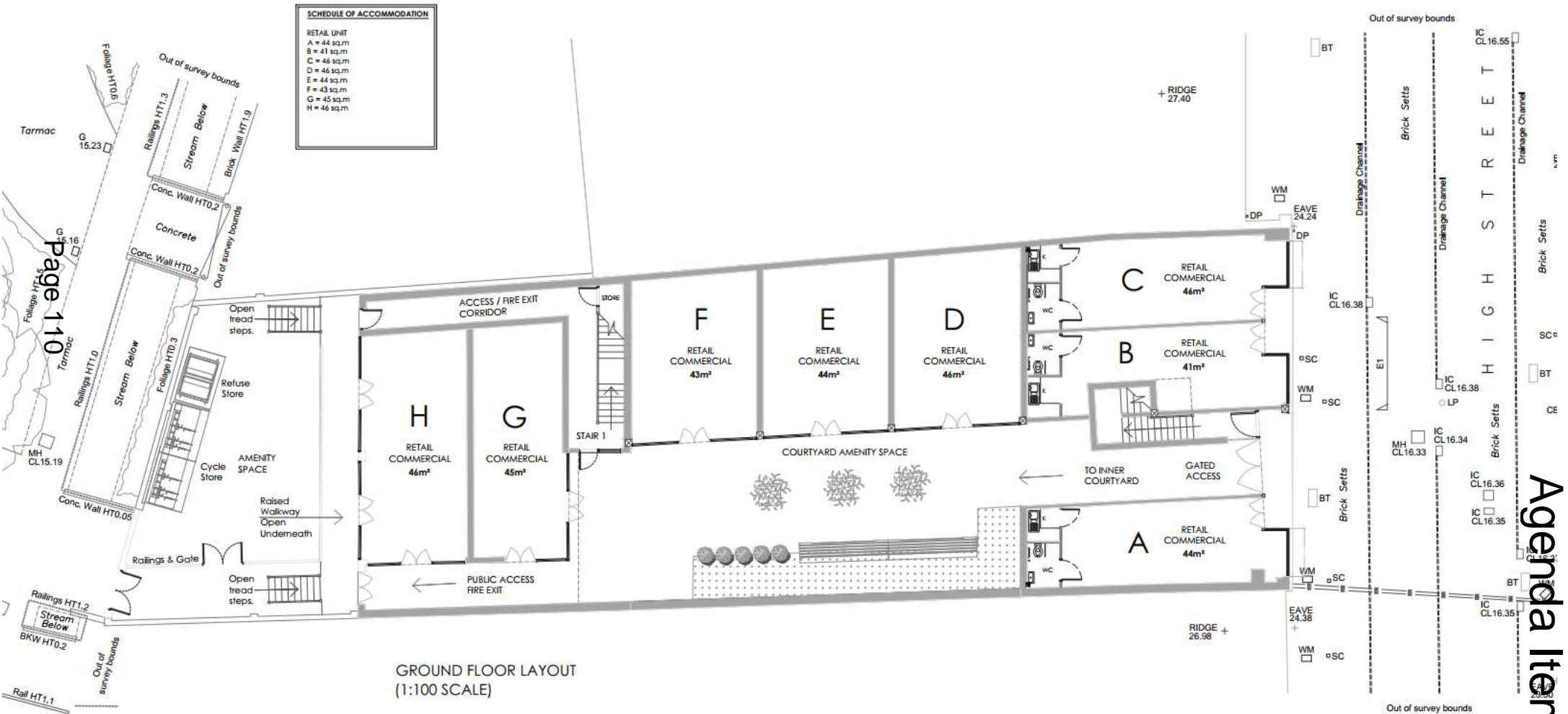
Site Location Plan



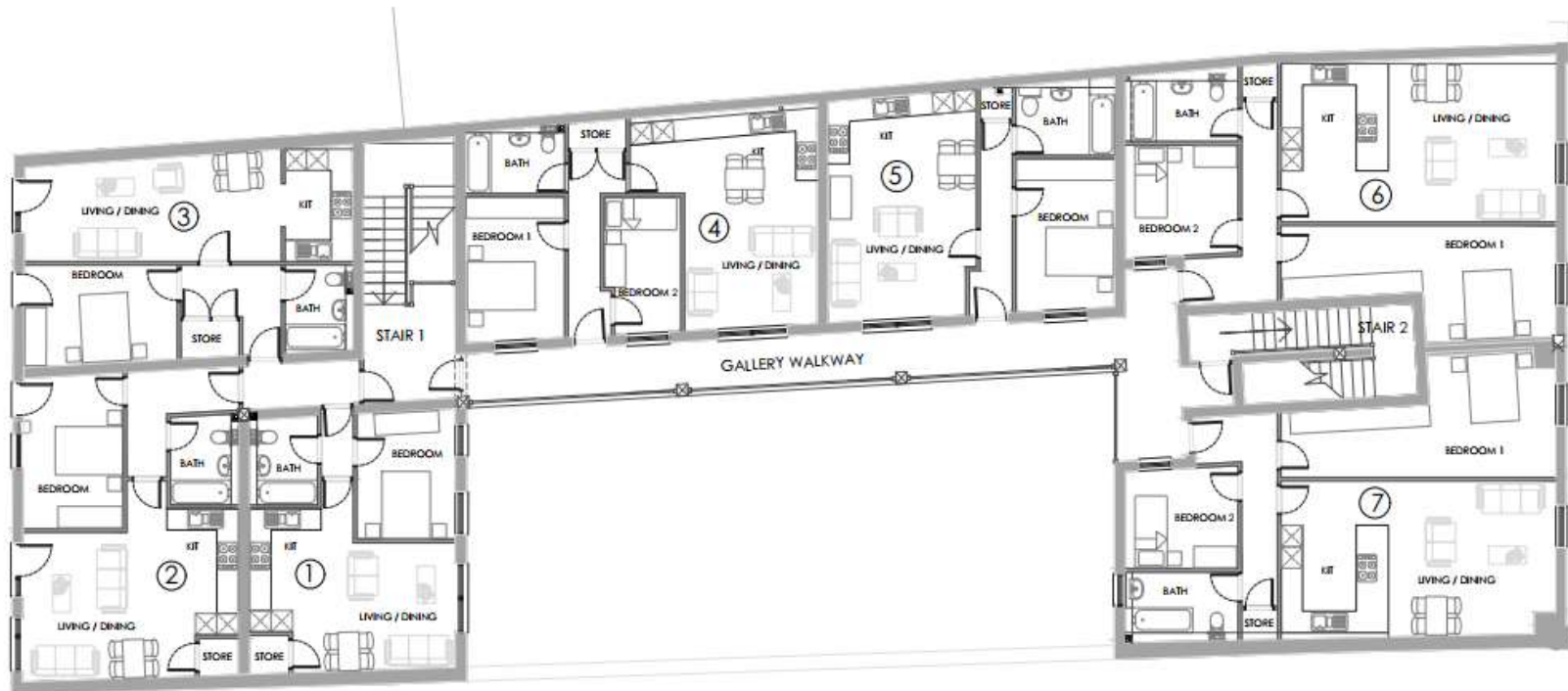
Site Location



Proposed Ground Floor Plan

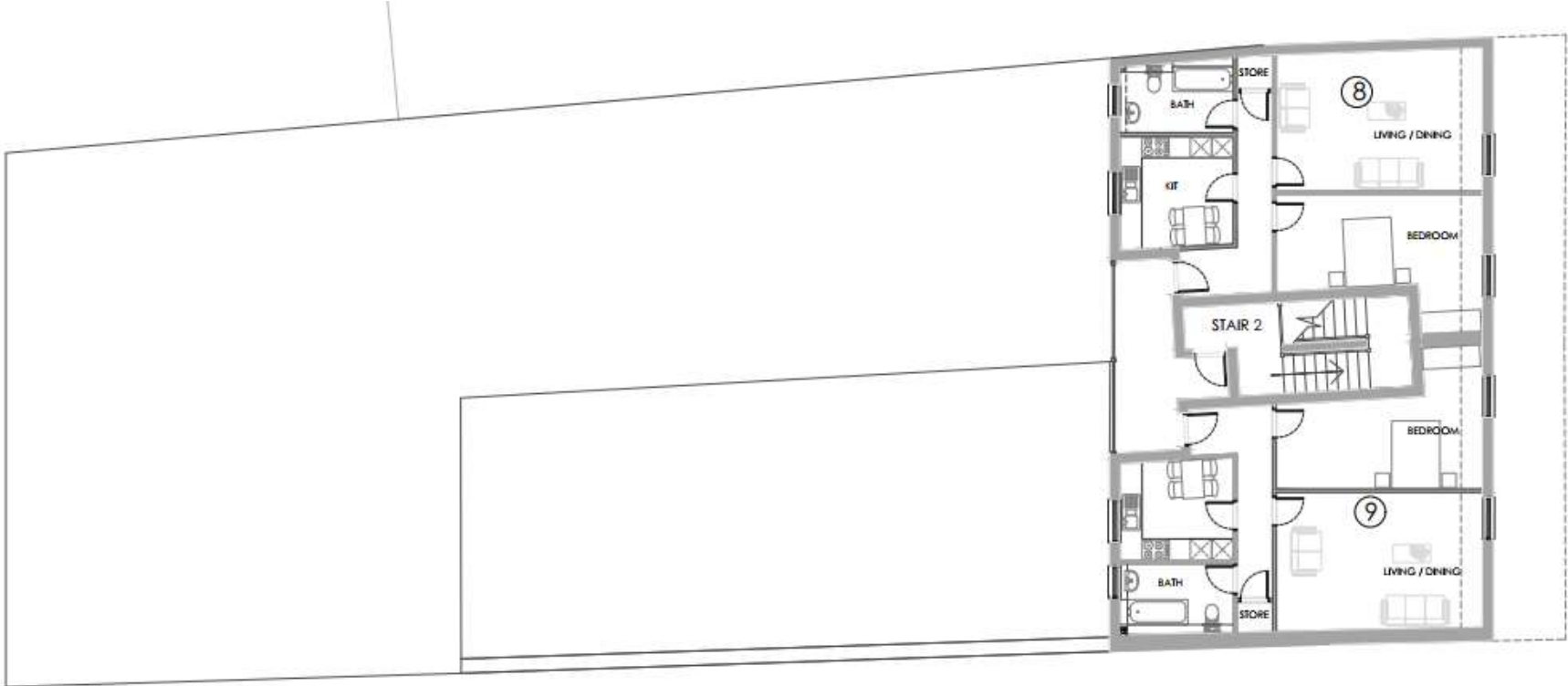


Proposed First Floor Plan



FIRST FLOOR LAYOUT
(1:100 SCALE)

Proposed Second Floor Plan



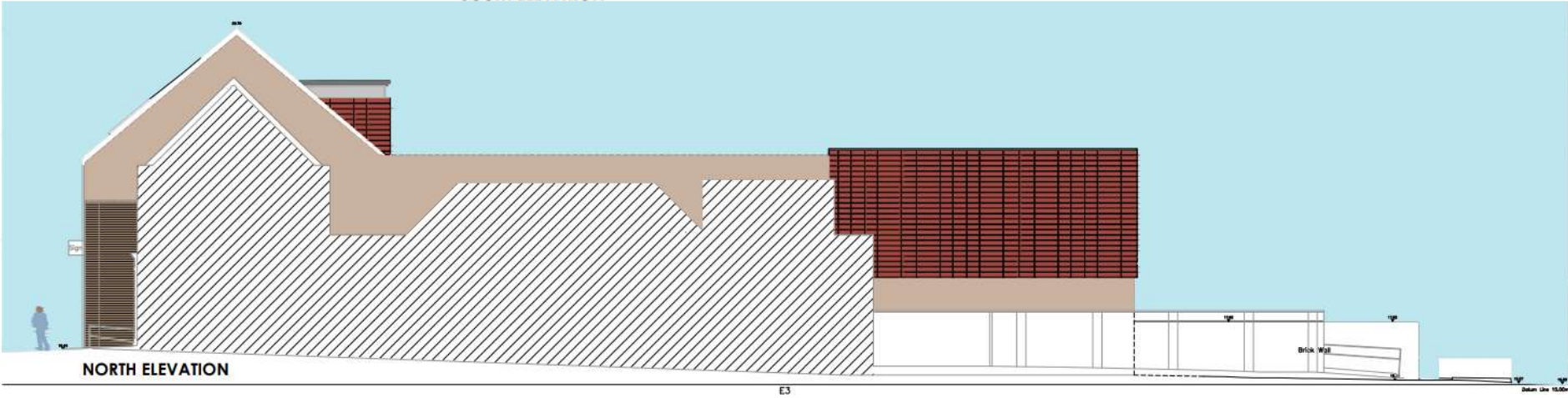
SECOND FLOOR LAYOUT
(1:100 SCALE)

Proposed front and rear elevations



Proposed side elevations

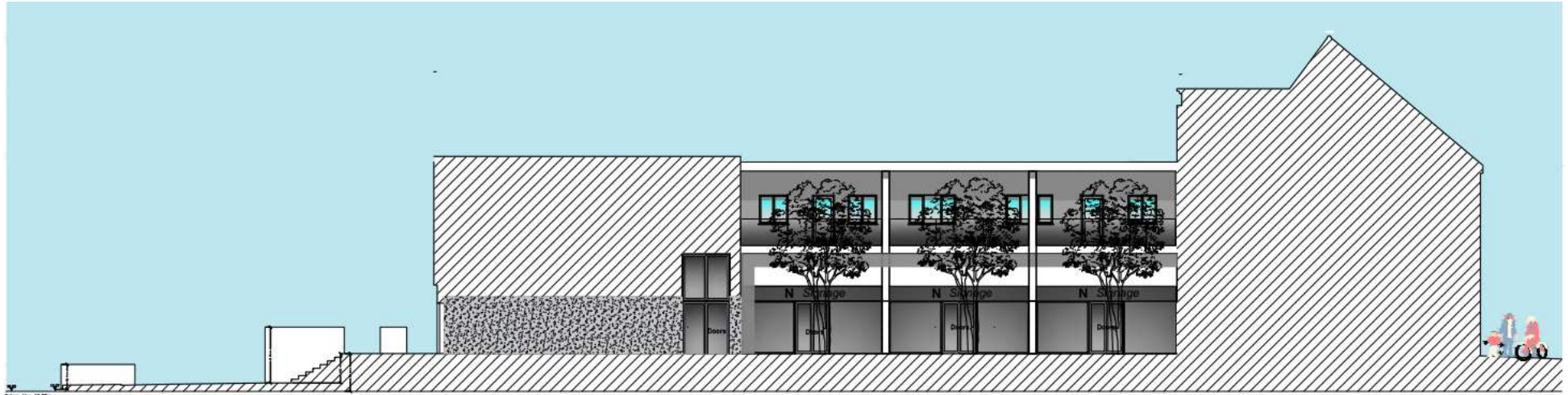
Page 114



Agenda Item 7

Proposed courtyard elevations

Page 115



COURTYARD (SOUTH ELEVATION)



COURTYARD (WEST ELEVATION)



COURTYARD (EAST ELEVATION)

CGI images of proposal



CGI images of proposal



This page is intentionally left blank

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Ms Tamsin McSmith	Full planning for a residential development with associated works, public open space and access from Perryfields Road Land To The North Of, Perryfields Road, Bromsgrove, Worcestershire, B61 8TA	27.09.2021	21/01046/FUL

RECOMMENDATION:

(a) MINDED to **GRANT** full planning permission

(b) That **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure to determine the application following the receipt of a suitable and satisfactory legal mechanism in relation to the following matters:

- (i) £22, 701 to Herefordshire and Worcestershire Clinical Commissioning Group for premises expansion in Bromsgrove
- (ii) £37,198.85 towards Worcestershire Acute Hospitals Trust
- (iii) £3, 134.40 towards a waste management contribution for the proposed development
- (iv) £17,584.62 towards walking and cycling improvements
- (v) £ 86,759.00 towards town centre junction improvements
- (vi) £22,246.15 towards public transport
- (vii) £105,054.95 towards A38 Bromsgrove Route Enhancement Programme
- (viii) £434, 510 towards early years, First, Middle and High schools
- (ix) £11,446.15 for off site improvements to King George Playing Fields
- (x) Securing 100% of the development to remain affordable housing in perpetuity
- (xi) S106 monitoring fee

(c) And that **DELEGATED POWERS** be granted to the Head of Planning and Regeneration 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 Consulted 23.07.2021

The Highway Authority has undertaken a robust assessment of the planning application and, based on the analysis of all the supporting documents submitted, the Highway Authority advises no objection subject to the obligations and conditions outline in this report.

Mott MacDonald (Acting as Transport Planning Advisors to Bromsgrove District Council)

Following a review of the updates and comments provided by BWB, the following concerns remain:

1. How does the site link to the wider Taylor Wimpey Scheme? The drawing provided (20243-SGP-ST-ZZDR-A-F1018) indicates pedestrian and cycle links but there is no drawing or other detail to show how the two sites will connect for active modes. BWB have highlighted potential shared use links into the Taylor Wimpey site but they do not appear to show what the cycling proposals are within this site and refer only to on carriageway provision on a road with current observed speeds of circa 35mph. Mott MacDonald believe that wider connectivity is vital and the site should only come forward if effectively 'nested' within the wider allocation in order that connectivity is strong.
2. The applicant should demonstrate that direct connectivity into the wider Perryfields area can be achieved and provide certainty that connections can be delivered as part of their proposal. A plan showing existing cycle routes, TW proposed routes and BWB proposals for cycling should be submitted to summarise how this fits together and to set out where connection points are to be secured.
3. No transport contributions have been detailed in the original TA or updated comments provided. WCC highlights the need to contribute based on Policy BDP5A.7, and to be set out in a CIL compliance statement.
4. Assessment of cumulative impacts are provided at a high level. Scenarios detailed in the initial response to the Transport Assessment have not been addressed by the revised comments and this element should be reconsidered in line with the initial advice provided

WRS - Contaminated Land Consulted 23.07.2021

The history of the site suggests that contamination issues may potentially be a significant issue. As a result, in order to ensure that the site is suitable for its proposed use and accordance with The National Planning Policy Framework, Conditions are recommended below for inclusion on any permission granted.

WRS - Noise Consulted 23.07.2021

The report indicates that subject to the installation of appropriate mitigation measures internal and external noise levels as per BS8233:2014 can be achieved.

There is the potential for disturbance due to noise and dust during the construction phase of the project. WRS advise the applicant to review the guidance attached and submit a Construction Environment Management Plan to lay out measures to minimise emissions upon nearby residential receptors.

WRS - Air Quality Consulted 23.07.2021

The National Planning Policy Framework (NPPF) Paragraph 181 states: 'Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.' It is recommended that the applicant incorporate mitigation measures as part of the development to minimise impact from the development on local areas of poor air quality and assist in alleviating pollution creep arising in the general area.

Play Provision Consulted 23.07.2021

Leisure has no objection to this development of 100% affordable housing. However, with limited provision of open space and play on the proposed site we would recommend that a contribution is made towards improving the provision at King George Close which is a larger community recreation ground within an easy and reasonable walking distance.

Whilst the strategic Perryfields development is in process, there will be a LAG of new facilities to support the development and therefore we should not rely on any future contributions.

Worcestershire Archive And Archaeological Service Consulted 23.07.2021

The application is judged to have moderate potential to impact buried heritage assets of archaeological interest that could be altered by the development. On this basis, should you be minded to grant planning permission for this scheme it is recommended that a programme of archaeological works should be secured and implemented by means of a suitably worded condition attached to any grant of planning permission

North Worcestershire Water Management Consulted 23.07.2021

No objections subject to conditions

Housing Strategy Consulted 23.07.2021

As this is not a market lead housing development and provides for 100% affordable housing, whilst it does not completely meet the Council's policy in terms of the ratio of low cost home ownership to social/affordable rent, I would support this application, taking into account that a market led approach would lead to a significant reduction in the affordable housing brought forward on this site.

Education Department At Worcestershire Consulted 23.07.2021

No objections subject to financial contributions towards an early years facility and first school within a 2 miles radius of the proposed development, Parkside Middle School and North Bromsgrove High School.

NHS/Medical Infrastructure Consultations Consulted 23.07.2021

The development could generate approximately 144 residents and subsequently increase demand upon existing services. The development would have an impact on primary healthcare provision in the area and the proposed development must therefore, in order to be considered under the 'presumption in favour of sustainable development' advocated in the National Planning Policy Framework, provide appropriate levels of mitigation.

A developer contribution will be required to mitigate the impacts of this proposal. Herefordshire and Worcestershire CCG calculates the level of contribution required in this instance directly relating to the number of dwellings to be £22,701.

NHS Acute Hospitals Worcestershire Consulted 23.07.2021

S 106 of the Town and Country Planning Act 1990 (as amended) allows the Local Planning Authority to request that a developer contribute towards the impact that a development creates on the services. The contribution in the amount of £37,198.85, sought will go towards the gap in funding created by each potential patient from this development.

Public Consultation

14 letters sent to nearby dwellings 26.07.21 expired 19.08.21

Site notice displayed 06.08.21 expired 30.08.21

Press advert published 30.07.21 expired 16.08.21

As a result of this publicity one comment has been received in relation to the application raising objections. The matters raised include:

- The impact on local roads and levels of traffic
- Impact on local amenities (health and schools)
- Overlooking and overshadowing impact of the proposed development

Taylor Wimpey, the developer of the land surrounding the application site have also submitted a letter raising objections to the development proposed. The matters raised include:

- The timing of the determination of this application relative to any forthcoming reserved matters applications
- How the s106 contributions should be apportioned to this development
- That the Taylor Wimpey scheme should benefit from a proportionate reduction in affordable housing if this application is approved

Relevant Policies

Bromsgrove District Plan:

BDP1 Sustainable Development Principles
BDP5A Bromsgrove Town Expansion Sites
BDP7 Housing Mix and Density
BDP 8 Affordable Housing
BDP16 Sustainable Transport
BDP19 High Quality Design

Others:

NPPF National Planning Policy Framework (2021)
Bromsgrove High Quality Design SPD
SPG11 Outdoor Play Space
NPPG National Planning Practice Guidance
National Design Guide

Relevant Planning History

None

Proposal Description

The application proposes the erection of 60 dwellings on land to the north of Perryfields Road, Bromsgrove. The site takes a broadly rectangular form and is located opposite the junction of Perryfields Road with King Edward Road.

To part of the western boundary of the site lies two dwellings, 44 and 46 Perryfields Road. Otherwise the land is bounded by open fields to the north, east and west boundaries. This land has recently been subject to an allowed appeal granting outline

planning permission for the construction of up to 1300 dwellings and associated development (application reference 16/0335). This site was excluded from application 16/0335.

This current proposal seeks permission for a 100% affordable housing scheme. The scheme will comprise the following mix of affordable housing units:

20no. Shared ownership units
6no. Rent to Buy units
16no. Social Rent units
18no. Affordable Rent units

All of the units are two storey in scale and benefit from off road vehicular parking. The majority are semi detached units, with the exception of two terraces of three dwellings.

Assessment of Proposal

Principle

Section 38(6) of The Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990, states that the development plan is the principle consideration in the determination of planning applications unless material considerations indicate otherwise.

The development plan comprises the Bromsgrove District Plan and associated Supplementary Planning Documents. Other important material considerations include the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance.

Under policy BDP5A of the Bromsgrove District Plan the site forms part of the BROM2 allocation as a Bromsgrove Town Expansion Site. BDP5A.3 states that BROM2 will include approximately 1300 dwellings, 5 hectares of employment land (office and/or light industry), a local centre and community facilities.

Five Year Housing Land Supply

Paragraph 74 of the NPPF requires local planning authorities to identify and update a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old. In addition, there must be a buffer of between 5% and 20%, depending on the circumstances of the LPA.

The Council has identified that (inclusive of the 5% buffer required by the NPPF) it can currently demonstrate a housing land supply of 3.21 years. Therefore, despite progress which has been made in identifying sites and granting planning permissions the Council still considers that it cannot demonstrate a five year housing land supply.

Highway Safety

Policy BDP16 of the Bromsgrove District Plan seeks to ensure, amongst other things, that development should incorporate safe and convenient access and be well related to the transport network. In addition Paragraph 110 of the NPPF seeks to ensure that safe and suitable access to development sites can be achieved for all users.

The application proposes a new vehicular and pedestrian access off Perryfields Road further to the west than the existing farm gate access into the site. It is proposed to move the existing bus stop on Perryfields Road, further west into the highway verge and provide a pedestrian tactile crossing from the bus stop to the application site. Two pedestrian links are shown on the proposed plans providing access through to the adjacent development site. These works can be secured by planning conditions.

Both Worcestershire County Council and Mott MacDonald (as the council's independent highway consultant) have been consulted on the planning application. A speed survey has been undertaken by the applicant at the request of Worcestershire County Council and the plans indicate visibility splays which are commensurate with the results of that survey. Two Stage 1 Road Safety Audits have been supplied with respect to the new vehicular access and the highway authority are satisfied that the form, footprint and principle of the access are acceptable and accords with paragraph 110 of the NPPF. In addition, the proposed vehicular access will include a pedestrian dropped kerb to aid crossing Perryfields Road. The pedestrian crossing will connect with the relocated bus stop and allows access in the existing footpath network.

The highway authority is content with internal layout now proposed commenting that the proposed layout has suitable road width, with adequate turning heads and 2 metres footways either side. Overall, the highway authority raises no objection to the proposal subject to conditions and a legal agreement seeking a series of contributions towards infrastructure and public transport improvements are required by Policy BDP5A.7. It is noted that Mott Macdonald have raised some minor residual issues with the proposal. It is considered that the form of the links between this and the adjacent development site can be adequately controlled by conditions. Financial contributions have been requested by the highway authority towards walking and cycling improvements (£17, 584.62), town centre junction improvements (£86, 759.00), public transport (£22, 246.15) and towards to A38 Bromsgrove Route Enhancement Programme (£105, 054.95).

Affordable Housing

Policy BDP8.1 of the Bromsgrove District Plan requires that up to 40% (or a higher % if proposed) of dwellings on greenfield sites should constitute affordable housing. The proposal in this case seeks permission for a 100% affordable housing scheme, comprising a mix of Shared Ownership, Rent to Buy, Social Rent and Affordable Rent units.

BDP8.4 requires that there is a focus on the delivery of smaller units. As is set out in further detail below, almost 90% of the dwellings proposed are 2 and 3 bedroomed units. In addition, BDP8.5 requires that affordable housing should not be visually distinguishable from market housing. As this is a wholly affordable housing scheme, there are no directly comparable market dwellings against which to judge the proposed development.

Housing mix

BDP 7 of the Bromsgrove District Plan states that in order to ensure mixed and vibrant communities, proposals for housing should focus on delivering 2 and 3 bedroom properties. It goes on to state that on schemes for 10 or more dwellings a wider mix of dwelling types may be required. This is further reflected in BDP5A.7 which requires the development of the Bromsgrove Town Expansion sites to reflect the local need of a high proportion of 2 and 3 bedroom properties.

In this case across the site a range of dwelling sizes are proposed from one to four bedrooms. The schedule of dwellings sizes is as follows:

1 bed – 4no. – 7%
2 bed – 24no. – 40%
3 bed – 29no. – 48%
4 bed – 3no. – 5%

Having regard to the above and given that the majority of the dwellings proposed are 2 and 3 bedrooomed, it is considered that the proposal complies with the requirements of BDP7 and BDP5A.7.

Design/Layout

The layout of the development is largely derived from the shape of the overall plot and takes the form of one main spine road running from the front of the site through to the rear terminating in a cul de sac. Off this three more minor cul de sac features are proposed.

All of the dwellings are shown to be fronting the highway and particular attention has been paid to the frontage along Perryfields Road to ensure that this is addressed by the front elevations of dwellings rather than flank walls.

In order to provide the requisite visibility splays at the site entrance the existing hedgerow along the Perryfields Road boundary is required to be removed and replanted. The ecological survey submitted with the application does not raise any issues with this in principle and the replacement of an adequate hedgerow can be controlled by condition.

All of the dwellings on the site are proposed to be two storeys and are predominantly semi detached properties with two terraces of three dwellings. The materials shown on the plans indicate that they will be constructed from red brick with grey roof tiles. Feature brick detailing is shown to each of the dwellings which will provide some architectural interest to the dwellings.

Each of the dwellings has been shown to benefit from adequate garden sizes and separation distances in order to protect the amenities of future occupiers of the dwellings.

Two pedestrian links are shown through to the adjacent development site - one on the eastern boundary and one on the northern boundary. The applicant has been in communication with Taylor Wimpey, as the developer of the adjacent site, to understand their likely layout in any future reserved matters application to ensure that these links will tie in with their proposals. A plan has been supplied which overlays the proposed development with that likely to come forward on the adjacent site and shows the links

through to open space to the north east and north west boundaries and adjacent residential development to the east. The detail of these links can be secured by planning condition.

Two balancing pond features with open space surrounding are proposed as part of this development. The pond to the front of the site in particular is proposed to have a pathway surrounding it to provide an informal area of open space.

Amenity impact

Two dwellings lie immediately adjacent to the application site – 44 and 46 Perryfields Road. The proposal directly abuts the eastern boundary of 44 Perryfields Road and adjoins the end of the rear garden of 46 Perryfields Road.

The layout of the proposal is such that a balancing pond is proposed alongside 44 Perryfields with the garden of one dwelling (annotated as plot 60) abutting the end of the rear garden and part of the side boundary. With respect to number 46 Perryfields Road, the garden of plot 59 will abut the far end of the garden of this dwelling.

In the case of the impact on both 44 and 46 Perryfields Road the dwellings proposed are sited at an oblique angle and well in excess of the distances advocated in the council's adopted High Quality Design SPD in order to protect residential amenity through overlooking, overshadowing or overbearance. Whilst undoubtedly the outlook from these dwellings will alter it is considered that a harmful impact will not arise.

Drainage

The application is accompanied by a Flood Risk Assessment, Sustainable Drainage Statement and Water Management Statement. The site lies within Flood Zone 1 and is not shown to be susceptible to surface water flooding. The scheme includes two ponds which are sustainable drainage (SuDS) features – one is located close to the site entrance, with the other at the northern end of the site.

North Worcestershire Water Management have been consulted on the application and raise no objection to the details proposed, however it is requested that conditions are attached to any permission to secure a site drainage strategy, SuDS management plan and to control finished floor levels in the development.

Ecology

The application is supported by an Ecological Assessment which states that no protected species were present on the site at the time of surveying. A number of recommendations are made with respect to the development proposed and ensuring biodiversity enhancement which can be adequately controlled by planning conditions.

Other matters

The contents of the representations received are noted and with respect to highway safety/traffic matters and amenity impact these matters have been addressed in the report above.

With respect to the comments from Taylor Wimpey it is considered unreasonable to expect this development to wait for an indeterminate period of time in order to allow the adjoining developer to submit their reserved matters application. In making these comments officers are mindful of the clear direction in paragraph 11 c) of the NPPF that development proposals which accord with an up to date development plan should be approved without delay.

With respect to the s106 contributions being requested for this development a proportionate approach has been adopted and with respect to any possible renegotiation of the affordable housing provision for the wider Perryfields site which already benefits from outline planning permission this is a matter for that developer and should not have any bearing on the determination of this planning application.

Conclusion

The proposal seeks permission for the provision of 60 dwellings, all of which will remain affordable tenure, on land allocated for residential development in the adopted Development Plan. No technical objections have been raised to the proposal and conditions can control a number of matters. The proposal will therefore contribute positively towards the council's five year housing land supply position and the need for affordable dwellings within the District. It is therefore considered that the proposal complies with the provisions of the Development Plan and the NPPF and the development should be approved without delay.

RECOMMENDATION:

(a) MINDED to **GRANT** full planning permission

(b) That **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure to determine the application following the receipt of a suitable and satisfactory legal mechanism in relation to the following matters:

- (i) £22, 701 to Herefordshire and Worcestershire Clinical Commissioning Group for premises expansion in Bromsgrove
- (ii) £37,198.85 towards Worcestershire Acute Hospitals Trust
- (iii) £3, 134.40 towards a waste management contribution for the proposed development
- (iv) £17,584.62 towards walking and cycling improvements
- (v) £ 86,759.00 towards town centre junction improvements
- (vi) £22,246.15 towards public transport
- (vii) £105,054.95 towards A38 Bromsgrove Route Enhancement Programme
- (viii) £434, 510 towards early years, First, Middle and High schools
- (ix) £11,446.15 for off site improvements to King George Playing Fields
- (x) Securing 100% of the development to remain affordable housing in perpetuity
- (xi) S106 monitoring fee

(c) And that **DELEGATED POWERS** be granted to the Head of Planning and Regeneration 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 must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be carried out in accordance with the Approved Plan/Drawings/Documents listed in this notice:

20243-SGP-ST-ZZ-DR-A F1008
20243-SGP-ST-ZZ-DR-A F1020
20243-SGP-ST-ZZ-DR-A F1009
20243-SGP-ST-ZZ-DR-A F1015
PFB-BWB-GEN-XX-DR-TR-100 P7
20243-SGP-HAZ-ZZ-DR-A-131301
20243-SGP-HAZ-XX-DR-A-131301
20243-SGP-HTB-ZZ-DR-A-131301
20243-SGP-HTB-ZZ-DR-A-131302
20243-SGP-HTC-ZZ-DR-A-131301
20243-SGP-HTE-ZZ-DR-A-131301
ST-ZZ-DR-A-F1019

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Prior to the first installation, details of the form, colour and finish of the materials to be used externally on the walls and roofs shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason: To ensure that the development is satisfactory in appearance, to safeguard the visual amenities of the area

4. No works or development shall take place until a site drainage strategy for the proposed development has been submitted to, and approved in writing by the Local Planning Authority. The strategy shall include details of surface water drainage measures, including for hard-standing areas, and shall include the results of an assessment into the potential of disposing of surface water by means of a sustainable drainage system (SuDS). Where infiltration techniques are used then the plan shall include the details of field percolation tests.

The peak runoff rate from the development for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event plus an appropriate allowance for climate change must never exceed the peak runoff rate for the same event. The scheme shall be designed so that flooding does not occur on any part of the site for a 1 in 30 year rainfall event and not in any part of any building for the 1 in 100 year rainfall event plus climate change. Flows resulting from rainfall in excess of a 1 in 100 year rainfall event shall be managed in exceedance routes that minimise the risk to people and property.

The runoff volume from the development in the 1 in 100 year 6 hour rainfall event shall not exceed the Greenfield runoff volume for the same event.

The surface water drainage measures shall provide an appropriate level of runoff treatment. The development shall be implemented in accordance with the approved strategy prior to the first use of the development and thereafter maintained.

Reason: To ensure satisfactory drainage conditions that will not create or exacerbate flood risk on site or within the surrounding local area.

5. No works or development above ground floor slab level of any part of the development hereby approved shall take place until a SuDS Management Plan which will include details on future management responsibilities, along with the maintenance schedules for all SuDS features and associated pipework has been submitted to and approved in writing by the Local Planning Authority. The SuDS Management Plan shall detail the strategy that will be followed to facilitate the optimal functionality and performance of the SuDS scheme throughout its lifetime. The approved SuDS Management Plan shall be implemented in full accordance with the agreed terms and conditions.

Reason: To ensure satisfactory drainage conditions that will not create or exacerbate flood risk on site or within the surrounding local area.

6. Finished floor levels within the development shall be set no lower than 600 mm above the modelled 1 in 100 annual probability river flood level including an allowance for climate change, and no lower than 150 mm above the surrounding finished ground levels.

Reason: To ensure satisfactory drainage conditions that will not create or exacerbate flood risk on site or within the surrounding local area.

7. No development shall take place until a programme of archaeological work including a Written Scheme of Investigation(s), has been submitted to and approved by the Local Planning Authority in writing. The scheme shall include an assessment of significance and research questions; and:
 - (a) The programme and methodology of site investigation and recording
 - (b) The programme for post investigation assessment
 - (c) Provision to be made for analysis of the site investigation and recording
 - (d) Provision to be made for publication and dissemination of the analysis and records of the site investigation
 - (e) Provision to be made for archive deposition of the analysis and records of the site investigation
 - (f) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation

Reason: To ensure that any archaeological remains are preserved and properly recorded.

8. The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme(s) of Investigation approved under condition (7) and

the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To ensure that any archaeological remains are preserved and properly recorded.

9. Secure cycle parking facilities should be provided at the development as determined by Worcestershire County Council Design Guidance. Full details of the location, type of rack, spacing, numbers, method of installation and access to cycle parking should be submitted to and approved by the Local Planning Authority prior to the first occupation of development.

Reason: To create sustainable communities

10. Unless otherwise agreed by the Local Planning Authority development, other than that required to be carried out as part of an approved scheme of remediation, must not commence until conditions 1 to 6 have been complied with:

1. A preliminary risk assessment must be carried out. This study shall take the form of a Phase I desk study and site walkover and shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and any other relevant information. The preliminary risk assessment report shall contain a diagrammatical representation (conceptual model) based on the information above and shall include all potential contaminants, sources and receptors to determine whether a site investigation is required and this should be detailed in a report supplied to the Local Planning Authority. The risk assessment must be approved in writing before any development takes place.
2. Where an unacceptable risk is identified a scheme for detailed site investigation must be submitted to and approved in writing by the Local Planning Authority prior to being undertaken. The scheme must be designed to assess the nature and extent of any contamination and must be led by the findings of the preliminary risk assessment. The investigation and risk assessment scheme must be compiled by competent persons and must be designed in accordance with the Environment Agency's "Land Contamination: Risk Management" guidance.
3. Detailed site investigation and risk assessment must be undertaken and a written report of the findings produced. This report must be approved by the Local Planning Authority prior to any development taking place. The investigation and risk assessment must be undertaken by competent persons and must be conducted in accordance with the Environment Agency's "Land Contamination: Risk Management" guidance.
4. Where identified as necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to identified receptors must be prepared and is subject to the approval of the Local Planning Authority in advance of undertaking. The remediation scheme must ensure that the site will not qualify as Contaminated Land under Part 2A

Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

5. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority.
6. Following the completion of the measures identified in the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval of the Local Planning Authority prior to the occupation of any buildings.
7. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where necessary a remediation scheme must be prepared, these will be subject to the approval of the Local Planning Authority. Following the completion of any measures identified in the approved remediation scheme a validation report must be prepared, which is subject to the approval in writing of the Local Planning Authority prior to the occupation of any buildings.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. It is necessary for the condition to be pre commencement as there is potential for contamination to exist on the site. The degree and extent of contamination is currently unknown. More information relating to ground conditions is required to determine whether or not remediation will be required (prior to any construction work commencing).

11. The proposed acoustic fencing as indicated on Figure 5.1: Barrier Requirements of the BWB Consulting Noise Assessment (Reference: PFB-BWB-ZZ-ZZ-RP-YA-0001-NIA-S0-P01) shall be implemented before any of the relevant plots are first brought into use and retained as such in perpetuity.

Reason: In the interests of residential amenities.

12. The development hereby approved shall not be occupied until the applicant has implemented the proposed noise mitigation recommendations set out in the BWB Consulting Noise Assessment (Reference: PFB-BWB-ZZ-ZZ-RP-YA-0001-NIA-S0-P01) with respect to glazing and ventilation for the proposed residential dwellings. These measures shall be retained as such in perpetuity.

Reason: In the interests of residential amenities.

13. No development shall commence until a Habitat Management Plan for the management and long-term maintenance of the site has been submitted to and

approved in writing by the Local Planning Authority. The Habitat Management Plan shall identify the impact that the development would have on local ecology and set out how this will be mitigated based on recommendations of the Ecological Assessment (prepared by Ecology Solutions). The Habitat Management Plan shall also detail timing and provision for implementing the Plan. The scheme shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enhance biodiversity.

14. The development hereby approved shall not commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include but not be limited to the following:
- a. Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway.
 - b. Details of the site operative parking areas, material storage areas and the location of site operative's facilities (office, toilets, etc).
 - c. The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and maneuvering.
 - d. Details of any temporary construction accesses and their reinstatement.
 - e. A highways condition survey, timescale for re-inspections, and details of any reinstatement.

The measures set out in the approved Construction Environmental Management Plan shall be carried out and complied with in full during the construction of the development hereby approved. Site operatives' parking, material storage and the positioning of operatives' facilities shall only take place on the site in locations approved by in writing by the Local Planning Authority.

Reason: To ensure the provision of adequate on-site facilities and in the interests of highway safety.

15. Hard and soft landscaping details including proposed fencing, screen walls and hedgerow replacement to the Perryfields Road frontage shall be submitted to and approved in writing prior to occupation of any dwellings hereby permitted. The details approved shall be implemented within 12 months of occupation of any of the dwellings hereby approved. Any trees/shrubs/hedges removed, dying, being severely damaged or becoming seriously diseased within 5 years of the date of the original planting shall be replaced by plants of similar size and species to those originally planted.

Reason: To protect the trees which form an important part of the amenity of the site.

16. All trees to be retained within the development are afforded full protection in accordance with BS5837:2012 throughout any ground or construction works on site.

Reason: To protect the trees which form an important part of the amenity of the site.

17. The Development hereby approved shall not be occupied until the access works including the access, bus layby and footway provision has been provided in general accordance with on Drawing PFB-BWB-GEN-XX-DR-TR-112 S2 P2 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.

18. Development shall not begin until visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 56m in each direction measured along the nearside edge of the adjoining carriageway and offset a distance of 0.6m from the edge of the carriageway. Nothing shall be planted, erected and/or allowed to grow on the triangular area of land so formed which would obstruct the visibility described above.

Reason: In the interests of highway safety.

19. The Development hereby approved shall not be occupied until the applicant has submitted to and had approval in writing from the Local Planning Authority a residential welcome pack promoting sustainable forms of access to the development. The pack shall be provided to each resident at the point of occupation.

Reason: To reduce vehicle movements and promote sustainable access.

20. The Development hereby approved shall not be occupied until the applicant has submitted a travel plan in writing to the Local Planning Authority that promotes sustainable forms of access to the development site, and this has been approved in writing by the Local Planning Authority. This plan will thereafter be implemented and updated in agreement with Worcestershire County Councils Travel plan co-ordinator and thereafter implemented as updated.

Reason: To reduce vehicle movements and promote sustainable access.

21. The development shall not be occupied until full details of the provision of footpath/cycle path links to the north-western and north eastern boundaries of the site to connect to the wider Perryfields allocated site shall be submitted to and approved in writing by the Local Planning Authority. The footpath/cycle paths shall be implemented in accordance with the agreed details before the first occupation of any one of the dwellings hereby permitted.

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

22. Appropriate cabling and an outside electrical socket shall be supplied for each dwelling to enable ease of installation of an electric vehicle charging point (houses with dedicated parking) and be implemented and operational before the respective dwelling is occupied. The sockets shall comply with BS:1363 and be provided with a locking weatherproof cover if located externally to the building.

Reason: To promote sustainable transport

23. Full details of the layout of the public open space areas, including details of surfacing, enclosures, seating and the future management and maintenance of the sites to allow public access, shall be submitted to and approved in writing by the Local Planning Authority. The public open space shall be implemented in accordance with the agreed details before the first beneficial occupation of any one of the residential properties hereby permitted.

Reason: In the interests of visual and neighbouring amenity and the adequate provision of public open space

24. Prior to installation on site, an external lighting strategy shall be submitted to and approved in writing by, the Local Planning Authority. All external lighting shall be installed in accordance with the specifications and locations set out in the approved details and shall be maintained thereafter in accordance with these details. The approved details shall be implemented as approved prior to first occupation of the development.

Reason: In the interests of visual amenity.

Case Officer: Sarah Hazlewood Tel: 01527881720
Email: sarah.hazlewood@bromsgroveandredditch.gov.uk

21/01046/FUL

Full planning for a residential development with associated works, public open space and access from Perryfields Road

Land to the north of Perryfields Road, Bromsgrove B61
8TA

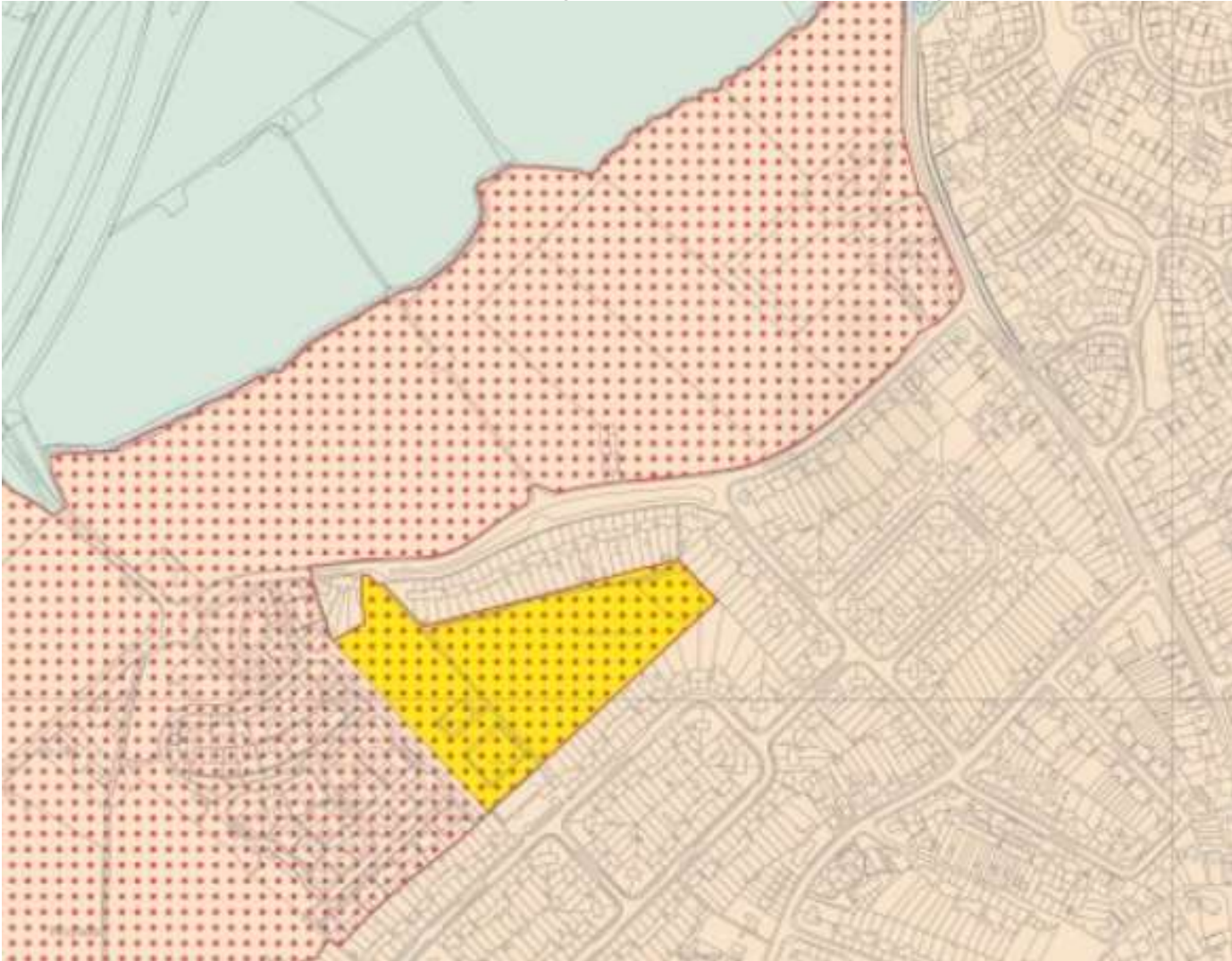
Recommendation:

Delegate to Head of Service to Grant Planning Permission
subject to conditions and a S106 agreement

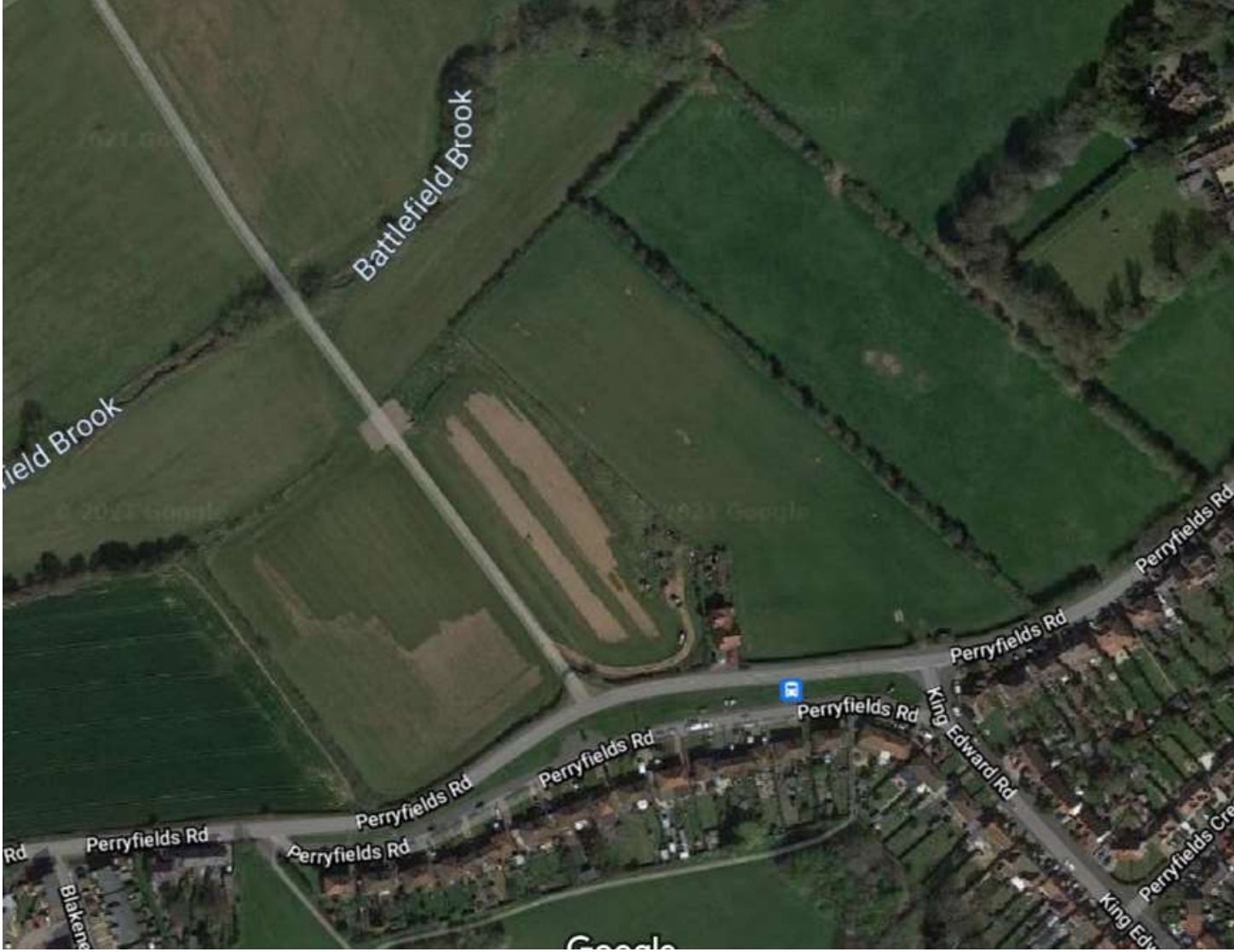
Site location plan



BDP Proposals Map



Aerial View



Site frontage



Proposed site plan



Proposed site with adjacent site overlay



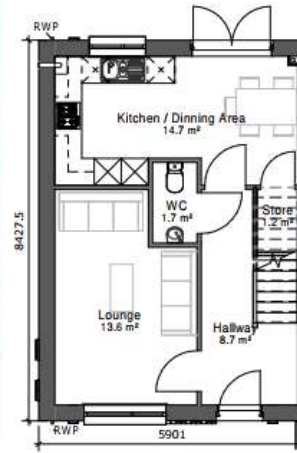
Proposed house types



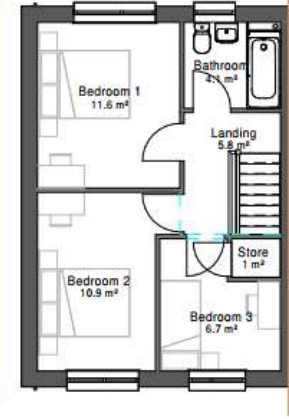
FRONT ELEVATION



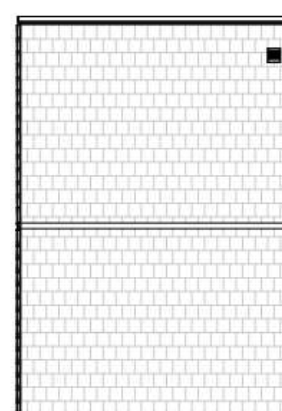
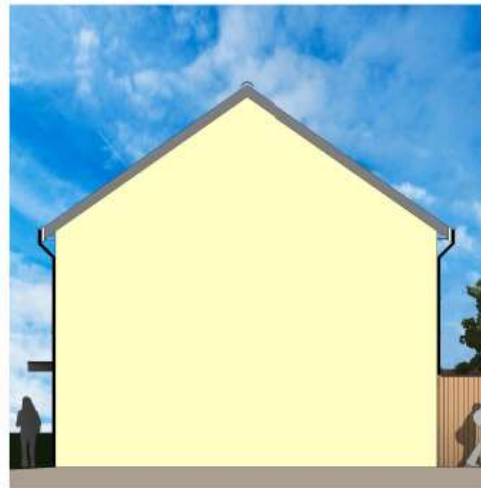
SIDE ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN



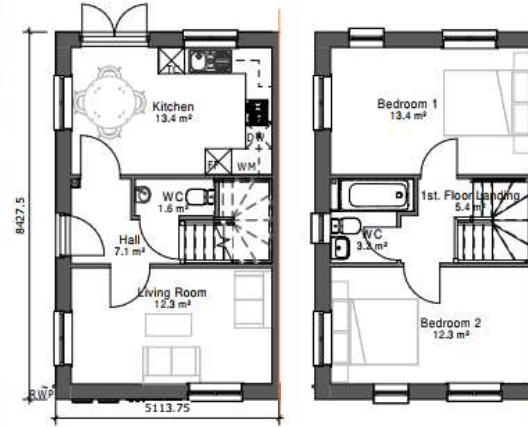
Proposed house types



Front Elevation.



Side Elevation.



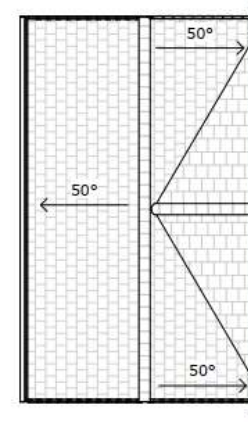
Ground Floor Plan. First Floor Plan.



Rear Elevation.



Yellow Hatch Denotes Party Wall



Roof Plan.

Proposed house types



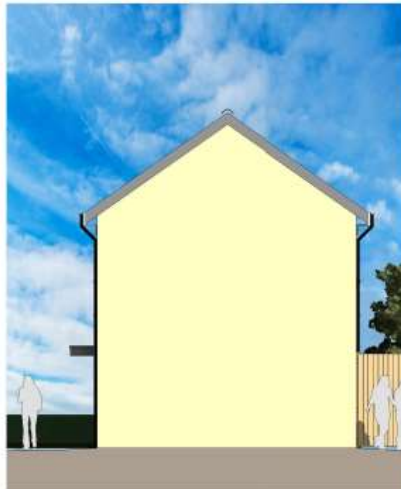
FRONT ELEVATION



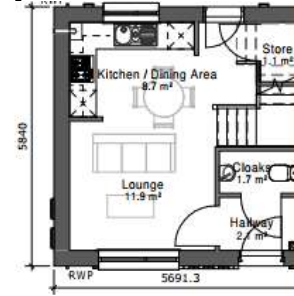
SIDE ELEVATION



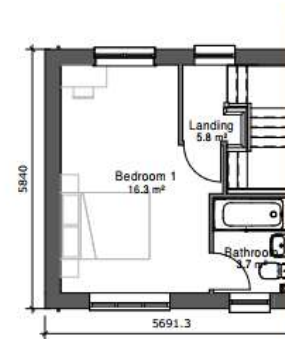
REAR ELEVATION



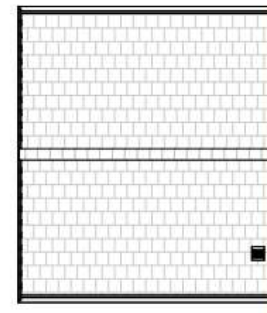
Yellow Hatch Denotes Party Wall



GROUND FLOOR PLAN



FIRST FLOOR PLAN



ROOF PLAN

Proposed street scenes



Street Scene A along main entrance road



Street Scene C - along Perryfield Road

This page is intentionally left blank

Agenda Item 9

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Mrs Rachel Wilkes	Single storey rear extension 40 Penshurst Road, Bromsgrove, Worcestershire, B60 2SN,	06.12.2021	21/01548/FUL

This application is being reported to the Planning Committee for consideration because the applicant is a Bromsgrove District Council employee

RECOMMENDATION: That planning permission be **GRANTED**

Consultations

Arboricultural Officer

Views awaited

Publicity

2 neighbour letters were sent on 2 November 2021 and expired 26 November 2021.

No neighbour representations have been received as a result of this publicity.

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles

BDP19 High Quality Design

Others

NPPF National Planning Policy Framework (2019)

NPPG National Planning Practice Guidance

Bromsgrove High Quality Design SPD

Relevant Planning History

17/00554/FUL	First Floor Side Extension	Approved 04.07.2017
B/2003/0007	House type alteration to that previously approved under B/1999/1266 to include conservatory to rear elevation.	Approved 17.03.2003

Proposal Description

The proposal involves the removal of an existing conservatory that will be replaced with a single storey extension to the rear of the property to provide a larger kitchen/dining/family area.

The proposed extension will project 3.2m from the rear of the dwelling and will finish in line with the existing garage to the side of house. The extension will have a flat roof with lanterns and materials used will match existing.

Site Description

Penshurst Road consists of a mix of detached properties and semi-detached properties. The application site is a detached dwelling with double garage located side onto Penshurst Road. A conservatory currently exists at the rear of the house. The side and rear of the property can be seen within the streetscene.

The rear garden contains a number of tree specimens.

Assessment of Proposal

The site is located within a residential area where it is considered that the principle of residential development is acceptable subject to Policy BDP19 of the Bromsgrove District Local Plan and guidance set out in the Bromsgrove High Quality Design SPD.

The proposed design of the extension is in keeping with the property and would not hinder the residential amenities of neighbouring occupiers. There will be no adverse impact on the streetscene. The views of the Tree Officer are currently awaited and I will update Members at your Committee.

The proposal is therefore acceptable and complies with Policy BDP19 of the District Plan, the provisions of the NPPF, and the Council's SPD on High Quality Design.

RECOMMENDATION: That planning permission be **GRANTED**

Conditions:

- 1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the grant of this permission.

Reason: In accordance with the requirements of Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2) The development hereby approved shall be carried out in accordance with the following plans and drawings:

21 - 044 - P100 - Existing & Proposed Site Location & Block Plan
21 - 044 - P101 - Existing & Proposed Ground & First Floor Plans
21 - 044 - P102 - Existing & Proposed Elevations
Materials in accordance with question 10 of the application form.

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

Plan reference 21/01548/FUL

Case Officer: Tara Ussher Tel: 01527 64252 Ext. 3220
Email: tara.ussner@bromsgroveandredditch.gov.uk

This page is intentionally left blank

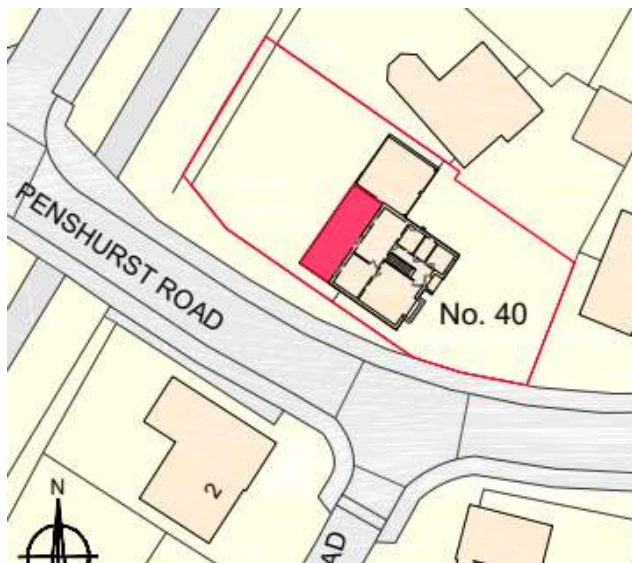
21/01548/FUL

40 Penshurst Road, Bromsgrove, B60 2SN

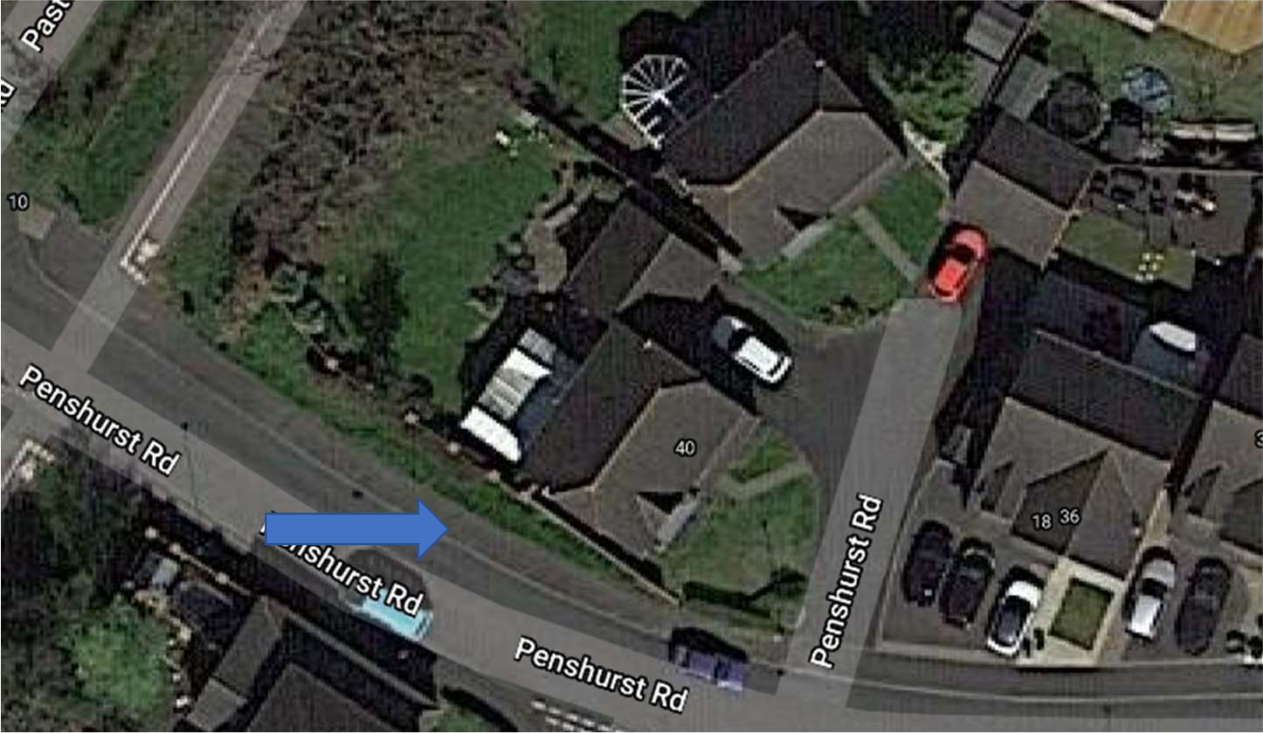
Single Storey Rear Extension

Recommendation : GRANT planning permission subject to Conditions

Site Block/Location Plan



Satellite View



Front of Property



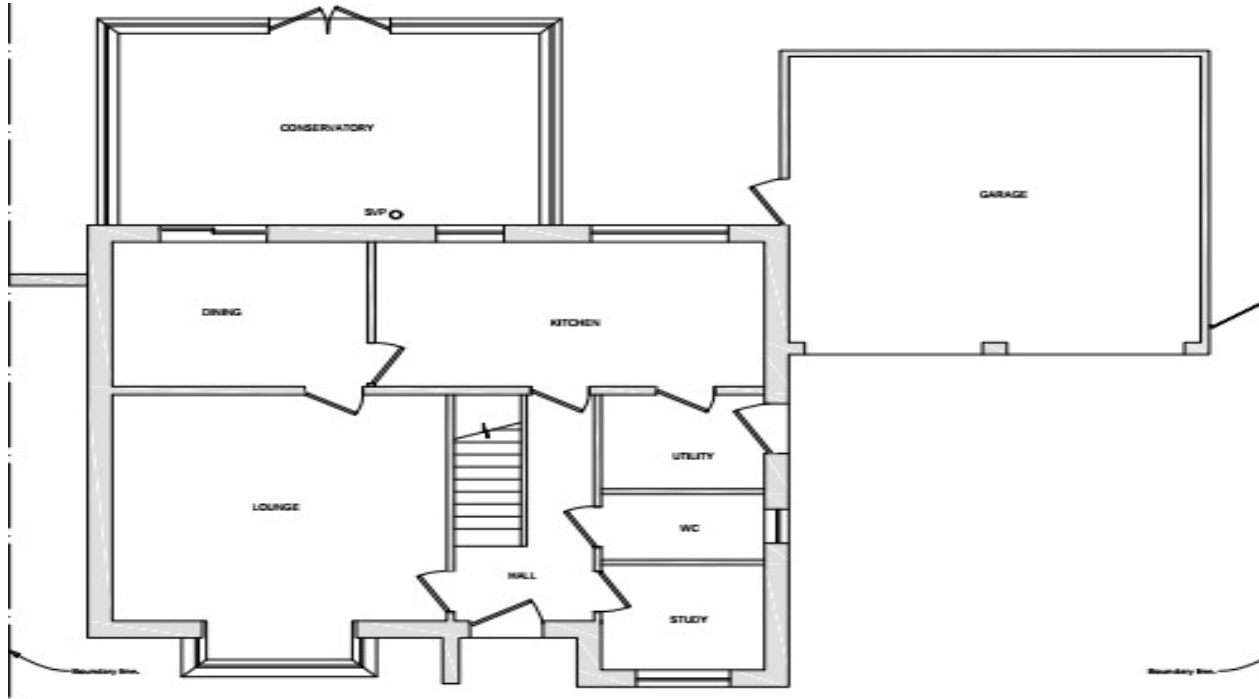
Side of Property



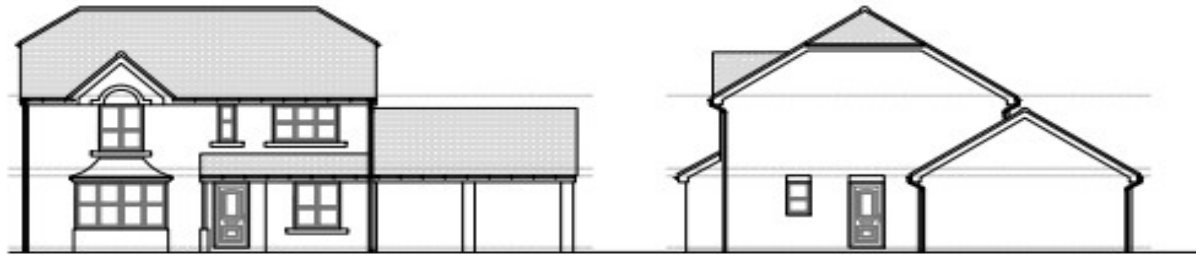
Rear of The Property



Existing Ground Floor Layout



Existing Elevations



EXISTING FRONT ELEVATION

EXISTING SIDE ELEVATION

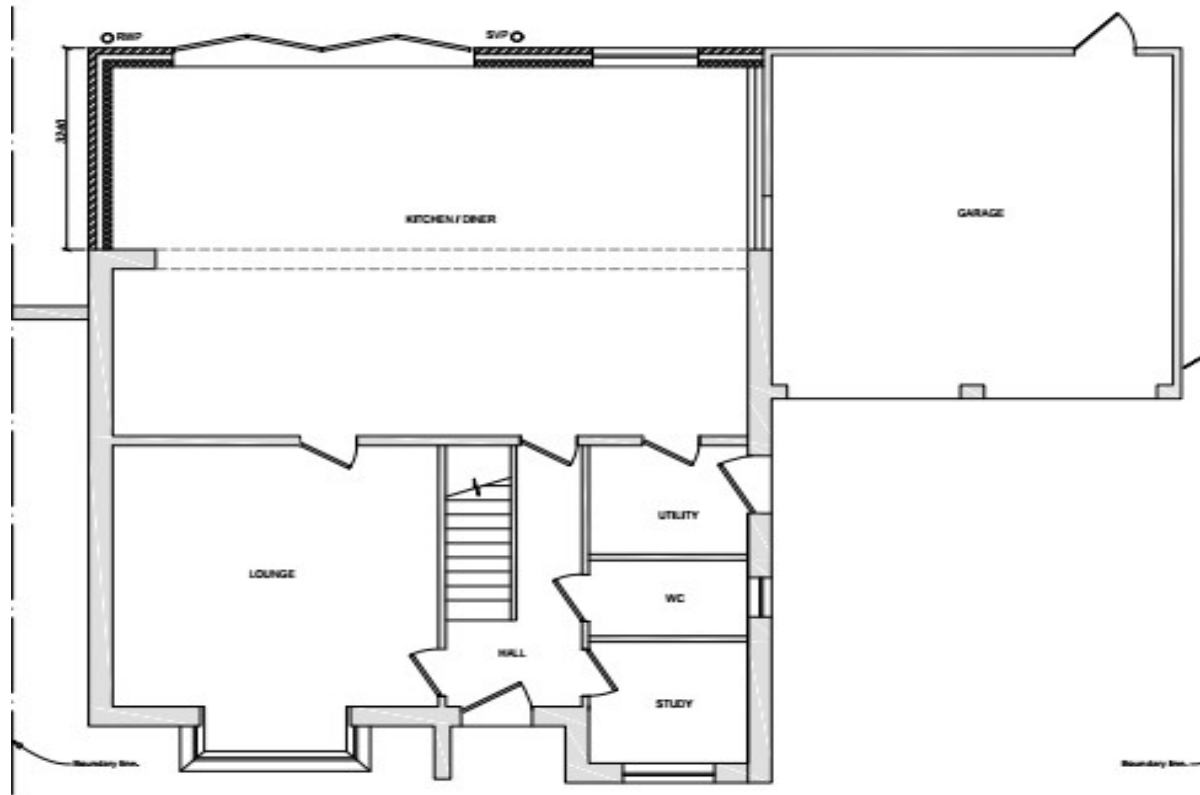
Existing Elevations



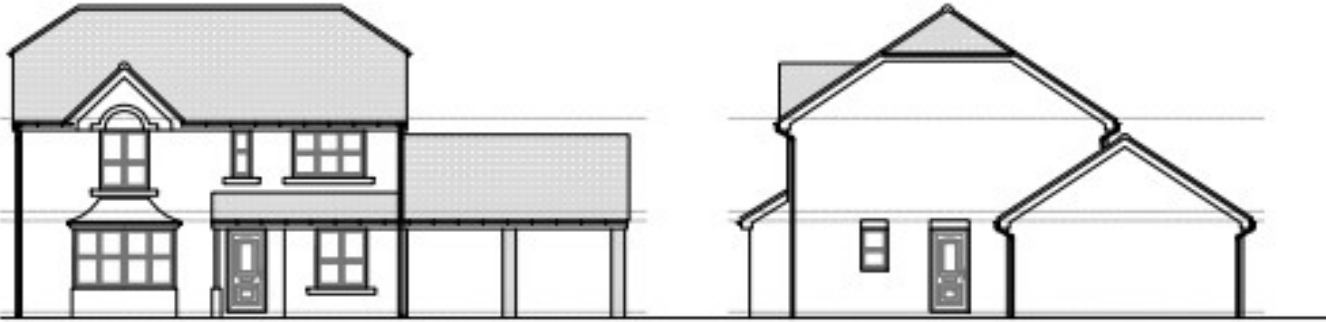
EXISTING REAR ELEVATION

EXISTING SIDE ELEVATION

Proposed Ground Floor Layout



Proposed Elevations



PROPOSED FRONT ELEVATION

PROPOSED SIDE ELEVATION

Proposed Elevations

