



## **BROMSGROVE DISTRICT COUNCIL**

### **MEETING OF THE PLANNING COMMITTEE**

**MONDAY 6TH NOVEMBER 2023**

**AT 6.00 P.M.**

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

**MEMBERS:** Councillors H. J. Jones (Chairman), M. Marshall (Vice-Chairman), A. Bailes, S. J. Baxter, D. J. A. Forsythe, E. M. S. Gray, R. Lambert, B. McEldowney, J. Robinson, J. D. Stanley and D. G. Stewart

### **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 4th September 2023 (Pages 7 - 12)
4. Updates to planning applications reported at the meeting (to be circulated prior to the start of the meeting)
5. 23/00869/REM - Resubmission of Reserved Matters Application of Phase 1 (21/01626/REM), 149 residential units on land abutting Stourbridge Road/Perryfields Road, which is in line with the Outline Planning Permission for 1,300 dwellings (application reference 16/0335) allowed at appeal under

reference APP/ P1805/W/20/3265948. The Reserved Matters application seeks consent in line with condition 1 for detailed matters of appearance, landscaping, layout, and scale. Land At, Perryfields Road, Bromsgrove, Worcestershire. Taylor Wimpey UK Ltd (Pages 13 - 66)

6. 22/01419/FUL - Development of 34 affordable dwellings, associated landscaping, siteworks and construction of new access from existing highway roundabout, Land To Rear Of 1-6 Smedley Crooke Place, Redditch Road, Hopwood, Worcestershire. Cawdor Capital (Hopwood) Ltd and Stonebond Properties (Pages 67 - 114)
7. 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.
8. To consider, and if considered appropriate, to pass the following resolution to exclude the public from the meeting during the consideration of item of business containing exempt information:-

**"RESOLVED:** that under Section 100 I of the Local Government Act 1972, as amended, the public be excluded from the meeting during the consideration of the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Part I of Schedule 12A to the Act, as amended, the relevant paragraph of that part, in each case, being as set out below, and that it is in the public interest to do so:-

<u>Item No.</u>	<u>Paragraphs</u>	
9	2 & 6	"

9. Enforcement Matters (Pages 115 - 120)

Sue Hanley  
Chief Executive (Interim)

Parkside  
Market Street  
BROMSGROVE  
Worcestershire  
B61 8DA

26th October 2023

**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](mailto:p.ross@bromsgroveandredditch.gov.uk)**

**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 Stream Link 6th Nov 2023](#)**

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

## **PUBLIC SPEAKING**

**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 to [p.ross@bromsgroveandredditch.gov.uk](mailto:p.ross@bromsgroveandredditch.gov.uk) by 12 noon on Thursday 2<sup>nd</sup> November 2023.**

**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 2<sup>nd</sup> November 2023.**

**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](http://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 and for any such items the live stream will be suspended and that part of the meeting will not be recorded.**



## **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.

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- 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.

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

at [www.bromsgrove.gov.uk](http://www.bromsgrove.gov.uk)

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## **BROMSGROVE DISTRICT COUNCIL**

### **MEETING OF THE PLANNING COMMITTEE**

**MONDAY, 4TH SEPTEMBER 2023, AT 6.00 P.M.**

PRESENT: Councillors M. Marshall (Vice-Chairman in the Chair), A. Bailes, S. J. Baxter, E. M. S. Gray, R. Lambert, J. D. Stanley and D. G. Stewart

Officers: Mr. D. M. Birch, Mr. M. Howarth, Mr. A. Hussain (via Microsoft Teams), Mr. D. Kelly, Mr. P. Lester, Ms. K. Hanchett, Worcestershire County Council Highways, Mr. S. Agimal, Worcester County Council Highways and Mr. G. Day.

26/23 **TO RECEIVE APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTES**

Apologies for absence were received from Councillors H. J. Jones, D. J. A. Forsythe, B. M. McEldowney and J. W. Robinson

27/23 **DECLARATIONS OF INTEREST**

There were no declarations of interest.

28/23 **TO CONFIRM THE ACCURACY OF THE MINUTES OF THE MEETING OF THE PLANNING COMMITTEE HELD ON 1ST AUGUST 2023**

The minutes of the Planning Committee meeting held on 1<sup>st</sup> August 2023, were received.

**RESOLVED** that the minutes of the Planning Committee meeting held on 1<sup>st</sup> August 2023, be approved as a correct record.

29/23 **UPDATES TO PLANNING APPLICATIONS REPORTED AT THE MEETING (TO BE CIRCULATED PRIOR TO THE START OF THE MEETING)**

The Chairman announced that there was a Committee Update which had been circulated to Members prior to the meeting commencing, with a paper copy also made available to Members at the meeting.

Members indicated that they had had sufficient time to read the contents of the Committee Update and were happy to proceed.

30/23

**21/01006/FUL - DEMOLITION OF EXISTING WORKSHOP/GARAGE AND THE REDEVELOPMENT OF THE SITE FOR MIXED USE, COMPRISING OF THE CONSTRUCTION OF 9 NO. DWELLINGS AND AN OFFICE BUILDING TOGETHER WITH THE CHANGE OF USE AND ALTERATIONS/EXTENSION TO 10 OLD BIRMINGHAM ROAD FOR USE AS OFFICES, TOGETHER WITH ASSOCIATED ACCESS, CAR PARKING AND LANDSCAPING WORKS. PAUL MATTY SPORTSCARS LTD, 12 OLD BIRMINGHAM ROAD, LICKEY END, WORCESTERSHIRE, B60 1DE. ARDEN PROPERTY INVESTMENTS LIMITED**

Officers presented the report and in doing so highlighted that the application was for the demolition of an existing workshop/garage and the redevelopment of the site for mixed use, comprising of the construction of 9 dwellings and an office building with associated access and landscaping works.

Officers presented the presentation slides, as detailed on pages 27 to 48 of the main agenda pack.

The proposed site plan detailed on page 31 of the main agenda pack, was presented to Members and the following elements were identified.

- 10 Old Birmingham Road was to be retained as an office and would receive some extension works.
- The existing access to 10 Old Birmingham Road would be extinguished and a new entrance servicing the whole of the site would be opened up immediately to its north.
- A new office block was to be constructed on the south side of the site.
- 9 new semi and detached dwellings were proposed, to be constructed on the northern part of the site.
- There would be a 3m high acoustic fence to mitigate noise reaching the proposed dwellings.

The Access to the site as shown on page 44 of the main agenda pack was detailed to Members. Officers clarified that there would be marking on the adjacent highway to help mitigate congestion caused by vehicular access to the site. Officers further clarified that the main agenda pack detailed the marking to be yellow box hatching, however, following further consultation with Worcester County Council (WCC) Highways, it was agreed to change this to “keep clear” markings.

Officers informed Members that the acoustic fence and orientation of the proposed office blocks were used to mitigate the noise pollution to the proposed residential properties, the efficiency of the proposed acoustic measures were detailed on page 45 of the main agenda pack. The measures would reduce the noise reaching the residential properties to acceptable levels. Officers further explained that the acoustic boundary treatment measures would be behind the existing retaining wall, a CGI image highlighting this was shown on page 48 of the main agenda pack.

# Agenda Item 3

Planning Committee  
4th September 2023

The Committee then considered the Application.

At the invitation of the Chairman, Mr. S. Stojavljevic, the planning agent, was invited to speak in support of the application.

Members queried the lack of Section 106 contributions for NHS Hereford and Worcestershire Clinical Commissioning Group (CCG) and WCC Community Transport. Officers informed Members that for contributions to be requested it had to be demonstrated that they were both specific and justified in relation to the development proposed, and that for this proposal, that requirement could not be satisfied.

The following points were clarified after questions from Members:

- The Design and access statement which was described as inadequate by the urban designer on page 13 of the main agenda pack, was a previous comment from January 2021 and had since been updated and accepted.
- That the Council did not have a 5-year housing supply, therefore, paragraph 11d stated that developments should be permitted unless the harm was so demonstrable.
- Condition 16 referred to drawing 24007 – 02 revision B, this revision was factually very similar to Revision C shown in the report and therefore, did not pose an issue being incorrectly referenced in the Condition.

Members sought clarity on the Section 106 requests made by WCC Highways for community transport. Karen Hanchett, WCC Highways, replied that a contribution towards community transport would assist the elderly/vulnerable including transport to medical appointments.

Members further discussed the transport links with the site and stated that the only bus service (number 202) did not travel past the community hospital, therefore, the contribution requested for Community Transport would be justifiable and Members requested that the contribution be accepted for the application.

**RESOVED** that delegated powers be granted to the Head of Planning, Regeneration and Leisure to determine the full planning application following:

- (a) The expiry of the consultation period on 18 September 2023 and in the event that representations were received, that delegated powers be granted to the Head of Planning, Regeneration and Leisure, in consultation with the Chairman of the Planning Committee, to assess whether new material considerations had been raised, and to issue a decision after the expiry of the statutory publicity period accordingly;

- (b) Subject to the Conditions as outlined on pages 20-25 of the main agenda pack, with the revisions as detailed on page 3 and 4 of the Committee Update Report; and
- (c) The provision of an appropriate legal mechanism to secure a contribution of £2070 towards Community Transport.

31/23

**23/00616/FUL - PHASED DEMOLITION AND CONSTRUCTION OF REPLACEMENT SCHOOL, INCLUDING NEW MULTI USE GAMES AREA (MUGA), LANDSCAPING AND ASSOCIATED WORKS. WASELEY HILLS HIGH SCHOOL, SCHOOL ROAD, RUBERY, WORCESTERSHIRE, B45 9EL. TILBURY DOUGLAS CONSTRUCTION LTD**

Officers presented the report and in doing so highlighted that the application was for the phased demolition and construction of replacement school buildings, including a new Multi Use Games Area (MUGA), landscaping and associated works for Waseley Hills High School, School Road, Rubery, Worcestershire, B45 9EL.

Officers presented the presentation slides, as detailed on pages 73 to 91 of the main agenda pack.

The location was situated entirely within the Greenbelt, however, as the development was a phased construction and the final design had all buildings situated within the current footprint of the school, Officers considered the development within the Greenbelt to be acceptable.

Officers further informed Members that the phased construction plan, was detailed on page 86 of the main agenda pack. It was further highlighted that the school proposed to remain open throughout the entire development and that the phasing of the development would enable this.

No objections were raised by WCC Highways and following further consultations and amendments, as detailed on page 4 of the Committee Update report, the initial objection from the Arboricultural Officer had been withdrawn, as they were now satisfied with the overall landscaping and planting scheme proposed.

At the invitation of the Chairman, Mr. T. Hallett, the planning agent, was invited to speak in support of the application.

The Committee then considered the application, which Officers had recommended be granted.

Members discussed the details of Condition 9 which required that the developers submitted details of a Construction Environmental Management Plan (CEMP). Members had expressed the opinion that in the interest of public safety, all construction traffic should not be active during school pickup/drop-off times. Additionally, Members requested

# Agenda Item 3

Planning Committee  
4th September 2023

that construction vehicles only travelled southwards and not north through the housing estate. Officers agreed to request additional information detailing lorry routes to be included in the CEMP.

Members further questioned the travel plan, as detailed under Condition 8. In that it stated that the policy should be in place within 12 months of occupation. However, the application was a phased development and was currently occupied. Karen Hanchett, WCC Highways clarified that the wording was a standard format for that sort of condition, but accepted that in this instance it was unsuitable, it was further agreed to amend the wording of the condition with Officers.

With regard to the travel plan, Members expressed the opinion that it was not ambitious enough and would like an increased target of a 10% reduction in vehicular traffic by the parents of students, it was noted that it was not possible to enforce how parents transported their children. However, Officers agreed to amend the condition to reflect a more ambitious target for BDC.

On being put to the vote, it was

**RESOVED** that Planning Permission be granted subject to the:

- a) Conditions, as outlined on page 65-72 of the main agenda pack, subject to the revisions, as detailed on page 5 of the Committee Update report; and
- b) Further revisions to Conditions 8 and 9 as detailed in the preamble above.

The meeting closed at 7.12 p.m.

Chairman

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Name of Applicant	Proposal	Expiry Date	Plan Ref.
Taylor Wimpey UK Ltd.	Resubmission of Reserved Matters Application of Phase 1 (21/01626/REM), 149 residential units on land abutting Stourbridge Road/Perryfields Road, which is in line with the Outline Planning Permission for 1,300 dwellings (application reference 16/0335) allowed at appeal under reference APP/ P1805/W/20/3265948. The Reserved Matters application seeks consent in line with condition 1 for detailed matters of appearance, landscaping, layout, and scale.	02.11.2023	23/00869/REM
	Land At, Perryfields Road, Bromsgrove, Worcestershire,		

## RECOMMENDATION:

- (1) MINDED to **APPROVE** Reserved Matters
- (2) That **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure to agree the final scope and detailed wording and numbering of conditions as set out in the list at the end of this report.

### Consultation

#### **Worcestershire Highways - Bromsgrove**

No objections subject to conditions in respect to the layout of the scheme, visibility splays and provision of crossing on Perryfields Road.

This current planning application is a resubmission of planning application 21/01626/REM. The Phase 1 development will take access from the proposed signalised junction with Stourbridge Road connecting via a new proposed spine road. This is the first section of the spine road and where, subject to agreement and consent from the Local Planning Authority, the spine road will continue to run through the site and connect at the southern end at Kidderminster Road as future parcels associated with the outline consent are promoted.

The section of the spine road relevant to this planning application has been designed in accordance with the principles agreed as part of the outline planning consent set by the Planning Inspectorate.

To achieve these established principles, a 6.1m wide road has been provided. There is localised widening at the bends along the spine road which is necessary to safely accommodate two-way traffic based on vehicle tracking data. The required 20mph design speed has been achieved through appropriate horizontal alignment.

Forward visibility at the bends along the spine road (25m) and junction visibility at

all the side roads (25m) will be provided in accordance with the required standard. All proposed footways adjacent to properties are 2m wide. There is a 3.5m wide shared foot/cycleway (active route corridor) provided on the northern side of the spine road which will provide the first section of the new shared provision secured as part of the outline consent.

The proposed turning heads are designed in accordance with the Streetscape Design Guide and there are 1m service margins provided at the back of all turning heads.

The Applicant also proposes to provide a direct dropped kerb crossing from the southern part of the site facilitating access for pedestrians to Perryfields Road. The proposed site layout and the proposed uncontrolled dropped-kerb crossing have been subject to independent Road Safety Audits (RSA). The findings of the RSAs have been considered by Worcestershire County Council as the overseeing organisation.

The internal layout is considered acceptable to WCC, and it accords with the adopted WCC Streetscape Design Guide. Please note WCC will not adopt footpaths/ links shown in the areas of public open space.

There are 358 spaces proposed. The proposed parking levels associated with Phase 1 are in accordance with the minimum requirements as set out the adopted WCC Streetscape Design Guide.

A supporting Transport Statement (TS) has been produced as part of this planning application. The TS provides an overview of transport matters, discusses concerns raised by Members as part of the previous planning application (including highway safety and severe impacts on the transport network) and seeks to address the specific issues raised by Members.

On the matters of highway safety raised by Members, this important consideration is also given the highest priority during the appraisal and consultation process by the Highway Authority.

The available evidence demonstrates that adequate visibility is provided across the entire site (both forward visibility and visibility from the side roads), adequate widths are provided on roads (including widening on the bends on the spine road accommodating buses as an identified bus route), the required 20mph design speed can be achieved, footways are provided (2m wide) and the proposed active travel corridor is 3.5m wide. Independent RSAs have been undertaken and submitted as part of this application.

The proposals submitted have been scrutinised and the Highway Authority advises that the appropriate highway design principles have been applied to the layout by the Applicant.

The TS notes that concerns have been raised on the horizontal alignment of the proposed section of spine road resulting in severe impacts on the road network and unacceptable highway safety impacts. It is understood that the concerns raised are based on the spine road becoming less attractive due the curvature proposed as compared to a straighter alignment of road thereby resulting in traffic having wider impacts on the local road network than anticipated.

Noting that these concerns have been raised, this matter has been considered and the Highway Authority does not consider the proposed alignment would result in the residual cumulative impacts of development on the road network being severe, nor result in an unacceptable impact upon highway safety (Para. 111) in accordance with the National Planning Policy Framework (2023).

Further updated submissions of the proposed active route corridor adjacent to the spine road were submitted in October 2023. The latest iteration of the proposal shows an unsegregated 3.5m shared facility. It is understood that a number of options have been considered by the Applicant relating to providing light-segregation between cyclists and pedestrians, via lining, whilst maintaining a width of 3.5m. The Highway Authority requested an RSA was undertaken on any updated design option for the active route corridor. One problem and recommendation was identified in the RSA which is set out below: -

*Problem: - A 3.5 metre wide shared use footway/cycleway is preferable to a 1.75 metre segregated route. Firstly, the wider space allows for easier passing and overtaking, reducing overall conflicts between cyclists and pedestrians. It also provides more room for individuals with mobility aids or prams/pushchairs and additionally, the increased width provides a buffer zone between the edge of the path and other users.*

*Recommendation: - It is therefore recommended that a 3.5 metre wide shared use path is provided.*

As a result of the findings, the designer has accepted the recommendation and proposed to pursue an unsegregated 3.5m shared facility. The Highway Authority has reviewed the findings of the RSA and the most recent scheme and raises no objection.

## **Mott MacDonald**

To summarise, we have reviewed the evidence presented in the revised Reserved Matters application for Phase 1 of the Perryfields development (reference number 23/00869/REM) and considered our own additional high-level assessment of the differences between the route and a notional alternative, more direct, alignment. This has been undertaken to consider further the matters most central to the reason for the refusal of the previous application.

The core evidence that underpins the assessment remains the Transport Assessment carried out in the assessment of the outline application, which was subject to significant scrutiny by an Inspector at appeal. That assessment is comprehensive in scale and considers the traffic impacts of the full development and its wider impacts on Bromsgrove as a whole.

This review does not find evidence that the impacts of apparent changes in the alignment of the route between the outline and reserved matters proposal to be significant in traffic terms. Relatively small changes in the design strategy with implications for localised traffic flow are an ordinary course of the evolution of the design for a development of this scale. Such individual changes are unlikely to lead to a significant reassignment of traffic, nor are they likely to be deterministic of an alternative strategy being required, such as a

different set of offsite mitigations. The design of the spine road in phase 1 is therefore in keeping with the consented strategy and does not depart in a way that is significant from the traffic basis of the previous assessment.

## **Active Travel England**

ATE recommends approval of the application, subject to conditions and/or obligations.

The original site plan showed shared paths for pedestrians and cyclists on both sides of the development spine road. This arrangement is not the preferred approach for urban and residential areas: Manual for Streets, and Gear Change advise that for both pedestrians and cyclists, physical segregation of space within the highway creates more desirable walking, wheeling and cycling environments.

Following discussion with the applicant and local planning authority (LPA), ATE invited the submission of a plan showing a dedicated two-way cycleway along the northern side of the spine road and in front of plots 33-41 with a new footpath through the landscape buffer.

ATE is of the view that a cycleway with separate footpath provision and footway on the other side of the carriageway would be generally compliant with national standards and the NPPF in terms of giving priority to pedestrian and cycle movements. ATE suggested that these separate routes have equal widths preferably wider than 1.75m for each route. ATE notes the findings of the RSA that relates to the active route corridor but ATE emphasise that a segregated route would provide dedicated space for pedestrians and cyclists to move through the development without conflict.

However, ATE does not consider it appropriate to raise objection at this stage in the process and would advise that consideration be given to the use of a TRO (double yellow lines) along the highway adjacent to the shared path to protect cyclists from car doors being opened into the route, but also to discourage pavement parking. ATE would also suggest the use of coloured asphalt for the cycleway section of the shared path for clarity purposes.

ATE note the addition of the footpath through the landscape buffer which will provide an alternative, more attractive route for walking and wheeling, particularly for leisure purposes and suggest a self-binding gravel be used to ensure the path is suitable for all users, including those in wheelchairs and mobility scooters.

## **National Highways**

No objection.

## **Environment Agency**

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

## **North Worcestershire Water Management**

No objection. This site falls predominantly within flood zone 1 (low risk of fluvial flooding) with areas of higher risk along the corridor of the Battlefield Brook. The site is also generally not susceptible to surface water flooding aside from some areas of flood risk again along the corridor of the Battlefield Brook and in the North Eastern area of the site.

We do not hold any reports of flooding within the site (which as non-developed land is to be expected), but we do hold reports of flooding downstream along the Battlefield Brook and along nearby highways. It is therefore important that the rate and volume of surface water from the developed site does not exceed the greenfield values.

There is a need for the battlefield brook naturalisation / diversion work to be completed as part of this phase 1 as this work is critical to the modelled flood levels.

## **Severn Trent Water Ltd Consulted**

No comments received.

*Comments on previous application 21/01626/REM*

*No objection to the proposals in principle.*

## **WRS - Contaminated Land**

*Comments on previous application 21/01626/REM*

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

## **WRS - Noise**

The submitted CEMP appears satisfactory in regard to the noise and dust control elements.

## **WRS - Air Quality**

No objection.

## **Urban Designer**

Overall, it is considered that there are a number of positive design features including the additional leisure pedestrian path and connections through to the 'Living Space' development. Welcome some of the car parking arrangements where they are tucked in between dwellings to reduce car dominance along frontages and the incorporation of chimney features on some of the key buildings, landmarks and gateway entrance which help to articulate the roof scape and bring variety and interest at that level.

However, there are aspects of the layout that could be improved in respect to car parking arrangements, architectural details and landscaping proposals.

## **Ecology**

No comments received.

*Comments on previous application 21/01626/REM*

*No objection*

*A Habitat Management Plan (HMP) has been submitted as part of the reserved matters documents with respect to planning Condition 8. We are satisfied that the HMP will meet the requirement for condition 8.*

*A Water Vole Protection Plan has been submitted as part of the reserved matters documents with respect to planning condition 29. We support the WVPP and agree that water vole populations should be protected from the works provided that all of the measures detailed within the WVPP are adhered to. As such, the WVPP provides sufficient evidence to discharge condition 29 for this phase.*

## **Worcestershire Archive and Archaeological Service**

No objection.

### **Community Safety Manager**

*Comments on previous application 21/01626/REM*

*In general terms the layout as proposed is positive with a 'circled wagons' block arrangement which offers protection to rear and side boundaries of individual units provided that the gated access to the units is robust. There is some good natural surveillance of facing properties in the main.*

*A total of seven cul-de-sac's are created accessed from the main thoroughfare although these are permeable to pedestrians. Cul-de-sacs are viewed positively from a crime prevention point of view as they encourage the challenge of strangers and psychologically deter hostile reconnaissance as criminals perceive there are reduced avenues of escape.*

*The main thoroughfare is not straight, looping around a block of units, this is positive as straight runs of thoroughfares on other developments has seen issues with excess speed from residents causing noise disturbance and danger to pedestrians.*

*No objection to the footpath link onto Perryfields Road.*

### **Natural England**

No objection.

### **Arboricultural Officer**

*Comments on previous application 21/01626/REM*

*The layout creates an incursion by the road network and parking areas into the BS5837:2012 Root Protection Areas (RPA) of trees T41, T46, T47, T48 and G45. Therefore, any section of the road network or parking areas that incur into the RPA of these trees will need to be installed by use of a suitable grade of No Dig construction over the existing ground levels including any curb edge feature and be porous in nature including the surface wearing course to the specification as shown C-1948-06 Rev D.*

*The feeder access road link to the site of Stourbridge Road starts to feed into the site in close proximity to T60 and T61 which are subject to protection under Bromsgrove District Council Tree Preservation Order (4) 2022. There is a small area of landscaping shown as retained around the base of these trees, but the existing ground levels will need to be retained within this landscaped area to ensure that no root damage is caused to them the trees. There is also a path shown passing through the landscaped area which will run within the RPA of these trees and therefore will need to be installed by use of a suitable grade of No Dig method of construction. It is unclear what the intentions regarding the ground level management in this area which I request are confirmed.*

*The EDP 2 Tree Removal Plans show an intention to remove only a section of H75 however all of this hedge line has been removed. There is no intention shown within the landscape plans submitted to plant any new hedging on this boundary which I therefore request is considered.*

*The landscape proposal submitted contains a suitable range and grade of species mix and varieties of plant that will give an acceptable level of structure and seasonal interest to the scheme and there is acceptable.*

## **Housing Strategy**

Note that affordable housing does not reach the 30% threshold and consider this as acceptable so long as the shortfall is secured under phase 2 of the Perryfields development.

## **Publicity**

Public consultation has taken place as follows:-

169 neighbour letters sent out on 14<sup>th</sup> August 2023 (expire 7<sup>th</sup> September 2023)

Site notices displayed 10<sup>th</sup> August 2023 (expire 3<sup>rd</sup> September 2023)

Press notice published on 18<sup>th</sup> August 2023 (expire 04<sup>th</sup> September 2023)

3 public representations received raising the following issues:-

- The road is not viable to support through traffic as an alternative route connecting Stourbridge and Kidderminster Roads. The route plans will increase congestion in Bromsgrove town centre at both Parkside traffic lights and the Waitrose roundabout bringing traffic in from Kidderminster.
- Drivers will use side streets as a rat run which already has major problems every time a small set of road works are done. Additional 1300 homes will increase traffic still further.
- Devalue existing properties.
- Extra traffic, noise and pollution. Impact on the flora and fauna.
- Perryfields Road is currently a designated sign posted route which avoids the need for traffic to enter the town centre or cut through residential areas. If it is to close as proposed, then its replacement should not be permitted to snake through the houses as shown in these plans. This will inevitably mean that vehicles will be parked along its length together with an array of traffic calming measures which will prevent/discourage through traffic.
- When Perryfields Road was closed recently it was clear to see the knock on effects at the town centre Stourbridge Road crossroads, with traffic backing up along Kidderminster Road and Stourbridge Road, despite it being the school holidays. I feel this would be the norm if the developer is allowed to proceed with this design.
- The Access and Movement Plan for the outline application shows the spine road as the “main movement route corridor” and as the exact route. The latest submitted proposal for approval by the reserved matters application deviates from the conditioned main movement corridor approved by the Inspector. The straight through route as approved by the Inspector has now been lengthened and four additional bends added. The new proposal also adds residential properties built on both sides of this road for half its length, which was presented to the Inspector as public open space along its entire length. Thus, I maintain that the submitted layout proposal is not in accordance with the applicable approved plan (19378 47H Figure 3.6 Parameter Plans - Access & Movement Plan) Specified in Condition 4 of the Inspector’s outline planning consent.

## **Dodford with Grafton Parish Council**

- Concern about the volume of traffic and its knock-on effects for residents of Dodford during the development and after it is completed. Also troubled by the constant muddle about the proposed road layouts and lack of coordination of the whole development causing concerns by residents, Parish Councillors, District and County Councillors and action groups.

## **The Bromsgrove Society**

- The applicant has not shown that the traffic and highway safety impacts of the proposed phase 1 spine road will be acceptable at the A448 Market Street / B4091 Stourbridge Road / Birmingham Road / A448 The Strand (Parkside) junction.
- The applicant has not shown that the traffic and highway safety impacts of the proposed phase 1 spine road will be acceptable in the Sidemoor residential area or country lanes to the west of the M5.
- The applicant has not shown that the proposed phase 1 spine road will provide a safe means of access to the conditioned industrial, office and local centre developments within the Perryfields Town Expansion Site.
- Consequently, it appears to The Bromsgrove Society that the granting of planning consent for phase 1 of the Perryfields Town Expansion Site would NOT be compliant with paragraph 111 of the National Planning Policy Framework, or Policies BDP1.4(a), BDP5A.7(e) and BDP16.1 of the Bromsgrove District Plan 2011-2030.

## **Site Description**

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

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

## **Proposal Description**

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

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

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

The provision of dwellings is as follows:-

Open market housing

5 No. 2 bedroom dwellings

56 No. 3 bedroom dwellings

46 No. 4 bedroom dwellings

Total 107 dwellings

Affordable housing

27 No. 2 bedroom dwellings

13 No. 3 bedroom dwellings

2 No. 4 bedroom dwellings

Total 42 dwellings

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

Provision of informal open space would be in the form of a multi-functional green and blue infrastructure corridor providing a variety of plant species and incorporating a sustainable drainage system (SuDs) adjacent to Battlefield Brook. An additional informal leisure footpath is also proposed that will run parallel to Battlefield Brook. A pumping station and substation are proposed in this area of the site.

A smaller informal non equipped open space area is also proposed next to Perryfields Road providing footpath links to Perryfields Road and the neighbouring residential development Living Space. The uncontrolled dropped-kerb crossing onto Perryfields Road negotiated under the previous application also forms part of this application.

Footpath and cycle links have been provided within the scheme that link into the Living Space residential development scheme. An active route corridor is proposed along the northern side of the spine road to provide a shared cycle/footpath route to encourage easy access for cycling and walking opportunities to ensure less reliance on the car.

The Reserved Matters to be considered under this application are:

- **Layout** - the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development. This includes the internal road configuration.
- **Scale** - the height, width and length of each building proposed within the development in relation to its surroundings;
- **Appearance** - the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture; and
- **Landscaping** - the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes—
  - (a) screening by fences, walls or other means;
  - (b) the planting of trees, hedges, shrubs or grass;

- (c) the formation of banks, terraces or other earthworks;
- (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
- (e) the provision of other amenity features

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

## **Relevant Policies**

### **Bromsgrove District Plan**

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

### **Others**

National Planning Policy Framework (2023)  
National Planning Practice Guidance  
Bromsgrove High Quality Design SPD  
National Design Guide

## **Relevant Planning History**

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

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

The Planning Inspector considered and allowed the Reserved Matter of access. This included consideration of traffic movement and highway safety together with a proposed

mitigation package and approved 2 vehicular access points into the site from Stourbridge Road and Kidderminster Road.

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

- Condition 1 details of the access, appearance, landscaping and scale in that phase to be submitted and approved.
- Condition 4 development to be carried out in accordance with approved plans which included detailed vehicular access plans off Stourbridge Road and parameter plans that provided indicative details in respect to access and movement, open space and green infrastructure, development heights, noise mitigation and drainage.
- Condition 6 requires a Design Code.
- Condition 8 requires a Habitat Management Plan.
- Condition 9 requires a programme of archaeological work.
- Condition 10 requires a Construction Environmental Management Plan.
- Condition 12 requires drainage details.
- Condition 13 requires a preliminary risk assessment in respect to contamination.
- Condition 14 requires protection of all trees and hedges to be retained.
- Condition 18 requires finished ground floor levels.
- Condition 20 requires the submission of soft landscaping works.
- Condition 21 requires the submission of hard landscaping works.
- Condition 22 requires details of boundary treatment.
- Condition 23 requires a landscape management plan.
- Condition 24 requires details of communal public open space.
- Condition 28 requires details for the diversion of Battlefield Brook.
- Condition 29 requires details for the protection and/or mitigation of water voles.
- Condition 30 requires details of external lighting.
- Condition 31 Travel plan.
- Condition 36 requires details of water efficiency.
- Condition 37 Finished floor levels.

Planning application 21/01626/REM was submitted for 149 residential units on land abutting Stourbridge Road/Perryfields Road and included details to address conditions 8, 12, 18, 20, 21, 22, 23, 24, and 31 for Phase 1 of the overall development. This application was considered at Planning Committee on 3 July 2023 and was refused for highway related reasons.

### **Assessment of Proposal**

This application is a resubmission of planning ref: 21/01626/REM considered at Planning Committee on 3 July 2023. The application was refused permission for the following reason:-

1. Having regard to the configuration of the road layout and its highway design solution to reduce traffic speed, the scheme would have an unacceptable impact on highway safety and the residual cumulative impacts on the road network would be severe as set out in paragraph 111 of the National Planning Policy Framework

and would be contrary to Policy BDP1.4(a), Policy BDP5A.7(e) and Policy BDP16.1 of the Bromsgrove District Plan 2011-2030.

Whilst the layout and overall design of the scheme has not changed from the previous application, supporting information (Transport Statement (TS)) has been submitted to address the highway concerns that form part of the refusal reason. These issues are considered within the Highway Matters section of this report. Members are encouraged to read the Transport Statement in full.

## **Phasing**

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

## **Layout**

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

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

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

Generally, there is a sense of spaciousness within the proposed housing layout. Whilst many of the plots have private rear garden areas in excess of the spacing standards set out in the Council's High Quality Design SPD for private amenity space, some are substandard. It is important to consider the overall proposal holistically and, in this

context, the slight shortfall in garden lengths/areas is not considered to be significantly harmful. Furthermore, the Council does not have a 5 year supply of housing land currently. Given the physical constraints of this site, the provision of open space proposed for this phase, and the overall benefits associated with the provision of 149 new dwellings, including 42 affordable units, the proposal is considered acceptable.

The major urban design criteria is connectivity. Generally, the layout relates well on this criterion, for pedestrians, cyclists, and vehicles, with links to the neighbouring Living Space residential development, as well as Stourbridge Road. However, permeability directly onto Perryfields Road was considered to be restricted due to the established hedgerow and third party land. A footpath link onto Perryfields Road adjacent to the smaller open space area to the southern boundary of the site forms part of the development to improve permeability. The provision of this footpath link does involve the removal of approximately 78m of hedgerow in order to achieve the access and adequate visibility. This footpath (and uncontrolled crossing point across Perryfields Road) and the internal footpath that links to the Living Space development will offer occupiers alternative options to access facilities rather than relying on the use of the car.

The section of hedgerow to be removed along Perryfields Road mainly contains Elm which will in time, die out. Therefore, it would be appropriate to replace the hedgerow with a better-quality hedge for the longer term. The Tree Officer has no objections to the removal of the hedgerow and requested that the hedge be replaced outside the proposed visibility splay.

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

## **Scale**

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

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

A total of 6 No. bungalows are also proposed providing a variety of roof heights as well as an interesting streetscene, but also provides for those who benefit from ground floor only living. In respect to the previous scheme, no concerns were raised by Members of the Committee in respect to the scale of the development. Therefore, the scale of the development is considered acceptable.

## **Appearance**

A total of 18 housetypes form part of this phased scheme. The scheme reflects similar architectural details from neighbouring properties in Perryfields Road, as well as the new adjacent Living Space residential development. The housetypes provide visual interest to

the streetscene ensuring that this development integrates into its setting in accordance with Policy BDP19, and the Council's SPD on High Quality Design.

A limited materials palette is proposed featuring brickwork and render for the units encouraging distinctiveness and wayfinding throughout the site. The same materials palette will be used on both market and affordable housing to ensure that the development is well integrated and tenure blind. Roads, footways and driveways are generally intended to be a tarmac finish.

Boundary treatment details have also been submitted which show a combination of brick screen walling and a variety of timber fencing styles of varying heights. The Council's Urban Designer considers that there are several positive design features including the additional leisure pedestrian path and connections through to the 'Living Space' development. The car parking arrangements, the incorporation of chimney features on some of the key buildings, landmarks and gateway entrances help to articulate the roof scape and bring variety and interest at that level. Some minor amendments have been made to the scheme following receipt of the Urban Design comments. The changes include the following:-

- New brick added to the Materials Layout.
- Additional chimneys to plots (shown in House type brochure & Street Scenes) at plots Bambleford (Plots 1 & 2), Ayleford (Plots 36 & 102) and Rightford (Plot 94 & 140).
- POS and Plot landscaping updated to accommodate additional trees and planting.
- Bungalow re-elevated to reflect characteristics of opposite existing dwellings at plots 144 and 145.

In respect to the previous scheme, no concerns were raised by Committee Members in respect to the design and appearance of the dwellings proposed. The size, appearance and architectural detailing of the dwellings is acceptable, and the minor revisions described above will serve to provide an enhanced scheme. As such the scheme accords with policies BDP5A7.g), BDP19, the Council's High Quality Design SPD, the outline planning permission, and the NPPF.

## **Landscaping**

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

A linear area of open space will be provided along Battlefield Brook and will be multifunctional in use providing visual amenity value, biodiversity benefits including SuDS ponds. Enhancements are proposed to the brook. North Worcestershire Water Management and the Environment Agency are happy with the overall enhancement works proposed. Plans submitted under this resubmission application also shows an additional informal leisure footpath that runs alongside the brook to enhance the use of this open space area.

An informal open space area is proposed adjacent to Perryfields Road and will be adjacent to footpath links to the neighbouring Living Space residential development as well as Perryfields Road.

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

## **Housing Mix**

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

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

The affordable housing tenure is proposed to be split between shared ownership (17 units) and social rent (25 units). These units would be provided in clusters across the whole of the phased scheme. In addition, in respect to Policy BDP5A.7b there is a provision of 6 No. bungalows addressing housing need for the elderly.

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

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

## **Highway Matters**

As mentioned above the previous application 21/01626/REM was refused for highway related reasons due to concerns summarised as follows:-

- Why did the main spine road need to meander? Could this happen on other phases resulting in a longer drive whilst using this route.
- What other traffic calming measures could be used to keep traffic to 20mph whilst maintaining a straighter route.

- Concern relating to the potential highway impact on existing residents of the surrounding areas, resulting in cumulative impact with speed and increase in traffic on the other roads.

The supporting Transport Statement (TS) has been submitted to address the above concerns that led to the refusal of the previous application. Relevant points made in the TS are highlighted below:-

- The development received an outline consent on Appeal (the Inquiry) in August 2021. At the time of the Appeal no objection was being made by either the Highway Authority, Worcestershire County Council, or the Planning Authority, Bromsgrove District Council, on transport, traffic or accessibility grounds.
- The Inspector for the appeal, identified one of the 'main issues' as the effect of the proposal on highway safety and the operation of the highway network. The sustainability credentials of the development were a high priority for the scheme design and were tested rigorously at the Appeal.
- The outline development has been approved on the basis of the traffic impacts reported at the Inquiry, with the Inspector concluding there is no demonstrable evidence to indicate that the proposal would lead to harm to highway safety or to severe impacts on the network. As such the proposal would accord with Paragraph 111 of the NPPF.
- The Access and Movement Parameter Plan is an approved outline plan. The spine road layout on this plan is indicative only, with, as the plan states, the 'exact route to be agreed'. This is also summarised in the transport evidence submitted to the Inquiry with the eventual alignment of the spine road through the site to be confirmed. The transport work, including the modelling work, assessed the situation on this basis.
- The Phase 1 design is a more detailed version of the indicative outline design presented at the Inquiry. The principle behind the spine road at outline application stage was that it should prioritise active travel and a pedestrian scale environment, and whilst rat run from one end to the other would be possible, it would be by design not encouraged. Its primary purpose is access, and to create 'place'.
- To assist with judgements about traffic effect a microsimulation model of the town, including the site and the spine road through the site, was constructed, and scenarios tested. This model enabled estimates of effect, including journey time through the town, as a result of developments and other changes, including the delivery of the development. This was reported on at the Inquiry.
- The base model was calibrated and validated based on comprehensive traffic surveys in the town. These surveys identified that Perryfields Road was not a significant rat run or desire line for through traffic. Little traffic had a desire to move between Stourbridge Road and Kidderminster Road via Perryfields Road.
- Therefore, where, by design, that route was made less attractive for through traffic as a result of the development there was little consequent effect on the rest of the network. There was no significant redistribution of existing traffic, and certainly not to any extent that matters in the policy context.
- There is little in principle difference between the indicative alignment of the spine road in the consented development, and the more detailed alignment in Phase 1. It makes no difference in the traffic modelling context. The model is not sensitive to that small a change, and if it were, there is no significant traffic movement that could be redistributed in any event.

- Therefore, there is no discernible difference between traffic demand between the outline indicative spine road layout and the more detailed Phase 1 spine road layout.
- The detailed spine road layout in Phase 1 has been designed to perpetuate the feeling of pedestrian scale and 'place' and to minimise the dominance of motor vehicles, whilst still allowing for them. It does this by minimising vehicle speeds, which is achieved naturally through curves and frontages.
- Other traffic calming options were considered such as a traffic island, chicanes (built out with bollards), feature squares and central splitter islands. However, it became apparent that the only solution within this phase would be to include the bends in the road to slow traffic to the desired speed.

### **Response to the proposal from associated Highway consultees**

Worcestershire County Highways recall the concerns raised by Members at Planning Committee in respect to the previous application. County Highways acknowledge that the TS provides an overview of transport matters and seeks to address the specific issues raised by Members.

County Highways refer to the TS and notes its evidence that demonstrates that adequate visibility is provided across the entire site (both forward visibility and visibility from the side roads), adequate widths are provided on roads (including widening on the bends on the spine road accommodating buses as an identified bus route), the required 20mph design speed can be achieved, footways are provided (2m wide) and the proposed active route corridor is 3.5m wide.

Independent RSAs have been undertaken and submitted as part of this application. The proposals submitted have been scrutinised and the Highway Authority advises that the appropriate highway design principles have been applied to the layout by the Applicant.

The TS notes that concerns have been raised on the horizontal alignment of the proposed section of spine road resulting in severe impacts on the road network and unacceptable highway safety impacts. It is understood that the concerns raised are based on the spine road becoming less attractive due the curvature proposed as compared to a straighter alignment of road thereby resulting in traffic having wider impacts on the local road network than anticipated.

Noting that these concerns have been raised, this matter has been considered and the Highway Authority does not consider the proposed alignment would result in the residual cumulative impacts of development on the road network being severe, nor result in an unacceptable impact upon highway safety in accordance with the National Planning Policy Framework (2023).

Mott MacDonald have reviewed the evidence and considered their own additional high-level assessment of the differences between the route and a notional alternative, more direct, alignment. The core evidence that underpins the assessment remains the Transport Assessment that formed part of the outline application and was subject to significant scrutiny by the Inspector at appeal. That assessment is comprehensive in scale and considers the traffic impacts of the full development and its wider impacts on Bromsgrove as a whole. No evidence can be found that the impacts of apparent changes in the alignment of the route between the outline and reserved matters would be significant in traffic terms. The design of the spine road in phase 1 is therefore in keeping

with the consented strategy and does not depart in a way that is significant from the traffic basis of the previous assessment.

It is evident that the two Highway Advisors for the Council are satisfied that the layout of the spine road accords with the outline application. The design and layout of the spine road is acceptable from highway safety viewpoint as well as achieving the maximum speed of 20 mph having considered other options prior to opting for the curvature route.

### **Active Route Corridor**

Members will recall that in the previous application, a shared cycle/footpath route would be provided and run parallel to the spine road (apart from where the road curves within the site). Members will also recall that negotiations were held to ensure the provision of a footpath link to Perryfields Road, as well as other footpath links to the adjacent Living Space residential scheme.

Since the submission of the previous application, it is now required that Active Travel England (ATE) be consulted on schemes that fall within the following thresholds:-

- 150 dwellings or more.
- Mixed-use or commercial developments with a floor space of 7,500sq.m or more.  
or
- Where the overall area of the development is 5 hectares or more.

Active Travel England (ATE) has been established as an executive agency of the Department of Transport. It has the overall objective of delivering increases in active travel to 50% of all journeys in urban areas. ATE have been consulted on this resubmission application.

Following comments from ATE, revisions were made to the active route corridor. In addition, an RSA was also submitted as result of the changes. The RSA recommended that a 3.5 metre wide shared use path be provided, clarifying that a 3.5 metre wide shared use footway/cycleway is preferable to a 1.75 metre segregated routes for cyclists and pedestrians. The final layout plan shows the shared route to be a 3.5 m with no line marking.

ATE note the recommendations in the RSA. Whilst their preference would be for a segregated route for pedestrians and cyclists, they support the proposal at this stage of the process. ATE have recommended that double yellow lines be provided along the highway adjacent to the shared path to protect cyclists from car doors being opened into the route, but also to discourage pavement parking. ATE also acknowledge the additional footpath through the landscape buffer as this will provide a more attractive route for walking and wheeling, particularly for leisure purposes.

County Highways note the findings of the RSA and acknowledge that the final iteration of the route is now an unsegregated 3.5m shared facility to reflect the recommendations set out in the RSA. The Highway Authority has reviewed the findings of the RSA and the most recent scheme and raises no objection to the proposal.

In response to the ATE's request for double yellow lining, County Highways have clarified that the provision of double yellow lines or other restrictions could be delivered at the highway technical approval stage if they are considered necessary.

## Ecology

A Habitat Management Plan and a Water Vole Protection Plan have been submitted to address conditions 8 and 29. These have previously been considered acceptable to the Council's Consultant Ecologist. The Environment Agency have also previously commented on the Water Vole Protection Plan and recommended minor amendments that have been incorporated within the Protection Plan.

## Contamination

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

## Drainage

North Worcestershire Water Management (NWWM) have considered the drainage details including detailed designs of SuDS ponds etc. Some clarification is required on some minor drainage details, however, NWWM support the proposal.

## Public response to the proposal

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

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

The applicant has provided the following additional information to address issues raised by third parties:

- The Access and Movement Parameter Plan, which is an approved outline plan, provides an indicative route for the spine road in red hatching stating 'exact route to be agreed'. The Legend does not state that the final route is to be agreed within the indicative red hatching, but on an indicative scale. As a result, this provides scope to tailor the final exact route following potential further discussion or technical work. The transport work, including the modelling work, assessed the situation on this basis.
- The detailed spine road layout in Phase 1 has been designed to perpetuate the feeling of pedestrian scale and 'place' and to minimise the dominance of motor vehicles, whilst still allowing for them. It does this by minimising vehicle speeds.
- This Phase 1 detailed highway design has been the subject of extensive joint working between the Applicant and Worcestershire County Council (WCC).
- The current application layout for Phase 1 has been influenced by, and agreed with, the highway authority. In particular, the layout reflects the highway authority's aim, and also the aim agreed at the Inquiry, to minimise speeds at a consistent speed at 20mph or less, in accord with its guidance.

- Impact of Development at the Parkside Junction - To assist with concerns about traffic effect, a microsimulation model of the town, including the site and its spine road has been constructed, and scenarios tested. This model enabled estimates of effect, including journey time through the town as a result of the development. The base model was based on comprehensive traffic surveys in the town which identified that Perryfields Road was not a significant desire line for through traffic. Therefore, where that route was made less attractive for through traffic as a result of the development, there was little consequent effect on the rest of the network including the Parkside junction. The proposed alignment of the spine road makes no difference to the traffic model. The model is not sensitive to that small a change, and if it were, as identified by the baseline survey, there is no significant traffic movement to be redistributed in any event. Therefore, there is no discernible difference in traffic demand between the outline indicative spine road layout and the more detailed Phase 1 spine road layout.
- Access from B4091 Stourbridge Road to the Perryfields Town Expansion site by large vehicles - As stated above, the Phase 1 highway design has been the subject of extensive joint working between the Applicant and the highway authority. The current application layout for Phase 1 is influenced by and agreed with the highway authority, including the desire to minimise speeds at a consistent speed at 20mph. It became apparent that the only solution within Phase 1 of the site was to include bends in the road to slow traffic to the desired speed. WCC were clear that the bends would need to be designed to allow buses and large vehicles including fire tender and refuse wagons to navigate the road and therefore the design had to be tracked and the kerb channel lines widened to accommodate these larger vehicles.
- Rerouting of Perryfields Road through traffic - Changes in traffic flows and travel times between Stourbridge Road and Kidderminster Road via the spine road, which will replace Perryfields Road, were considered during the Appeal. It was concluded that the replacement of Perryfields Road with the spine road will have minimal impact on journey times along key corridors assessed within the model network as well as journey times across the network as a whole. In the modelled scenario, which included the majority of Perryfields Road through traffic reassigning as a result of the Development, journey time changes on the rest of the network were insignificant. These journey time changes were not considered significant, and therefore not severe in the planning context.
- There is no technical evidence or advice that supports the comments made by third parties. All the evidence and professional judgement that exists leads to a conclusion that the Phase 1 design is suitably safe and does not result in a residual cumulative traffic effect that is severe in the policy context.

## Conclusion

This is an allocated development site. Outline planning permission with the Reserved Matter of Access was allowed on appeal in 2021. Whilst some of the private rear gardens are less than the spacing standard set out in the High Quality Design SPD when assessed holistically against the policies of the District Plan the proposal is considered to comply.

The Reserved Matters under consideration are found to comply with the relevant conditions imposed by the Planning Inspector and to the NPPF.

In the planning balance and taking account of material planning considerations, the development as a whole is considered to be acceptable and subject to the conditions set out below, is recommended for approval.

## RECOMMENDATION:

- (1) MINDED to **APPROVE** Reserved Matters
- (2) That **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure to agree the final scope and detailed wording and numbering of conditions as set out in the list at the end of this report.

## Conditions:-

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

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

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

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

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

Reason: In the interests of highway safety.

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

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

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

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

Plan reference 23/00869/REM

**Case Officer:** Sharron Williams Tel: 01527 534061 Ext 3372  
Email: [sharron.williams@bromsgroveandredditch.gov.uk](mailto:sharron.williams@bromsgroveandredditch.gov.uk)

# 23/00869/REM

Resubmission of Reserved Matters Application of Phase 1 (21/01626/REM), 149 residential units on land abutting Stourbridge Road/Perryfields Road, which is in line with the Outline Planning Permission for 1,300 dwellings (application reference 16/0335) allowed at appeal under reference APP/ P1805/W/20/3265948. The Reserved Matters application seeks consent in line with condition 1 for detailed matters of appearance, landscaping, layout, and scale.

Page 35

Land At, Perryfields Road, Bromsgrove

**Recommendation:** MINDED to APPROVE Reserved Matters and that DELEGATED POWERS be granted to the Head of Planning, Regeneration and Leisure to agree the final scope and detailed wording and numbering of conditions as set out in the report.

Agenda Item 5

# Site location plan



# Site layout plan

Page 37

MIX BREAK DOWN	
PRIVATE	UNITS
1 Bed	0
2 Bed	5
3 Bed	56
4 Bed +	46
<b>Total</b>	<b>107</b>
AFFORDABLE	
AFFORDABLE	UNITS
1 Bed	0
2 Bed	27
3 Bed	13
4 Bed	2
<b>Total</b>	<b>42</b>
Total	UNITS
Private	107
Affordable	42
<b>Total</b>	<b>149</b>



Agenda Item 5

Legend

- |  |   |   |  |
|--|---|---|--|
|  | Application Boundary                        |  | Main Movement Route Corridor<br>(Including Foot / Cycle Path.<br>Exact Route to be Agreed) |
|  | Areas Excluded from<br>Application Boundary |  | Highway Connection Restricted<br>- No Through Access for Motor Vehicles                    |
|  | Main Access                                 |  | Existing PROW to be Diverted<br>Through Development  |
|  | Existing Highway<br>(Subject to Alteration) |  | Existing PROW / Bridleway  |
|  | Existing Highway Access                     |  | Existing Sustrans Route (NCN5)<br>& PROW   |
|  | Existing Highway Retained                   |  | Existing Public Right of Way /<br>Bridleway / Sustrans Access                              |

- A** Footpath Route to be Provided Between A, B, D, E, F, G & H
- F** Footpath Route to be Provided Between F & J, G & J
- B** Footpath Route to be Provided Between B & C
- K** Cycle Route & Footpath to be Provided Between K & L

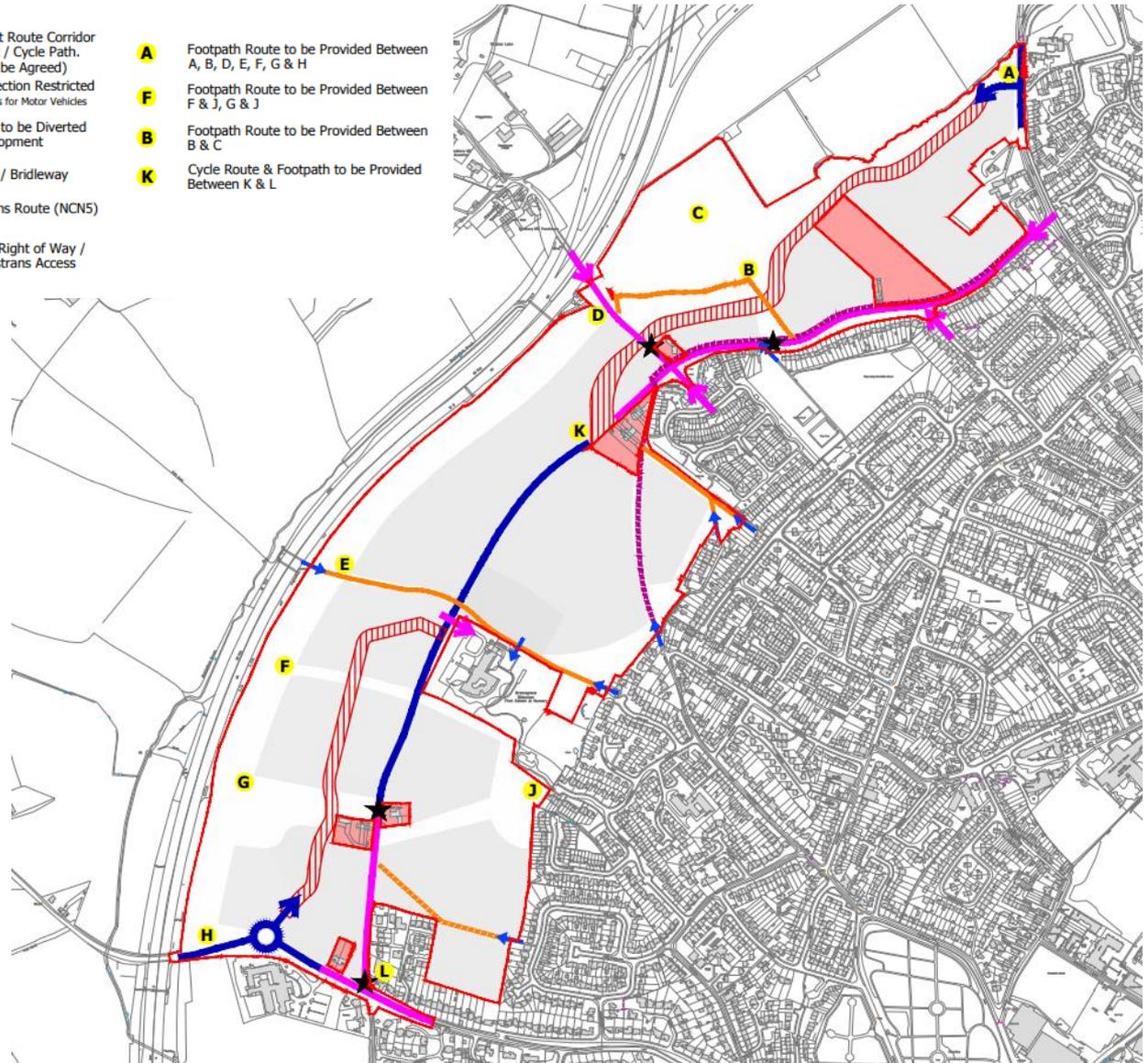


Figure 3.6  
Parameter plans  
Access and  
Movement  
(outline application plan)

For information purposes  
for this presentation



---

## Appeal Decisions

Inquiry Held on 25-28 May and 1 June 2021

Site visits made on 20 May and 29 May 2021

by **Mike Worden BA (Hons) DipTP MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 5<sup>th</sup> August 2021

---

### Appeal A

Appeal Ref: **APP/P1805/W/20/3265948**

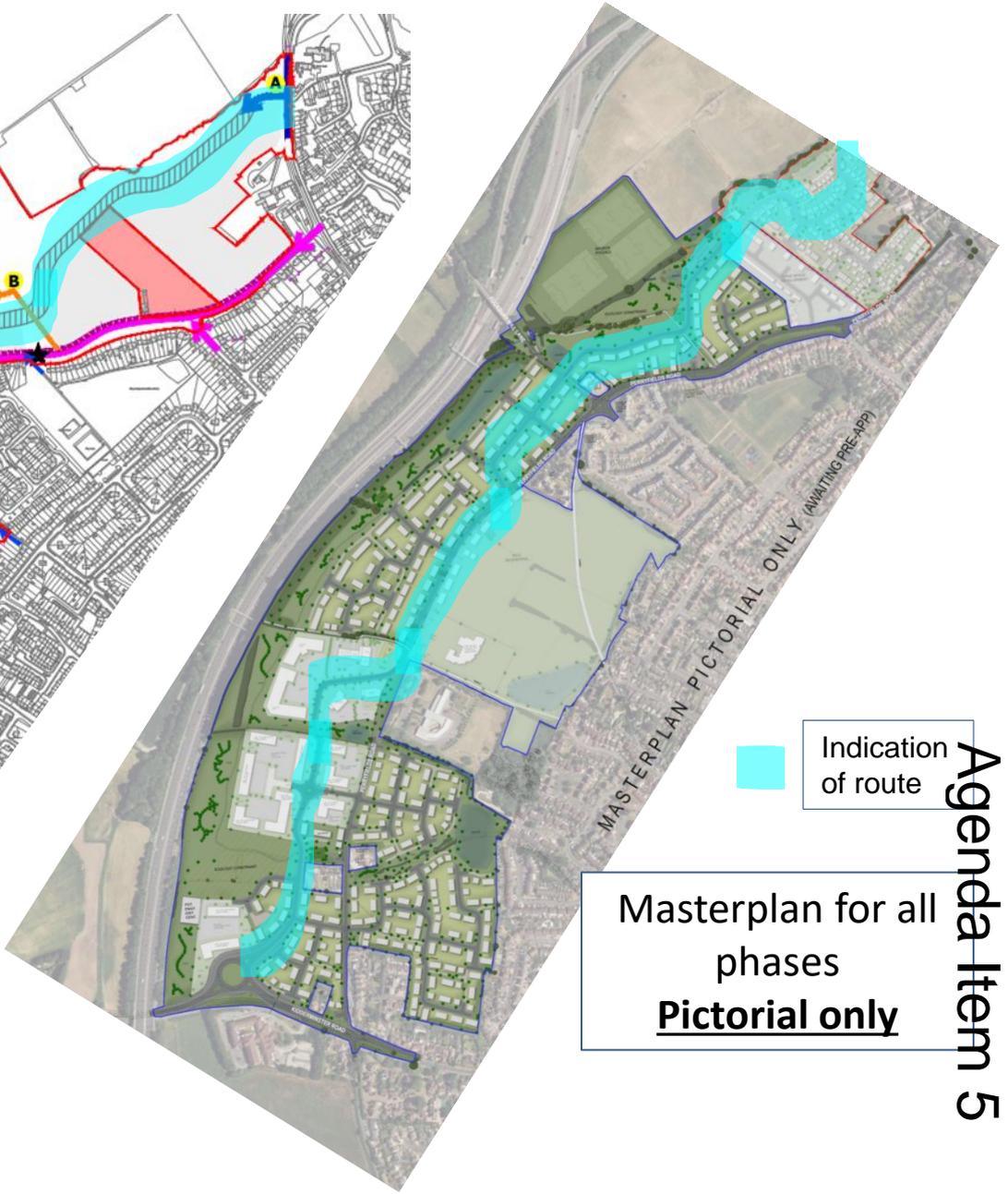
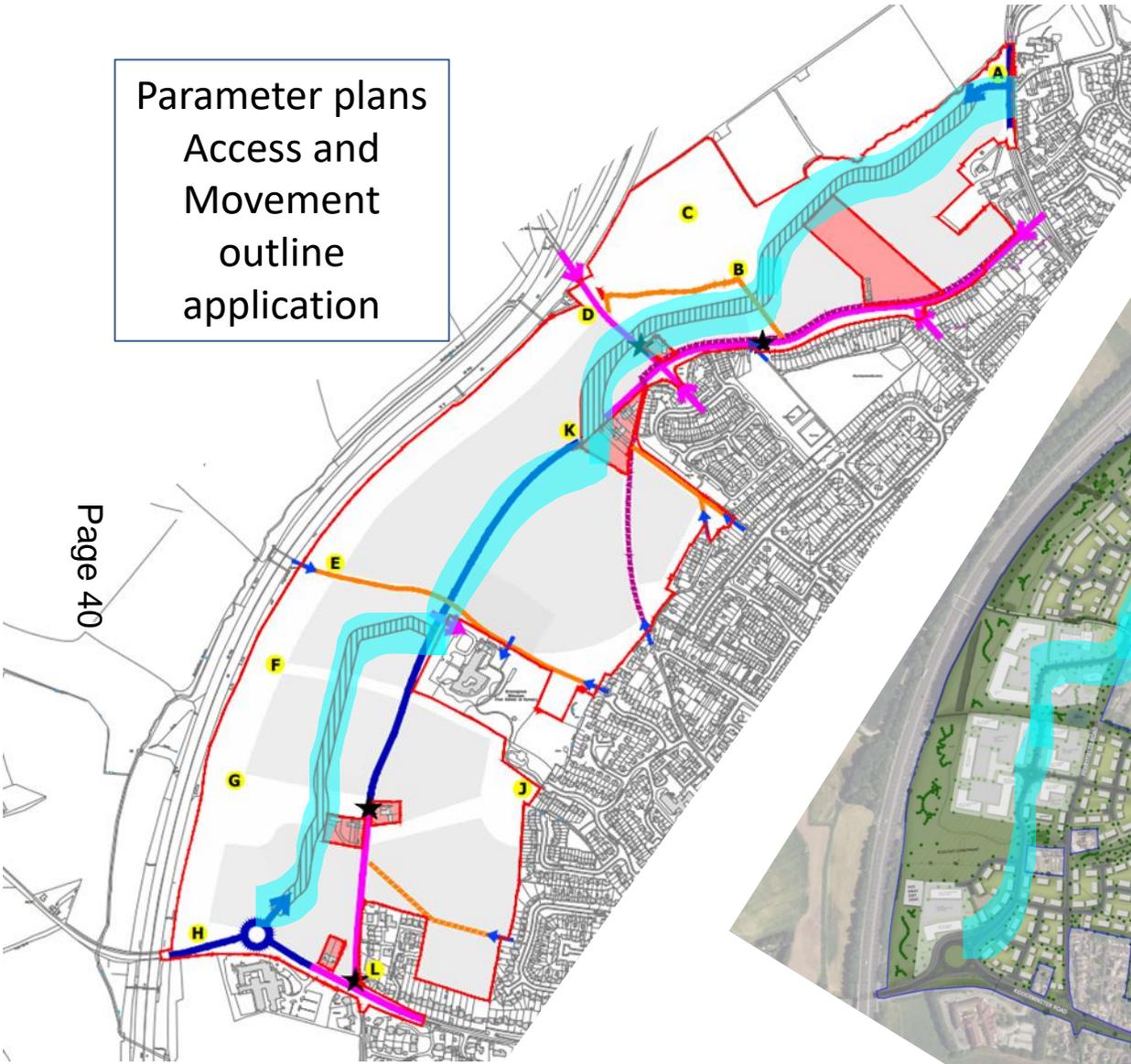
Land at Perryfields Road, Bromsgrove

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for outline planning permission.
  - The appeal is made by Taylor Wimpey UK Ltd against Bromsgrove District Council.
  - The application Ref 16/0335/DUT, is dated 23 March 2016.
  - The development proposed is outline application for the phased development of up to 1300 dwellings (C3); up to 200 unit extra care facility (C2/C3); up to 5ha of employment (B1); mixed use local centre with retail and community facilities (A1, A2, A3, A4, A5, D1); First School; open space; recreational areas and sports pitches; associated services and infrastructure (including sustainable drainage, acoustic barrier); with matters of appearance, landscaping, layout and scale (including internal roads) being indicative and reserved for future consideration, except for details of the means of access to the site from both Kiddeminster and Stourbridge Road, with associated highway works (including altered junctions at Perryfields Road/Kiddeminster Road and Perryfields Road/Stourbridge Road) submitted for consideration at this stage.
- 

27. A spine road would run through the site and would be designed for speeds of 20mph in order to create an environment conducive to cycling and walking. This is consistent with the Local Plan transport policies for the site and for the district as a whole in seeking good design and to create more opportunities for sustainable transport.

Parameter plans  
Access and  
Movement  
outline  
application

Page 40



Indication  
of route

Masterplan for all  
phases  
**Pictorial only**

Agenda Item 5

# Connectivity Plan

- PEDESTRIAN CONNECTION/ROUTE
- CYCLE CONNECTION
- LEISURE PEDESTRIAN PATH
- COMBINED PEDESTRIAN/CYCLE ROUTE

Page 41



Agenda Item 5

# Street scenes



# Street scenes

Page 43



STREET SCENE D-D



STREET SCENE F-F



STREET SCENE E-E



STREET SCENE G-G

Agenda Item 5

# CHARACTER AREAS

KEY:

CENTRAL AREA



CORE AREA



GREEN EDGE



# Sample of housetypes



FRONT ELEVATION  
END/SEMI DETACHED



SIDE ELEVATION  
GABLE END (RIGHT)



REAR ELEVATION  
END/SEMI DETACHED



GROUND FLOOR PLAN (END)



FIRST FLOOR PLAN (END)

PHASE 1, PERRYFIELDS ROAD, BROMSGROVE

GRP CHIMNEY TO  
PLOTS: 1 & 2 ONLY



FRONT ELEVATION  
END/SEMI DETACHED



SIDE ELEVATION  
END/SEMI DETACHED



REAR ELEVATION  
END/SEMI DETACHED



GROUND FLOOR PLAN (END/SEMI)



FIRST FLOOR PLAN (END/SEMI)



Page 46

ETA 32 - BRAMBLEFORD (BRAM) GREEN EDGE

1:100@A3

Taylor  
Wimpey

PHASE 1, PERRYFIELDS ROAD, BROMSGROVE

Agenda Item 5

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GRP CHIMNEY  
TO PLOT:  
102 ONLY



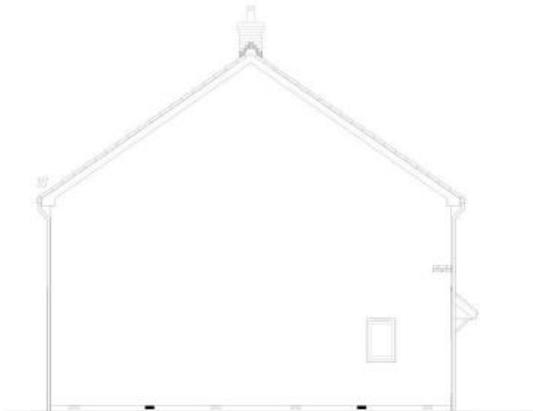
FRONT ELEVATION  
DETACHED



SIDE (RIGHT) ELEVATION  
DETACHED



REAR ELEVATION  
DETACHED



SIDE (LEFT) ELEVATION  
DETACHED



GROUND FLOOR PLAN (DETACHED)



FIRST FLOOR PLAN (DETACHED)

Page 47

**ETA 41 - AYLEFORD (AYL) CORE 1:100@A3**

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**PHASE 1, PERRYFIELDS ROAD, BROMSGROVE**

**Agenda Item 5**



FRONT ELEVATION  
END/SEMI DETACHED  
(Plot 93 only)



SIDE ELEVATION  
END/SEMI DETACHED



REAR ELEVATION  
END/SEMI DETACHED



GROUND FLOOR PLAN (END/SEMI)



FIRST FLOOR PLAN (END/SEMI)

# ETA 32 - BRAMBLEFORD (BRAM) CENTRAL RENDER

1:100@A3

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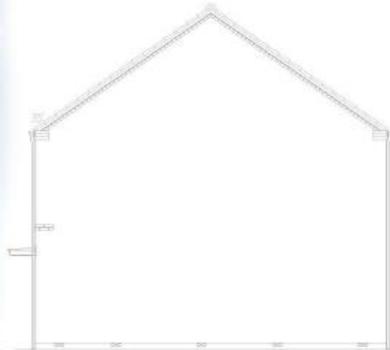


PHASE 1, PERRYFIELDS ROAD, BROMSGROVE

Agenda Item 5



FRONT ELEVATION  
DETACHED



SIDE ELEVATION  
DETACHED



REAR ELEVATION  
DETACHED



SIDE ELEVATION  
DETACHED



GROUND FLOOR PLAN



FIRST FLOOR PLAN

ETA 46 - RIGHTFORD (RIG) GREEN EDGE 1:100@A3

Taylor Wimpey

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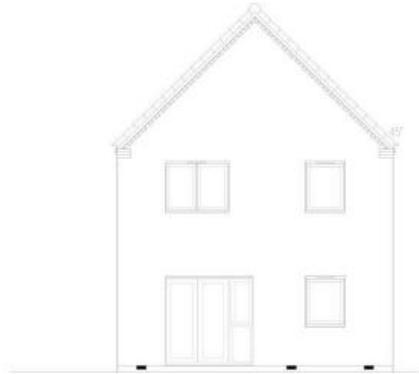
PHASE 1, PERRYFIELDS ROAD, BROMSGROVE



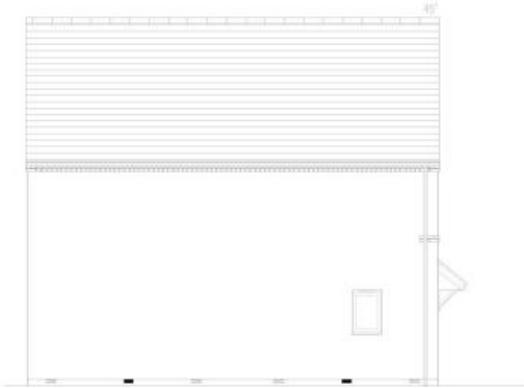
FRONT ELEVATION  
DETACHED



SIDE (RIGHT) ELEVATION  
DETACHED



REAR ELEVATION  
DETACHED



SIDE (LEFT) ELEVATION  
DETACHED



GROUND FLOOR PLAN (DETACHED)



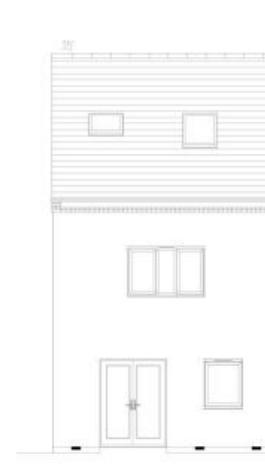
FIRST FLOOR PLAN (DETACHED)



FRONT ELEVATION  
END/SEMI DETACHED



SIDE ELEVATION  
END/SEMI DETACHED



REAR ELEVATION  
END/SEMI DETACHED



GROUND FLOOR PLAN (END/SEMI)



FIRST FLOOR PLAN (END/SEMI)



SECOND FLOOR PLAN (END/SEMI)

ETB 32 - OWLTON (OWL) GREEN EDGE

1:100@A3

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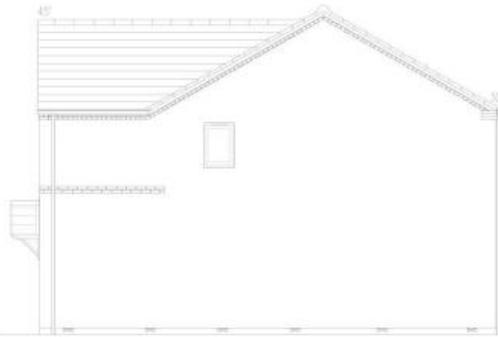
**Taylor  
Wimpey**

PHASE 1, PERRYFIELDS ROAD, BROMSGROVE

Agenda Item 5



FRONT ELEVATION  
DETACHED



SIDE (LEFT) ELEVATION  
DETACHED



REAR ELEVATION  
DETACHED

Page 52



SIDE (RIGHT) ELEVATION  
DETACHED



GROUND FLOOR PLAN



FIRST FLOOR PLAN

**ETG 42 - CORKHAM (COR) CENTRAL RENDER**

1:100@A3

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Wimpey**

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**PHASE 1, PERRYFIELDS ROAD, BROMSGROVE**

**Agenda Item 5**

GRP CHIMNEY TO PLOTS:  
43, 57, 99, 110 ONLY



SIDE (LEFT) ELEVATION  
DETACHED

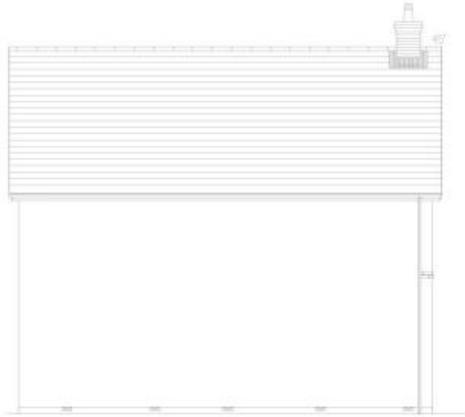


FRONT ELEVATION  
DETACHED



SIDE (RIGHT) ELEVATION  
DETACHED

Page 53



REAR ELEVATION  
DETACHED



GROUND FLOOR PLAN



FIRST FLOOR PLAN

# ETT 31 - AYNESDALE (AYN) GREEN EDGE

1:100@A3

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PHASE 1, PERRYFIELDS ROAD, BROMSGROVE

Agenda Item 5



FRONT ELEVATION  
END/SEMI DETACHED



SIDE ELEVATION  
END/SEMI DETACHED



REAR ELEVATION  
END/SEMI DETACHED



GROUND FLOOR PLAN



FIRST FLOOR PLAN

## ETAP 21 - HAWTHSTEAD (HAW) CORE

1:100@A3

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**Wimpey**

PHASE 1, PERRYFIELDS ROAD, BROMSGROVE

Agenda Item 5

GRP CHIMNEY TO PLOTS: 21, 94 & 128 ONLY



FRONT ELEVATION  
DETACHED

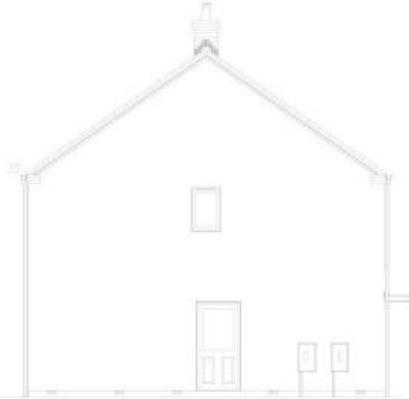


SIDE ELEVATION  
DETACHED



REAR ELEVATION  
DETACHED

Page 55



SIDE ELEVATION  
DETACHED



GROUND FLOOR PLAN



FIRST FLOOR PLAN

**ETA 46 - RIGHTFORD (RIG) CENTRAL** 1:100@A3

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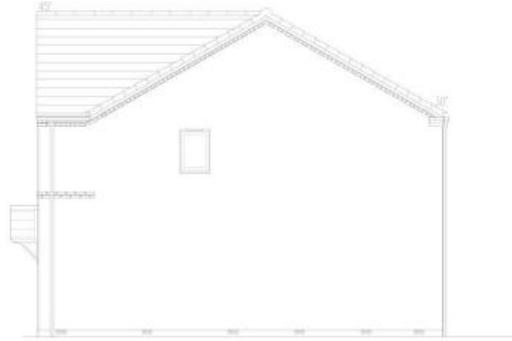
**Taylor  
Wimpey**

**PHASE 1, PERRYFIELDS ROAD, BROMSGROVE**

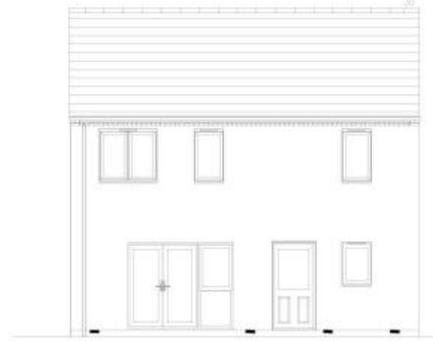
**Agenda Item 5**



FRONT ELEVATION  
DETACHED

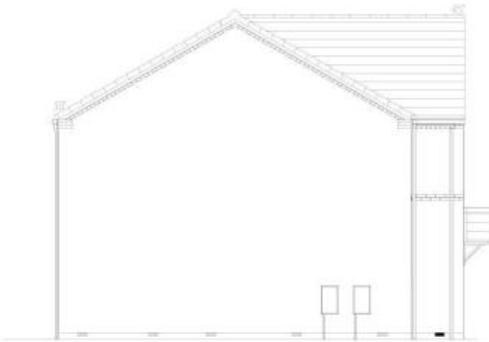


SIDE ELEVATION  
DETACHED



REAR ELEVATION  
DETACHED

Page 56



SIDE ELEVATION  
DETACHED



GROUND FLOOR PLAN



FIRST FLOOR PLAN

**ETG 31 - BYRNEHAM (BYR) GREEN EDGE**

1:100@A3

**Taylor  
Wimpey**

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**PHASE 1, PERRYFIELDS ROAD, BROMSGROVE**

**Agenda Item 5**

GRP CHIMNEY TO PLOTS:  
11, 33, 41, 48, 60, 68, 75, 96,  
132, 135, 145 ONLY



SIDE (LEFT) ELEVATION  
END/SEMI DETACHED

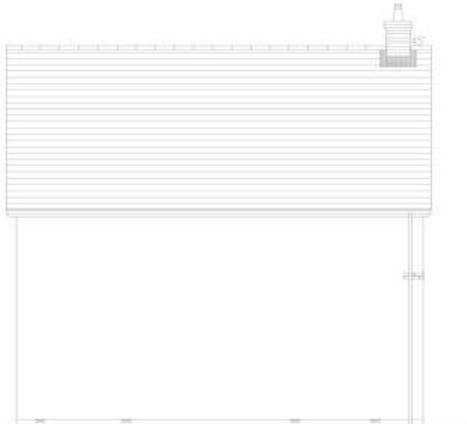


FRONT ELEVATION  
END/SEMI DETACHED



SIDE (RIGHT) ELEVATION  
END/SEMI DETACHED

Page 57



REAR ELEVATION  
DETACHED



GROUND FLOOR PLAN (END/SEMI-DETACHED)



FIRST FLOOR PLAN (END/SEMI-DETACHED)

**ETT 41 - PLUMDALE (PLU) CORE** 1:100@A3

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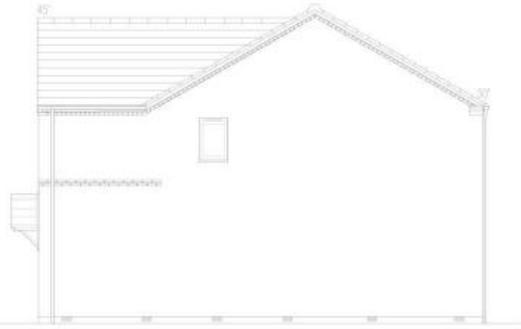
**Taylor  
Wimpey**

PHASE 1, PERRYFIELDS ROAD, BROMSGROVE

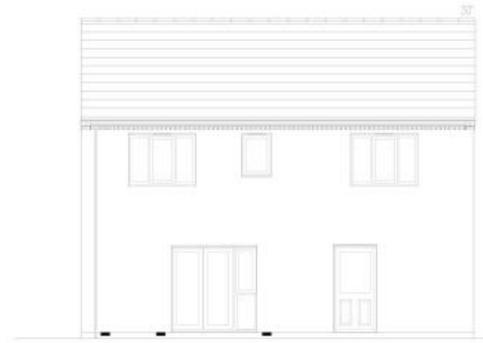
Agenda Item 5



FRONT ELEVATION  
DETACHED



SIDE (LEFT) ELEVATION  
DETACHED



REAR ELEVATION  
DETACHED

Page 58



SIDE (RIGHT) ELEVATION  
DETACHED



GROUND FLOOR PLAN



FIRST FLOOR PLAN

ETG 42 - CORKHAM (COR) GREEN EDGE

1:100@A3

Taylor  
Wimpey

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PHASE 1, PERRYFIELDS ROAD, BROMSGROVE

Agenda Item 5



FRONT ELEVATION  
END/SEMI DETACHED



SIDE ELEVATION  
END/SEMI DETACHED



REAR ELEVATION  
END/SEMI DETACHED



GROUND FLOOR PLAN (END/SEMI)



FIRST FLOOR PLAN (END/SEMI)

# ETAP 31 - MILNSTEAD (MIL) CORE

1:100@A3

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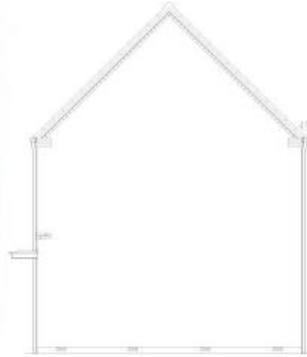
# Taylor Wimpey

PHASE 1, PERRYFIELDS ROAD, BROMSGROVE

Agenda Item 5



FRONT ELEVATION  
DETACHED



SIDE ELEVATION (RIGHT)  
DETACHED



REAR ELEVATION  
DETACHED

Page 60



SIDE ELEVATION (LEFT)  
DETACHED



GROUND FLOOR PLAN



FIRST FLOOR PLAN

ETT 32 - CARRDALE (CAR) GREEN EDGE

1:100@A3

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Taylor  
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PHASE 1, PERRYFIELDS ROAD, BROMSGROVE

Agenda Item 5



FRONT ELEVATION  
END/SEMI-DETACHED



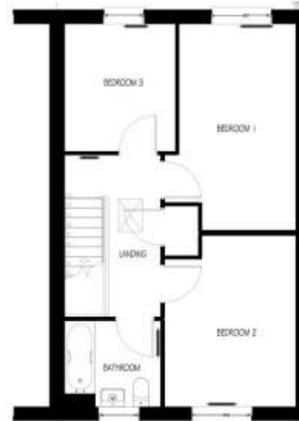
SIDE (RIGHT) ELEVATION  
END/SEMI-DETACHED



REAR ELEVATION  
END/SEMI-DETACHED



GROUND FLOOR PLAN



FIRST FLOOR PLAN

# ETAP 32 - SATTERSTEAD (SAT) CORE

1:100@A3

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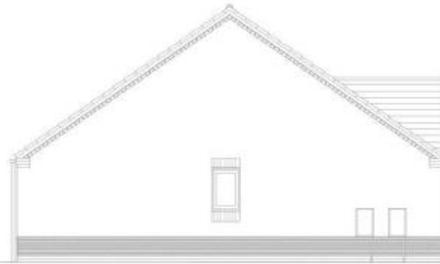
**Taylor  
Wimpey**

PHASE 1, PERRYFIELDS ROAD, BROMSGROVE

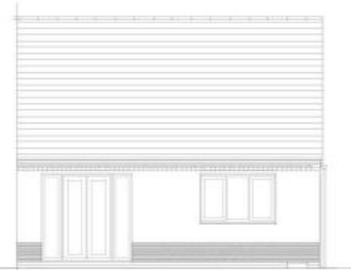
Agenda Item 5



FRONT ELEVATION  
END/SEMI



SIDE ELEVATION  
GABLE END (RIGHT)



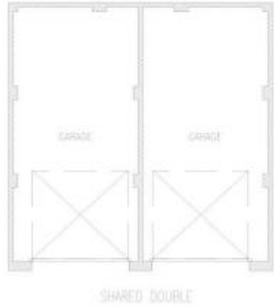
REAR ELEVATION  
END/SEMI



GROUND FLOOR PLAN



FRONT ELEVATION  
SEMI



SHARED DOUBLE



FRONT



SIDE



REAR



SINGLE



FRONT



SIDE



REAR

# GARAGES

1:100@A3

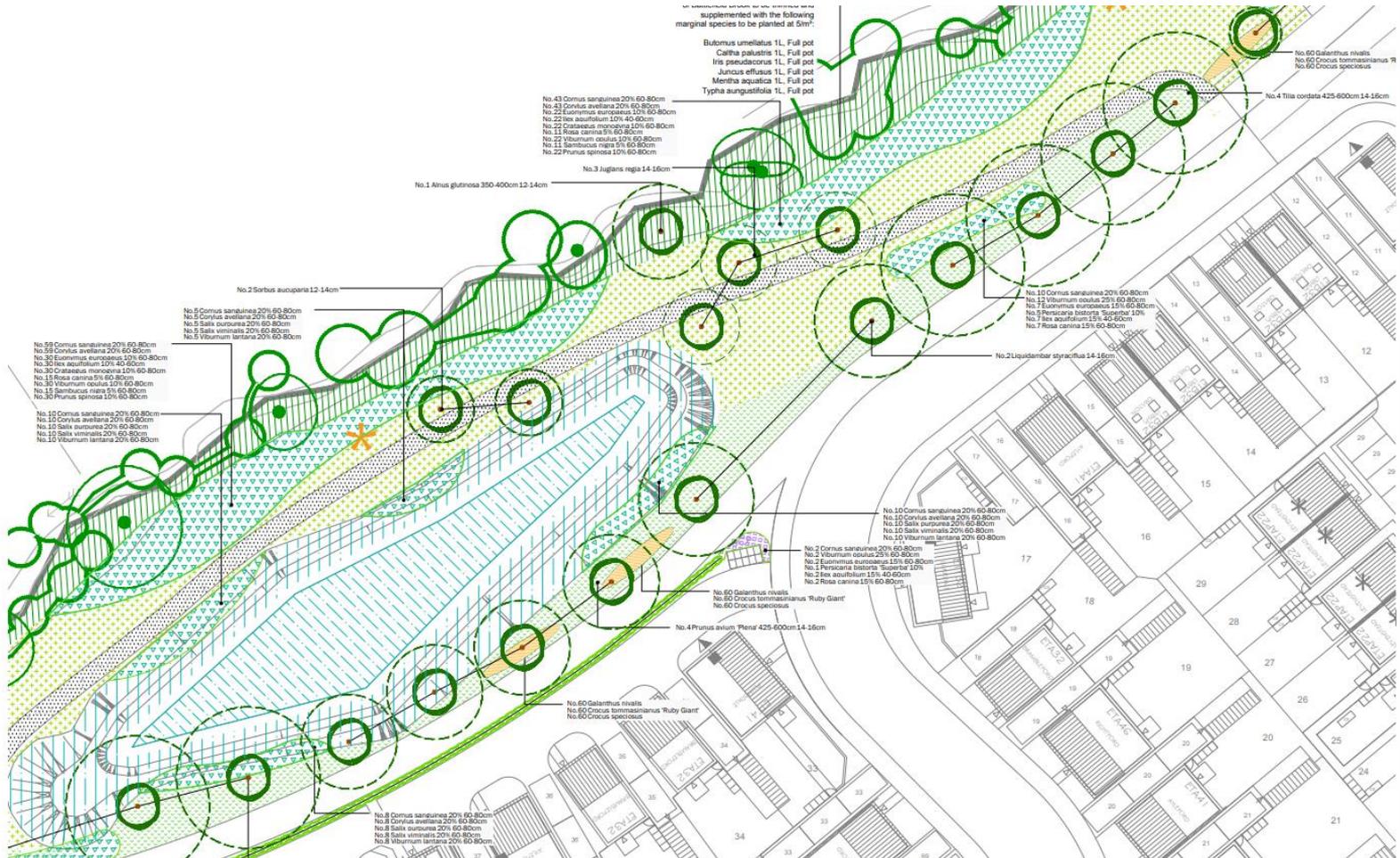
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Wimpey**

PHASE 1, PERRYFIELDS ROAD, BROMSGROVE

Agenda Item 5

# Informal footpath route alongside Battlefield Brook





# Open space area and footpath links adjacent to Perryfields Road



Name of Applicant	Proposal	Expiry Date	Plan Ref.
Cawdor Capital (Hopwood) Ltd And Stonebond Properties.	Development of 34 affordable dwellings, associated landscaping, siteworks and construction of new access from existing highway roundabout.  Land To Rear Of 1-6 Smedley Crooke Place, Redditch Road, Hopwood, Worcestershire		22/01419/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) The provision of 34 affordable dwellings on the site (social rented).
- ii) A financial contribution of £96,000 for Public Transport improvements.
- iii) A financial contribution of £24,881 for necessary School Transport Services.
- iv) A financial contribution £10,509 for necessary Community Transport Services
- v) A financial contribution of £13,800 towards Herefordshire and Worcestershire CCG
- vi) £41.80 contribution for refuse and re-cycling bins per dwelling
- vii) A section 106 monitoring fee (TBC).

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

## **Consultations**

### **WRS - Noise**

No objection subject to conditions

Noise mitigation conditions relating to glazing, ventilation and solid boundary fencing, Construction Environmental Management Plan

### **North Worcestershire Water Management**

No objection subject to proposed drainage scheme condition.

### **Housing Strategy**

No objection, Housing Strategy support this application and social rent tenure subject to there being a priority for 3 bed properties.

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

No archaeological condition required.

## **Highways England**

No objection subject to construction management condition

## **Highways - Bromsgrove**

No objection subject to conditions and Planning Obligations

Approved Plans – Highways works

Approved Plans – Layout works

Visibility Splays

Construction Environmental Management Plan

Residential Welcome Pack

Cycle Parking

EVCP

A financial contribution of £96,000 for Public Transport improvements.

A financial contribution of £24,881 for necessary School Transport Services.

A financial contribution £10,509 for necessary Community Transport Services

## **Bromsgrove Strategic Planning and Conservation**

Object as the application represents development that is:

- Contrary to key NPPF considerations (presumption in favour of sustainable development and Green Belt).
- Contrary to BDP policy.
- Contrary to Alvechurch Neighbourhood Plan policy.

## **WRS - Contaminated Land**

No objection subject to conditions

- Tiered Investigation
- Reporting of Unexpected Contamination

## **Arboricultural Officer**

No objections to the scheme following amendments, subject to conditions.

- Tree Protection measures in place prior to commencement
- All tree management pruning work should be carried out in accordance with recognised good practice by reference to British Standard 3998 (2010)

## **Education Department at Worcestershire**

The development is not liable for a contribution due to the tenure of the housing proposed.

## **NHS/Medical Infrastructure Consultations**

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 £13,800.

## **Alvechurch Parish Council**

APC: Objection

Alvechurch Parish Council objects to the aforementioned application on the following grounds:

- The proposed development is outside of the Village Envelope, on Green Belt land and does not therefore conform to APC's NDP/relevant, statutory policies contained therein and there are no justifiable exceptional circumstances.

- Sustainability - Lack of amenities; no local shops, no school/GP/Dentist spaces locally, not on a bus route.

APC has previously supplied a copy of its letter of 5th November 2018 to Mr P Lester Planning & Regeneration Bromsgrove District Council, this correspondence demonstrated that the site has never been previously developed land.

Though the site was granted a Licence of Lawfulness for storage, the site is a field within the Green Belt, clearly outside the Hopwood settlement envelope, and so falls under the constraints of rural exceptions especially those within paragraph 89 of the NPPF. APC is aware that a statement has been made by the LPA regarding the site having 'PDL' status; however, we contest this and believe such a statement was made in error and should not be exploited by the applicant or given any credence. Further references to its alleged 'brownfield' character do not, through repetition, make the case that it is previously developed land. The series of photographs APC supplied previously, and neighbours accounts of how the land has been treated, support our contention that the site has a manufactured 'brownfield' appearance and alleged status.

Finally, APC also contends the dwellings located in Smedley Croke Place fulfilled the need for social housing within this area and, as a result, there's no requirement for any additional social housing. Therefore, a case for this application to merit the claim for it to be considered as justifying 'very special circumstances in the Green Belt' aren't valid.

## **Public comments**

101 letters sent to neighbours 21.11.2022 expired 15.12.2022

Press advert 21.11.2022 expired 12.12.2022

Site notice displayed 23.11.2022 expired 17.12.2022

8 objections have been received, comments are summarised as follows:

### Green Belt

Harm to openness and visual amenity, the site is not brownfield. Previous applications have been refused, no very special circumstances

### Highway matters

Safety of access/egress onto the site in the context of prevailing traffic speed

Capacity of the existing roundabout to take additional demand

Lack of public transport

Lack of safe pedestrian crossings

### Other matters

Lack of school/healthcare capacity

Impact on wildlife/biodiversity

Noise, smell, and pollution.  
 Construction noise  
 Flooding/Drainage  
 No regard to climate change  
 Loss of privacy  
 Contrary to neighbourhood plan

Other issues which are not material planning considerations have been raised but are not reported here as they cannot be considered in the determination of this application.

## **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  
 BDP16 Sustainable Transport  
 BDP19 High Quality Design  
 BDP21 Natural Environment  
 BDP24 Green Infrastructure  
 BDP25 Health and Well Being

### **Others**

NPPF National Planning Policy Framework (2023)  
 NPPG National Planning Practice Guidance  
 ALVNP Alvechurch Neighbourhood Plan  
 APDS Alvechurch Parish Design Statement  
 High Quality Design SPD

## **Relevant Planning History**

21/00873/FUL	Development of 22 dwellings, associated landscaping and siteworks and construction of new access from existing highway roundabout.	Refused	11.03.2022
17/01290/OUT	Outline application (matters of access and scale to be considered) for the development of up to 10 two storey dwellings and alterations of existing access	Refused Dismissed at Appeal	05.02.2019 16.12.2019
12/1040	Residential development of 21 dwellings (outline)	Refused Dismissed at	10.01.2014 14.10.2014

## Appeal

08/1038	Nursing home and associated offices - OUTLINE	Refused	26.08.2011
B/2007/0261	Office development (outline)	Withdrawn	30.11.2007
B/2006/0080	Office development (outline)	Withdrawn	10.05.2006
B/1995/0862	Erection of public house and associated Parking and area for social housing and /or public open space	Refused	15.01.1996
B/1991/0966	Proposed B1 development comprising 2 No. blocks of 15,000sq ft each	Withdrawn	09.12.1991
COU/1/85	Established Use Certificate relating to the storage of plant	Granted	06.02.1995

## **Assessment of Proposal**

### **Site Description**

The application site relates to a 0.8ha parcel of land located to the east side of the A441 Redditch Road adjacent to the roundabout junction with the B4120. The site is predominantly open scrubland although some areas are covered with a thin layer of crushed stone and discarded rubble. The site is bounded by some semi mature tree specimens. The rear gardens of residential dwellings located in Smedley Crooke Place back onto the northern site boundary and the Woodpecker Close development (B/2007/0495) adjoins the site to the northeast. An existing vehicular access is located to the north-west corner of the site leading off Redditch Road. The site is in the Green Belt as defined in the BDP, is within the Alvechurch Parish Neighbourhood Plan area and is located adjacent to but outside of the defined Village Envelope of Hopwood.

### **Proposal**

The full planning application is for the development of 34 affordable dwellings, associated landscaping and siteworks and construction of a new access (fourth arm) from the A441/B4120 roundabout. The development would close off the existing site access from A441 Birmingham Road and include removal of all materials pertaining to the current use of the site.

The application proposes all the dwellings will be social rented. This meets the definition of Affordable housing in found in Annex 2 of the NPPF<sup>1</sup>. Bromford Housing Association have been identified as the proposed operator.

The proposing housing mix is as follows:

Total	Form	Type
16	Semi Detached	3b5p house (Ra_1)
1	Semi Detached	3b5p house (Ra_1.1)
9	Semi Detached	2b4p house (Ra_2)
4	Semi Detached	2b4p house (Ra_2.1)
2	Maisonette	1b2p GF Flat (Ra_3)
2	Maisonette	1b2p FF Flat (Ra_3.1)

	1bed	2bed	3bed
Total Units	4	13	17
Percentage	12%	38%	50%

## Assessment

The site is situated within the West Midlands Green Belt, outside Hopwood Village boundary as defined in the Bromsgrove District Local Plan.

The main issues are therefore considered to be:

- Housing Land Supply
- Green Belt
- Alvechurch Neighbourhood Plan
- Existing Use/Fall-Back
- Design
- Residential Amenity
- Provision of affordable housing
- Highways
- Flooding and Drainage
- Ecology
- Tree and landscaping
- Planning Obligations

## Five Year Housing Land Supply

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

<sup>1</sup> [National Planning Policy Framework - Annex 2: Glossary - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/432424/NPPF-Annex-2-Glossary-Guidance.pdf)

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 Framework) it can currently demonstrate a housing land supply of 3.3 years (up from 3.23 years previously). 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.

Where a Local Planning Authority cannot demonstrate a five year housing supply, Paragraph 11 (d) of the Framework 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."

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.

## **Green Belt**

Paragraph 137 of the Framework identifies that the Government attaches great importance to Green Belts. The fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

The Framework states that inappropriate development is, by definition, harmful to the Green Belt and should be refused planning permission unless very special circumstances can be demonstrated which clearly outweigh this harm. The Framework also emphasises that when considering an application, a Local Planning Authority should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt, by reason of inappropriateness and any other harm, is clearly outweighed by other considerations. Paragraphs 149 and 150 of the NPPF allow for some exceptions to inappropriate development, one of which is:

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; or
- not cause substantial harm to the openness of the Green Belt, where the development would reuse previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

The starting point is to consider whether the site constitutes previously developed land, which is defined by the NPPF Annex 2 as: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.

The operation of the site and whether it is previously developed land has been contentious, in relation to this specific issue the conclusion made by two previous Inspector's decisions on this site are helpful.

12/1040 Appeal Decision – para 12: ... Although the site does not contain any buildings at the moment, the actual land itself displays the characteristics of having being previously developed even if that use did not involve buildings or permanent structures.

17/01290 Appeal Decision – para 10: The definition of PDL is set out in the NPPF's Annex 2 and includes land which is or was occupied by a permanent structure and any associated fixed surface infrastructure. In the present case, the Council considers that the areas of tarmac and crushed stone surfacing within the application site are fixed surface infrastructure, within the terms of this definition, and therefore that these parts of the site are PDL... I see no obvious flaw in the way the Council has applied the NPPF's definition in respect of these hard surfaced areas.

Given the above, the Council does not dispute that the site constitutes previously developed land. It therefore needs to be assessed as to whether the proposal complies with either part of paragraph 149 (g).

It is acknowledged that the existing storage of portable cabins and associated paraphernalia does have an impact on the openness of the site. However, there are no permanent structures on the site and any other structure including the portable cabins are moveable and not permanent. By the nature of the use of the site for storage purposes these are transient structures stored at the site for temporary periods only and then moved off. As such they do not have the same level of impact on the openness of the Green Belt as permanent structures.

This view is supported by a legal case of *Turner v Secretary of State for Communities and Local Government* [2016] EWCA Civ 466, where it was concluded that there is a difference between permanent and temporary structures and their impact on the Green Belt cannot necessarily be compared.

The applicant acknowledges in its Planning Statement (paragraph 4.1) that the 'contents' on the site are not permanent and indeed can be moved around:

"4.1 The application site has an established use for the open storage of plant and equipment. This use was confirmed on 6th February 1985 and is unrestricted both in terms of its nature and operating hours. As such it can be used for the open storage of large items, and the movement thereof [my emphasis], on a 24/7 basis."

The first part of paragraph 149(g) refers to the redevelopment of previously developed land that does not have a greater impact on the openness of the Green Belt than the existing development.

The second part of paragraph 149(g) refers to the redevelopment of previously developed land that does not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority. This is a lesser test of harm than under the first part of para. 149(g) accepting that some harm can be caused to the openness of the Green Belt.

This application is a 100% affordable housing development that is more than the affordable housing required by the district plan. The redevelopment of previously developed land, which provides policy compliant affordable housing is appropriate development under paragraph 149(g) if it does not cause substantial harm to the openness of the Green Belt.

As such the proposal needs to be assessed whether it would cause substantial harm to the openness of the Green Belt compared to the existing situation having regard to Para 149(g) of the NPPF.

## **Openness**

The NPPG sets out what characteristics can be considered when assessing the impact of a development upon openness. It sets out that assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified several matters which may need to be considered in making this assessment. These include, but are not limited to:

- 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.
- the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness;
- and - the degree of activity likely to be generated, such as traffic generation.

The proposal would result in the erection of dwellings across the entire site as well as the associated works such as garages, the introduction of other domestic paraphernalia, new access junction, internal access roads and boundary treatments.

This proposal would result in a permanent volume and floor space across the site. Whilst the site is currently covered by structures these are transient and not permanent.

Based on the existing development on the site, it is considered that there would clearly be a significant and substantive increase in the number of permanent buildings on the site, together with an increase of the sprawl of buildings across the whole site. Although the site is screened by landscaping across the front of the site, the proposed new access point would open the site up and it is considered it would be substantially more visible.

The applicant contends there would be an intensification of storage operation were permission to be refused. It may be that anyone with a commercial interest may look to intensify the use of the site. The aerial images since 2008 show that some areas have undergone intensification at certain times but there is a clear transient nature to storage on this site. It fluctuates within the plot as items are hired out and returned or users and their needs change. Overall, I am satisfied the site would remain broadly consistent in terms of its low-key presence and intensity of storage and the likelihood of any significant intensification by comparison with the existing use is not borne out in the evidence.

It is noted that in the conclusions made by the Planning Inspector in relation to the consideration of the 2017 proposal. The Inspector concluded in paragraph 19 that:

*“As set out above, the appeal site constitutes PDL, and the appeal scheme would involve no greater impacts on either the GB’s openness or purposes than the existing use. The proposed scheme would therefore not constitute ‘inappropriate development’ in terms of GB policies, under either Policy BDP4.4 or the NPPF. As such, the development would not be in conflict with GB policy”.*

However, this was based upon a scheme for up to 10 dwellings which would provide a large area of the site for open space and landscaping. On this basis the previous planning application is simply not comparable with the current planning application for 22 dwellings. The assessment of the Planning Inspector for the 2012 application for 21 dwellings is more pertinent, in this the Inspector concludes in paragraph 24 that:

*“...I consider that the housing development proposed would have a fundamentally different built character in comparison and this would materially harm the ‘openness’ of the Green Belt. As such, the proposal does not constitute an exceptional case in accordance with paragraph 89 of the Framework but conflicts with it and substantial weight has to be given to this harm”.*

By comparison with the existing site, the proposed development would be markedly taller and comprise of permanent buildings and spread across the whole of the area of the application site. Taking everything together, the application would give rise to an intensely developed site, with a considerably different and greater coverage, footprint, floorspace, height and overall extent of built form compared to the existing situation.

It is considered that based on the submitted information that the redevelopment of this site to provide 34 dwellings would have a greater impact upon the openness of the Green Belt than existing and would result in substantive harm to the openness of the Green Belt.

For these reasons, the proposal would result in substantial harm to the openness of the Green Belt. It would not therefore constitute an exception as specified within Paragraph 149g of the Framework and would be inappropriate development.

## **Purposes of the Green Belt**

Paragraph 138 of the Framework sets out the purposes of the Green Belt. These include (amongst other things) to assist in safeguarding the countryside from encroachment.

The effect of development as encroachment on the countryside may also be in the form of loss of openness or intrusion and through that loss of openness, there can also be an intrusion or encroachment into the countryside.

Given its existing use and brownfield nature, some encroachment of development into the countryside has already taken place at the site. Even so, in introducing permanent built residential development, and impinging more on openness, it is considered that the proposal would not be consistent with the site's role in assisting in safeguarding the countryside from encroachment.

The site forms part of the countryside and the proposal would result in physical encroachment of development into and onto parts of the site that are currently free from development, other than hardstanding and temporary storage.

It would result in vertical and permanent encroachment of larger built form overall (with some dwellings being approximately 9m in height) and across a large area of the site. Although this would be within the confines of this previously developed site, nevertheless the proposal would have a significantly greater urbanising effect. The current predominance of openness, trees and vegetation with some intervening storage would be replaced by closely spaced permanent built form. In this location the proposal would not safeguard the countryside from encroachment, it is considered that this would cause moderate harm to the Green Belt.

Thus, the proposal would cause substantial harm in terms of loss of openness and modest harm to one of the purposes of including land in the Green Belt. In accordance with the Framework (Paragraph 148) substantial weight is given to this harm to the Green Belt.

## **Alvechurch Neighbourhood Plan**

Policy H2: Housing for Hopwood and Rowney Green of the Alvechurch Parish Neighbourhood Plan (APNP) is relevant in the consideration of this application, Policy H2 supports housing developments, subject to several detailed criteria as to their location. This policy states the following:

New housing developments that are well designed will be supported if they show consideration for the Alvechurch Parish Design Statement, meet the other requirements set out in the APNP and the Bromsgrove DP and where development:

- a) Is limited to small residential infill development and maintains the continuity of existing frontage buildings, or is on brownfield land within the built up area of the village where the site is closely surrounded by existing buildings
- b) Is not considered to be back garden development
- c) Is consistent with the character of the locality as outlined in the Alvechurch Parish Design Statement on its pages 29-32
- d) Provides at least one small home with two or fewer bedrooms for every one large dwelling with three or more bedrooms
- e) Is in suitable locations, on small infill plots giving opportunities for some well-designed self-build homes

f) Is within the built up area and does not involve the outward extension of the village envelope as shown on the adopted Bromsgrove District Plan policies map.

In relation to criterion (a) as outlined above the site also abuts existing housing on its northern side, at Smedley Crooke Place, and on a short part of its eastern boundary, where it meets one of the houses at Woodpecker Close. To the west, the houses on the opposite side of Redditch Road are separated from the site by the main road and roundabout, plus a service road and a broad verge. To the south of the roundabout there is only sporadic development, and on its two remaining boundaries, the application site is adjoined by open land. On the site itself, although the land is in commercial use, there are no permanent structures. The site is therefore not closely surrounded by existing buildings, and nor does it form part of the existing built-up area, as criterion (a) requires.

In relation to criterion (f), the village envelope as defined in the BDP excludes the application site and therefore fails criterion (f). I accept that the boundary as currently drawn does not reflect some more recent developments, including Woodpecker Close, but that development is largely peripheral to the application site. I also appreciate that both the BDP and APNP anticipate a need for some settlement boundaries to be adjusted, and that this process is now expected to form part of the BDP Review process that is now under way. However, none of these matters changes the factual position, that as things stand, the application site is outside the envelope. The application site therefore fails criterion (f).

Policy H6: Providing a Mix of Housing Types and Sizes, outlines that proposal for 10 or more dwellings should seek to achieve the following mix unless viability, market requirements at that time or other material considerations show a robust justification for a different mix:

- a. Overall up to 10% of new dwellings should aim to have 1 bedroom
- b. 40% should aim to have 2 bedrooms with an element of ground floor single level dwellings to meet the needs of the elderly and people with disabilities
- c. 40% should aim to have 3 bedrooms
- d. Up to 10% should aim to have 4 or more bedrooms.

The development mix is as proposed in the table below.

<b>Number of bedrooms</b>	<b>Proposed Number of Dwellings</b>	<b>Percentage</b>	<b>Percentage Required under Policy H6</b>
1 bed	4	12%	10%
2 bed	13	38%	40%
3 bed	17	50%	40%
4 bed	0	0%	10%

It is evident from this table that the mix broadly meets the mix as outlined in Policy H6. Therefore, it can be concluded that the proposed housing mix is acceptable.

It is worthwhile to note that Policy H6 is different to Policy BDP 7 Housing mix and density in the Bromsgrove District Plan. That policy requires development proposals to focus on 2

and 3 bedroom dwellings but outlines that on schemes of 10 or more a wider mix of dwelling types may be required. It is considered that the development complies fully with BDP7.

## **Existing Use/Fall-Back**

It is accepted that the fallback position is available and a material consideration in the assessment of the proposal. Furthermore, it is accepted that there is a real possibility that it would be implemented should planning permission for the scheme be refused.

However, for significant weight to be afforded to a fallback position there needs not only to be a real possibility of it being carried out, but it would also need to be equally or more harmful than the application scheme. On this basis the agent considers in terms of openness and encroachment, the proposed development will not lead to any encroachment of development into the Green Belt as the existing development extends across the entire area now proposed for housing. Therefore, there can be, and will be, no further encroachment into the Green Belt.

As indicated in the planning history, there have been planning applications on this site dating back to 2006 (albeit not by this applicant) and most recently an application for 10 dwellings in 2017 and subsequent appeal. Therefore, it is evident that there has been a clear aspiration to redevelop the site through the erection of dwellings or other development for well over 16 years. The applicant has actively sought other uses, including the proposals that have come forward. Therefore, while the intensification of the site is a material consideration, the likelihood of the fall back occurring and to the extent described by the applicant is considered unlikely, and therefore the weight this can be given is low.

Consequently, I afford the fallback position limited/moderate weight in support of the proposal.

## **Design**

Paragraphs 126-136 of the Framework 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.

Policy BDP7.2 encourages efficient use of land with whilst adhering to local character and high-quality design. Policy BDP19.1 encourages high quality gateway buildings, character-sensitive design, functional open spaces, and design that promotes legibility, permeability, and safety.

Building heights are in line with the generally two storey context of the area and do not dominate over the treelines in front of them, mitigating the visual impact that the development will have on the environment.

The development will result in a high density of approximately 38 dwellings per hectare. This layout and the overall quantum of development is appropriate for the site, resulting in

plot sizes and spacing which reflects and sits comfortably within the varied pattern and grain of development in the village and surrounding area.

Taken together, it is considered that the scheme in terms of its layout, plots sizes and spacing is such that the development would not appear overly cramped and would have spaciousness appropriate to this location. Amendments have been made to ensure that the dwellings have the recommended garden size which is 70 sq m.

In terms of scale and height, the proposed dwellings would be two storeys of varying heights. The scale, massing and form of the proposed dwellings are considered to respond appropriately to that of nearby properties, creating a coherent street scene. They would provide a mixture of semi-detached detached dwellings and maisonette which is broadly acceptable and reflective of the character of the area.

The design of the individual house-types are modern and subject to securing suitable materials, it is considered the proposals would have sufficient regard to the character of the area.

Overall, it is concluded that the proposals, both in terms of layout, scale, and appearance, would – subject to the recommended conditions - achieve a development appropriate to the character of the area and the transitional edge of settlement location of the site. The proposal is therefore considered to comply with policies BDP19 and the provisions of “good design” in the Framework.

## **Residential Amenity**

The proposed dwellings are positioned in an arrangement that would create ample space for external landscaping and private amenity space. The properties are situated such that they would not be overbearing upon one another, nor cause significant losses of daylight or sunlight.

Objections have been received from neighbours based on loss of privacy. It is considered important to distinguish between overlooking (and a consequential loss of privacy) and merely being able to see towards another property.

Policy BDP1: Sustainable Development Principles requires that in considering new development, regard will be had to:

“e) Compatibility with adjoining uses and the impact on residential amenity”

The proposed location of the development on the site is considered to ensure that effects on residential amenity are minimised, taking into consideration separation distance between existing properties and the proposed housing.

The proposed development would not have an overbearing or visually intimidating impact upon nearby properties. It is considered that daylight to existing habitable rooms would not be prejudiced and that no loss of privacy would occur.

In relation to noise, the submitted noise assessment has been reviewed by WRS and appears satisfactory. The recommended noise mitigation measures relating to glazing, ventilation, and solid boundary fencing, within Section 8 of the Noise assessment, should be implemented. WRS have also recommended that post completion noise testing is carried out to demonstrate that both internal and external noise levels will meet the required standards.

It is noted that several objectors are concerned with any construction phase of development, it is considered that this could be adequately controlled by a construction management condition.

## **Affordable Housing**

Policy BDP8 relates to affordable housing and requires 30% affordable housing provision on brownfield sites over a threshold of 11 dwellings. In this case the applicant is proposing to provide 100% of the houses as affordable and as such the proposal complies with Policy BDP8.

The applicant has submitted an Affordable Housing Statement prepared by Tetlow King. This concludes the following on Affordable Housing Needs and Delivery.

*“In the eleven year period since the start of the Local Plan period in 2011/12, net affordable housing delivery represented 19% of net overall housing delivery<sup>2</sup>, equating to 51 net affordable dwellings per annum.*

*The level of affordable housing delivery is significantly lower than the identified needs of the District. When comparative analysis is undertaken against either of the assessments of affordable housing need in the District (the 2012 SHMA; and 2022 HEDNA) substantial shortfalls have arisen in the provision of affordable housing. Against the most recent assessment of affordable housing need contained in the 2022 HEDNA it is notable that a shortfall of -84 net affordable dwellings has accrued in the first year of the period between 2021/22 and 2040/41.*

*Since 2016/17 there have been a total of 84 net overall housing completions and 35 net affordable housing completions within Barnt Green & Hopwood Ward.*

*The delivery of up to 34 affordable dwellings would make a significant contribution towards the delivery of affordable housing in Bromsgrove District”.*

Following the publication of Housing Land Supply in Bromsgrove District 22-23, the number of net affordable housing completions has improved since the application was submitted in late 2022.

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<sup>2</sup> The 19% figure considers Right to Buy Losses which are identified as 10 dwellings per annum on average.

Extract from Table 5 Affordable Housing Completions (Net) 2011/12 to 2022/23

<b>Year</b>	<b>Total Completions</b>
2011/12	157
2012/13	50
2013/14	52
2014/15	12
2015/16	166
2016/17	40
2017/18	62
2018/19	36
2019/20	90
2020/21	0
2021/22	8
2022/23	55
<b>Total</b>	<b>728</b>

However, based upon the 12 years from the adoption of the District the average annual number of affordable dwellings is 60 per annum (does not include right to buy losses). This is substantially lower than the 219 per annum new affordable dwellings that were identified in the 2012 Worcestershire Strategic Housing Market Assessment (SHMA).

The applicant has confirmed that the affordable housing will be delivered and managed by Bromford. The applicant has proposed to provide 100% affordable rented. Whilst this is not the split that Housing Strategy recommends (one third shared ownership and two thirds socially rented given the applicant is substantially overproviding on affordable housing and our confident that the scheme would be useful to alleviate the pressure on the housing register, the 100% affordable rented scheme is considered acceptable.

A section 106 Legal Agreement would be required to be secure the affordable housing and set out how the housing shall be managed. The substantial provision of affordable housing more than Districts standards provides substantial weight in the planning balance in favour of the proposal.

## Highways

The A441 Redditch Road is a single carriageway, principal distributor route which provides frontage access to residential properties and businesses. To the south, the A441 Redditch Road links with the M42 Junction 2.

The A441 Redditch Road joins the B4120 Redditch Road at a roundabout from which the Applicant proposes to provide access to the proposed site. Both the A441 and B4120 are subject to a 40mph speed limit. All three existing arms on the A441/ B4120 roundabout have two entry and exit lanes, separated by a splitter island.

The applicant proposes to gain vehicle access to the development site via the creation of a fourth arm from the A441/ B4120 roundabout as shown on 210672-01 Rev B. Site Access Arrangements Sheet 1 of 13. A supporting Safety Risk Assessment has been

produced by the Applicants highway consultant TTC, which considered the appropriate design standards for the roundabout and the approach roads. Access arrangements have also been subject to a Road Safety Audit (RSA) Stage 1.

County Highways has assessed this element and conclude that in terms of the form, scale, operation efficiency and footprint of the junction, the roundabout satisfies the requirement of the NPPF to ensure safe and suitable access.

The following enhancements are proposed to the local highway network:

- Uncontrolled pedestrian crossing with dropped kerbs and tactile paving along the Smedley Crooke Place junction with Redditch Road;
- Where the existing T-junction is to cease use, the dropped kerbs will be lifted and footway resurfaced;
- Uncontrolled pedestrian crossing with dropped kerbs and tactile paving across the roundabout's splitter island; and
- Footway provision from the internal layout will tie in with sufficient, existing provision for disabled road users.

Existing public transport services within the limited local area (this is noted in the supporting Transport work). The Highway Authority advised, in numerous previous observations, that there is scope to enhance the public transport services. On this basis, to enhance the peak time services and provide a link to the high frequency rail network offering the new residential a genuine choice of travel mode, a contribution of £96,000 is advised and will be secured within a s106.

The application has been evaluated by the Highway Authority. The Highway Authority determines that the impacts would not be severe based on the evidence supplied, and hence has no objection subject to conditions and requirements, in accordance with paragraph 111 of the Framework.

## **Flooding and Drainage**

The site is located within the River Arrow catchment, Environment Agency fluvial mapping indicates that the site is located within Flood Zone 1 and it is not considered that there is any significant fluvial flood risk to the site. Based on the surface water flood maps there is also minimal surface water pooling to the site even at the 1 in 1000 year return period.

NWWM have raised no objection subject to a drainage condition.

## **Ecology**

The application includes a Preliminary Ecological Appraisal Report prepared by Seed. This concluded that there are no protected species constraints including negligible bat roosting opportunities but identified opportunities to increase biodiversity.

## **Trees and landscaping**

The site is presently dominated by hardstanding with relatively little arboricultural interest or landscaping within the site. The tree officer considers the revised layout removed any conflict with existing hedges and tree lines around the perimeter of the site.

Full details of the landscaping and planting proposals have been assessed and considered acceptable and this will be secured through condition. Accordingly subject to conditions, the proposal would not have an undue impact on existing trees and would secure enhancements to the landscape character and visual amenity of the site.

## **Planning Obligations**

In accordance with Paragraph 56 of the Framework and Section 122 of the CIL regulations, planning obligations have been sought to mitigate the impact of this major development if the application were to be approved.

The obligation in this case would cover:

- The provision of 34 affordable dwellings on the site (social rented).
- A financial contribution of £96,000 for Public Transport improvements.
- A financial contribution of £24,881 for necessary School Transport Services.
- A financial contribution £10,509 for necessary Community Transport Services.
- A financial contribution of £13,800 towards Herefordshire and Worcestershire CCG.
- £41.80 contribution for refuse and re-cycling bins per dwelling.
- A section 106 monitoring fee (TBC).

On that basis, it is considered that this is in accordance with the aims of BDP6 and BDP16 of the BDP, which, among other things, require financial contributions towards public transport, pedestrian, cycle and highway infrastructure to ensure the sustainable movement of people.

## **Planning Balance and Conclusion**

The proposed development would make a significant contribution to both housing supply generally and a significant contribution in terms of affordable housing specifically, in both the parish and the wider Bromsgrove area. Significantly increasing housing supply is an objective of the development plan and the Framework. Having regard to the existing and seemingly future delivery, supply and affordability issues for housing in Bromsgrove area, including the Council's 5 year housing land supply shortfall, the benefits of the housing provision attract substantial weight in favour of the proposal. This weight is increased compared to previous applications on site because of the 100% affordable housing provision.

Economic benefits arising primarily relate to direct and indirect jobs, and the longer-term boost to local spending power. This could arise from any similar development but that does not detract from the fact that this development would offer such benefits, some of which would be temporary and short term, but others would be longer lasting and permanent.

While several planning obligations have been agreed, these are mitigation for the impacts of the development. The absence of harm in terms of other normal development management matters weighs neutrally in the planning balance.

The applicant put a further benefit that the extinguishment of the uncontrolled use would be of direct benefit of adjoining neighbours. In relation to this matter if implemented, the unregulated use and its user(s) are likely to be forced to relocate elsewhere. There is nothing substantive to indicate there are more suitable sites for such uses that would allow for planning controls to better mitigate their effects. It has already been concluded that it is not the bad neighbour and further non-planning controls are also available albeit they have never had to be used on this site. Therefore, this consideration carries little to moderate weight.

In relation to environmental benefits, this site has been in operation for several years, with very few complaints. Moreover, while there is significant level of local interest in relation to this site, there is no support for it to be redeveloped which could have been reasonably expected if the site was indeed a bad neighbour. This is a benefit of the scheme.

The proposal would utilise brownfield land, which itself could help to protect other greenfield sites and this is a benefit which counts in its favour. Paragraph 117 of the Framework advises that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses. It also states that strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or brownfield land.

However, footnote 47 clarifies that this is except where this would conflict with other policies in the Framework. In this case, it has been found that the proposal would conflict with the Green Belt policies.

The site itself is of negligible ecological value and some enhancement measures could occur through some limited enhanced connectivity with other wildlife and ecology resources. However, given the site's density and likely layout, I see no reason why some small biodiversity enhancement measures could not be secured to which I give a small amount of weight.

In addition, the proposed housing mix includes units for those with restricted mobility, and the occupiers would contribute to the vitality and vibrancy of the local community. Having regard to the amount of housing proposed, these are benefits of limited weight. There would also be limited economic benefits from the construction of the housing and the occupiers spending on services and facilities in the vicinity of the site. The pedestrian accessibility improvements and rest features, bus stop improvements and dial-a-ride service would benefit some of the existing residents in the area and attract limited weight.

As ever in reaching a conclusion on Green Belt issues, a judgement as to the balance between harm and whether the harm is clearly outweighed by other considerations, including the benefits of the development, must be reached. In this case there is harm to the Green Belt with reference to inappropriate development and loss of openness.

Several factors have been promoted by the applicant as comprising benefits which could clearly outweigh the harm to the Green Belt (and any other harm) to comprise the VSC necessary to approve inappropriate development.

In reaching a conclusion on Green Belt issues, a judgement as to the balance between harm and whether the harm is clearly outweighed by other considerations, including the benefits of the development, must be reached. In this case, there is harm to the Green Belt with reference to inappropriate development and loss of openness.

In the context of the NPPF paragraph 148 which states: "Very Special Circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations."

Therefore, although every case must be determined on its own merits, the benefits of the proposals must clearly outweigh the harm for Very Special Circumstances (VSC) to exist. If the balancing exercise is finely balanced, then VSC will not exist. In this case, it is considered that the contribution towards housing land supply and that the proposal will provide 100% affordable housing are material considerations that weigh very strongly in favour of the proposals. However, these benefits must be weighed against the harm to the Green Belt set out above. It is concluded that the Green Belt arguments are no longer finely balanced. For this application, it is considered that the benefits of the proposals now clearly outweigh the harm to the Green Belt, and consequently, VSC does apply.

Having considered all material planning considerations, I am thus minded to recommend approval of the full planning application, subject to conditions and the signing of a s106 agreement.

## **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. The provision of 34 affordable dwellings on the site
- ii. A financial contribution of £96,000 for Public Transport improvements.
- iii. A financial contribution of £24,881 for necessary School Transport Services.
- iv. A financial contribution £10,509 for necessary Community Transport Services
- v. A financial contribution of £13,800 towards Herefordshire and Worcestershire CCG
- vi. £41.80 contribution for refuse and re-cycling bins per dwelling
- vii. A section 106 monitoring fee (TBC).

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

## **Conditions:**

- 1) The development to which this permission relates shall not be commenced later than the expiration of three years from the date of this permission.

Reason: To conform with the requirements of s.91 of the Town and Country Planning Act 1990 as amended by s.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:

Site Location Plan	Ra_3298_S3_001
General Site Plan	Ra_3298_S3_004 F
Landscape Masterplan	4202 101 Rev B
Planting Plan (1 of 2)	4202 201 Rev B
Planting Plan (2 of 2)	4202 202 Rev B
Housetype Ra_1	Ra_3298_S3_100 B
Housetype Ra_1.1	Ra_3298_S3_101 B
Housetype Ra_2	Ra_3298_S3_200 B
Housetype Ra_2.1	Ra_3298_S3_201 B
Housetype Ra_3&3.1	Ra_3298_S3_300 B
Site Access Arrangements	210672-01 Rev B
Proposed Pedestrian Crossings	210672-01 Rev

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

- 3) With regard to the new-build dwellings hereby approved, no development above ground floor slab level shall take place until samples of materials to be used in the construction of the external surfaces of the dwellings hereby permitted have been submitted to and approved in writing by the Local Planning Authority (to include those materials to be used externally on the walls and roofs, doors and windows, door and window frames and block work materials on drives/specific access points). Development shall be carried out in accordance with the approved details unless otherwise agreed in writing.

Reason: To ensure the satisfactory appearance of the development.

- 4) The Development hereby approved shall not be occupied until the highway works comprising:
- Approved access plan in general accordance with 210672-01 Rev B Site Access Arrangements Sheet 1 of 13
  - Works plan in general accordance with drawing 210672-01 Rev Proposed Pedestrian Crossings Sheet 13 of 13

Have been constructed and completed.

Reason: To ensure the safe and free flow of traffic onto the highway.

- 5) The Development hereby approved shall not be occupied until the layout, turning areas and parking facilities have been provided in general accordance with Drawing Ra\_3298\_s3\_004\_e. These areas shall thereafter be retained and kept available for their respective approved uses at all times.

Reason: To ensure conformity with submitted details.

- 6) The Development hereby approved shall not be occupied until the visibility splays shown on drawings Drawing Ra\_3298\_s3\_004\_F have been provided. The splays shall at all times be maintained free of level obstruction exceeding a height of 0.6m above adjacent carriageway.

Reason: In the interests of highway safety.

- 7) 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:

- Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway;
- Details of site operative parking areas, material storage areas and the location of site operatives facilities (offices, toilets etc);
- The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring.
- Details of any temporary construction accesses and their reinstatement.
- A highway condition survey, timescale for re-inspections, and details of any reinstatement.

The measures set out in the approved 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.

- 8) 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.

- 9) 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.

- 10). The Development hereby permitted shall not be first occupied until the proposed dwellings been fitted with an electric vehicle charging point. The charging points shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851 and the Worcestershire County Council Streetscape Design Guide. The electric vehicle charging points shall be retained for the lifetime of the development unless they need to be replaced in which case the replacement charging point(s) shall be of the same specification or a higher specification in terms of charging performance.

Reason: To encourage sustainable travel and healthy communities

- 11) All retained trees shall be protected throughout all phases of development in accordance with BS5837:2012 and measure in accordance with those made within the Seed Arboricultural Impact Assessment reference number 1222-AIA-V1-C, unless otherwise agreed with the Local Planning Authority in writing.

Reason: To ensure the environment of the development is safeguarded and enhanced.

- 12) Prior to the commencement of any works on site including any site clearance, demolition, excavations or import of machinery or materials, the trees or hedgerows which are shown as retained on the approved plans both on or adjacent to the application site or any within a distance of influence of any ground or development work on any adjoining land shall be protected with fencing around the root protection areas. This fencing shall be constructed in accordance with the guidance in the British Standard BS5837:2012 and shall remain as erected until the development has been completed.

Reason: To ensure the environment of the development is safeguarded and enhanced.

- 13) No works of any kind shall be permitted within or through the Root Protection Areas of trees or hedges on and adjacent to the application site without the prior specific written permission of the Local Planning Authority. This specifically includes any works such as changes in ground levels, installation of equipment or utility services, the passage or use of machinery, the storage, burning or disposal of materials or waste or the washing out of concrete mixing plants or fuel tanks.

Reason: To ensure the environment of the development is safeguarded and enhanced.

- 14) All tree management pruning work should be carried out in accordance with recognised good practice by reference to British Standard 3998 (2010) to the satisfaction of the Local Planning Authority.

Reason: To ensure the environment of the development is safeguarded and enhance.

- 15) 1. A preliminary risk assessment (a Phase I desk study) submitted to the Local Authority in support of the application has identified unacceptable risk(s) exist on the site as represented in the Conceptual Site Model. A scheme for detailed site investigation must be submitted to and approved in writing by the Local Planning Authority prior to being undertaken to address those unacceptable risks identified. 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.

2. The detailed site investigation and risk assessment must be undertaken in accordance with the approved Scheme and a written report of the findings produced. This report must be approved by the Local Planning Authority prior to any development taking place.

3. Where the site investigation identified remediation is required, 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.

4. 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.

5. 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.

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

- 16) 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 resulting 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.

- 17) No works or development above foundation level shall take place until the following information has been submitted to and approved in writing by the Local Planning Authority.

- Construction ready drawings showing surface and foul private connections.
- A survey of the ditch line identified along the southern site boundary. There are no records of this ditch, so this needs to be clarified and downstream connectively proven. If not suitable an alternative discharge point should be proposed along with an amended drainage strategy to reflect any changes.

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

- 18) No part of the development to which this permission relates shall be occupied until a Landscape and Ecological Management Plan (LEMP) including long term objectives, management responsibilities and maintenance schedules for all landscape areas, both hard and soft (other than small, privately owned domestic gardens) has been submitted to and approved in writing by the local planning authority.

The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including extent and location of proposed works and an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Legal and funding mechanism(s) by which the long-term implementation of the plan.

i) Ongoing monitoring and remedial measures.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved LEMP will be implemented in accordance with the approved details.

Reason: To safeguard biodiversity as set out by the Wildlife and Countryside Act 1981 (as amended), Natural Environment and Rural Communities Act 2006 and the National Planning Policy Framework, to protect the trees, hedges and landscape features which form an important part of the amenity of the site and in order to secure well-planned development.

- 19) No part of the development to which this permission relates shall be occupied until details of any proposed external lighting have been submitted to and approved in writing by the local planning authority; lighting shall thereafter be provided and maintained in accordance with the approved plan for the lifetime of the development.

Reason: To safeguard the site from increased light pollution, protect visual amenity and maintain the existing value of biodiversity on and adjacent to the site to protect foraging/commuting bats in accordance with the Conservation of Habitats and Species Regulations 2017, the Wildlife and Countryside Act 1981 (as amended), Circular 06/2005 and the National Planning Policy Framework.

- 20) All hard and soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the local planning authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar sizes or species unless the local planning authority gives written approval to any variation.

Reason: In the interests of the visual amenity of the area.

- 21) No works or development above foundation level shall take place until full details of proposed noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The details thus approved shall be fully implemented prior to first use or occupation of the development.

Reason: In the interests of residential amenity and in accordance with National Planning Policy Framework.

- 22) Prior to the occupation of the development, details of the boundary treatments to be provided on site 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: To ensure the development is afforded privacy and security between neighbours and the public realm and in the interest of the visual amenity of the street scene.

- 23) No development above ground floor slab level of any part of the development hereby permitted shall take place until a scheme for the soundproofing of the dwellings has been submitted to and approved in writing by the Local Planning Authority. This should include details glazing and ventilation. The measures shall be implemented in strict accordance with the approved details prior to the first occupation of the development and shall thereafter be retained as such.

Reason: To ensure that intended occupiers of the development are not subject to unacceptable levels of noise due to transport sources.

- 24) Prior to first occupation of the development, a pre-completion testing report must be submitted to and approved in writing by the local planning authority. This report must show compliance with the following:

Noise tests showing that indoor ambient noise levels in living rooms and bedrooms meet the standards within BS 8233:2014.

Non-compliance with any of the above levels will require additional mitigation measures to be incorporated into the development prior to first occupation of the development. Such measures must be submitted to and approved in writing by the Local Planning Authority before the development is occupied.

All approved mitigation measures which secure compliance with the terms of this condition must be implemented and retained. If any approved mitigation measure requires replacing, the replacement must perform to at least the same sound protection level as previously approved.

Reason: To ensure that intended occupiers of the development are not subject to unacceptable levels of noise due to transport sources.

**Case Officer:** Mr Paul Lester Tel: 01527 881323  
Email: paul.lester@bromsgroveandredditch.gov.uk

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# 22/01419/FUL

Land To Rear Of 1-6 Smedley Crooke Place Redditch  
Road Hopwood Worcestershire

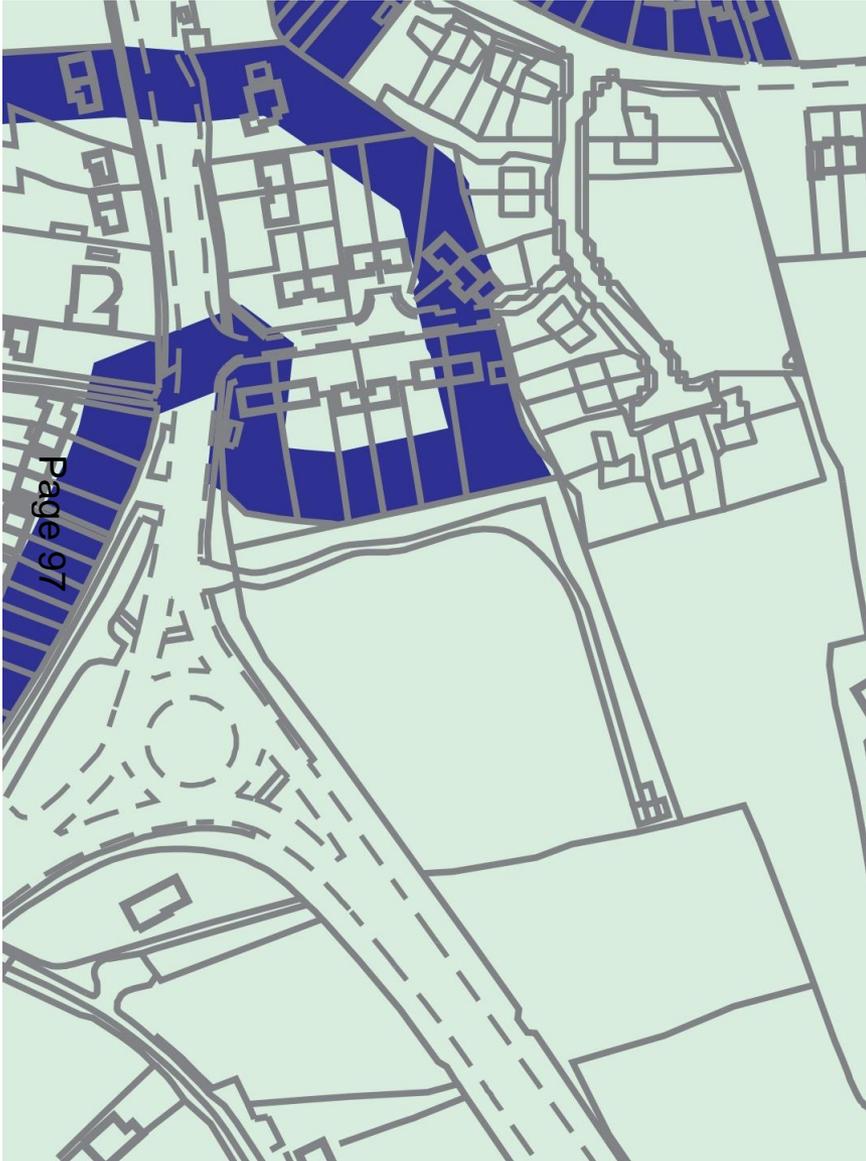
Page 95 Development of 34 affordable dwellings, associated landscaping, siteworks and construction of new access from existing highway roundabout.

Recommendation: Delegate to Head of Service to GRANT planning permission subject to a legal agreement and conditions

# Site Location Plan



# District Plan Map



Page 97

-  Village Envelopes BDP4
-  Green Belt BDP4

# Satellite View



# View of site from Birmingham Road



Page 99

Agenda Item 6

# Existing Access



Page 100

Agenda Item 6

Google

# View of existing cross over at roundabout



Page 101

Agenda Item 6

# View of site



Approx. Location of New Access



Page 102

Agenda Item 6

# Proposed Layout



Site address:	Healthch Road, Hesperwood		
Client:	Canter Capital / Hesperwood / CC		
Site area:			
Units:	24		
Density/ha:			
Density/ha:			
Density/ha:			
Unit breakdown:			
Percentage:	12%		
Unit	Type	Form	Type
14	2-Storey house	semi detached	HA_1
1	2-Storey house	semi detached	HA_1
7	2-Storey house	semi detached	HA_2
4	2-Storey house	semi detached	HA_2
2	1-Storey flat	Masswells	HA_3
2	1-Storey flat	Masswells	HA_3

# Proposed Mix of Dwellings



	House Type	No.
	3b5p house (Ra_1)	16
	3b5p house (Ra_1.1)	1
	2b4p house (Ra_2)	9
	2b4p house (Ra_2.1)	4
	1b2p Maisonettes	4
	<b>Total</b>	<b>34</b>

# Materials Plan



## Materials Plan

-  gf Cheshire red multi brick  
1f white render
-  Cheshire red multi brick  
[Worcester red multi brick detailing]
-  Worcester red multi brick  
[Cheshire red multi brick detailing]

# Proposed Landscaping



**Existing Trees and Hedge to be Retained**  
Trees to be retained and protected in line with BS5837:2012.

**Existing Trees and Hedges to be Removed**

**Proposed Native Trees**  
Trees to be planted as 14-16cm girth, Semi-mature, 3.5-4m high. Trees to be planted with a double timber stake secured with a rubber tree tie.

**Proposed Ornamental Trees**  
Trees to be planted as 14-16cm girth, Extra Heavy Standard, 3.5-4m high. Trees to be staked and secured with suitable rubber ties.

**Proposed Small Trees**  
Trees to be planted as 10-12cm girth or 50L containers, 2-3m high and secured with single stake and suitable rubber ties.

**Proposed Hedgerows**  
Evergreen hedgerows to be planted in 10L containers at a rate of 3-4 per lin. metre.

**Proposed Native Hedgerows**  
Native hedge mix, planted at 100-120cm, bare root stock, in a double staggered row at 300mm centres, planted 3 per lin.m.

**Proposed Shrub Planting**  
Ornamental shrub planting, to be planted in 3-4L containers at 3-4 p/m<sup>2</sup>, and enhanced by feature specimens in 10-20L pots.

**Proposed Native Shrub Mix**  
To be planted as bare root stock, 60-80cm, planted at 2/m<sup>2</sup>.

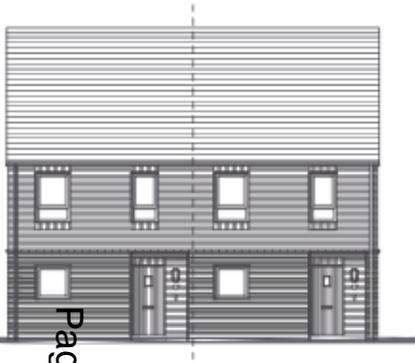
**Proposed Amenity Grass**  
Front gardens to be turfed.  
Back gardens to client specification.

**Proposed Wildflower Meadow**  
To be Emorsgate EM2 Standard General Purpose Meadow supplied by Emorsgate or similar approved. Including 80% of ornamental grasses and 20% of wildflowers. Sowing rate 4g/m<sup>2</sup>.

**Proposed Attenuation Basin Planted with Meadow Grass Mixture for Wet Soils**  
EM8F - Meadow Mixture for Wetlands as supplied by Emorsgate or similar approved. Including 80% of ornamental grasses and 20% of flowering perennials. Sowing rate 4g/m<sup>2</sup>.

# Proposed House Types

3b5p house (Ra\_1)



Front Elevation



Side Elevation

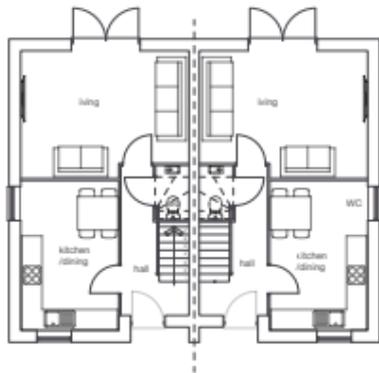


Rear Elevation

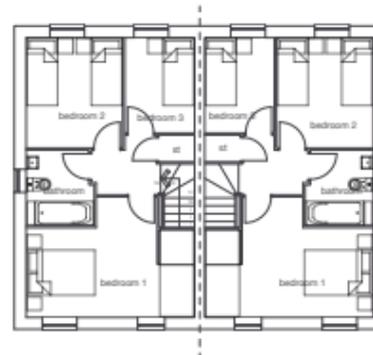


Side Elevation

Page 107



Proposed Ground Floor



Proposed First Floor

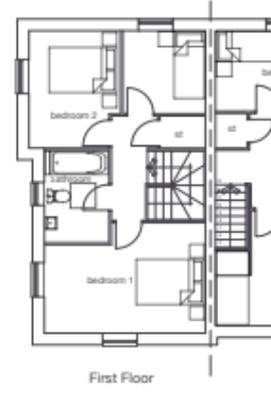
**MATERIALS:**  
refer to drawing 006 for material palette  
concreting brick detailing  
brick soldier sills and lintels  
white upvc windows  
imitation slate grey roof tiles

Agenda Item 6

# 3b5p house (Ra\_1.1)



Page 108



Materials:  
 refer to drawing 006 for material palette  
 Projecting brick course feature  
 Contrasting brick detailing  
 Brick soldier lintels  
 White uPVC windows  
 Insulation state grey roof tiles

Agenda Item 6

# 2b4p house (Ra\_2)



Front Elevation



Side Elevation

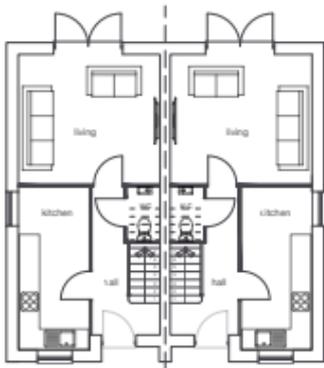


Rear Elevation

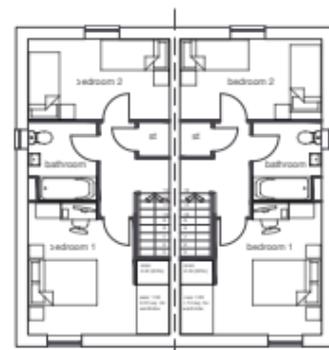


Side Elevation

Page 109



Proposed Ground Floor



Proposed First Floor

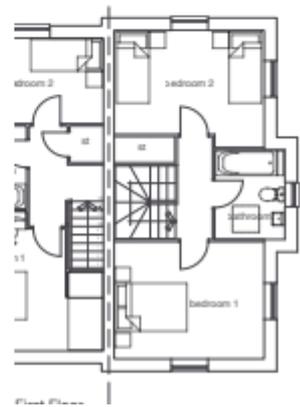
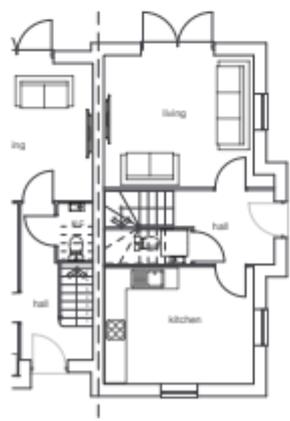
Materials:  
 refer to drawing 006 for material palette  
 Projecting brick course feature  
 Contrasting brick detailing  
 Brick soldier lintels  
 White uPVC windows  
 Imitation slate grey roof tiles

Agenda Item 6

# 2b4p house (Ra\_2.1)



Page 110



Materials:  
refer to material drawing 006 for material palette  
Projecting brick course feature  
Contrasting brick detailing  
Brick soldier bricks  
White uPVC windows  
Imitation slate grey roof tiles

Agenda Item 6

# 1b2p Maisonettes (Ra\_3&3.1)

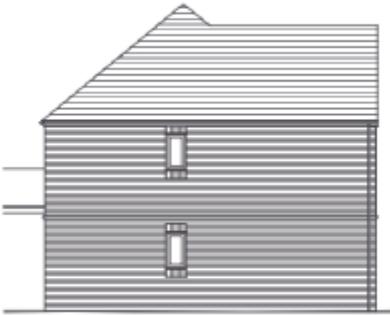
Materials:  
 refer to drawing 006 for material palette  
 Projecting brick course feature  
 Contrasting brick course feature  
 Brick soldier bricks  
 White uPVC windows  
 imitation slate grey roof tiles



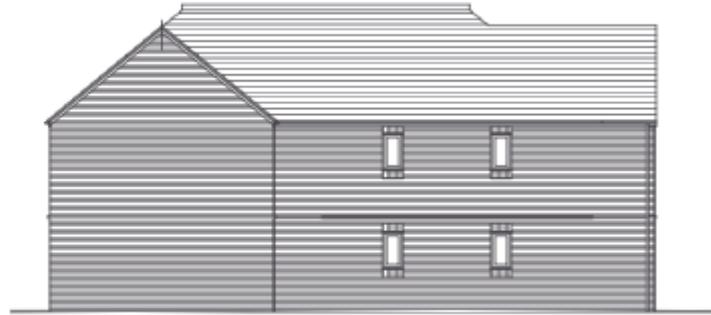
Front Elevation



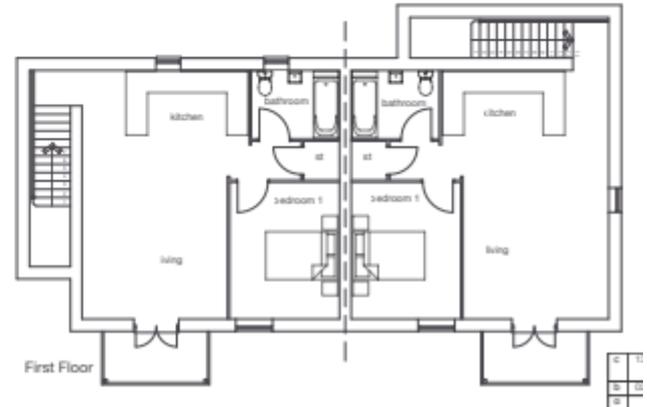
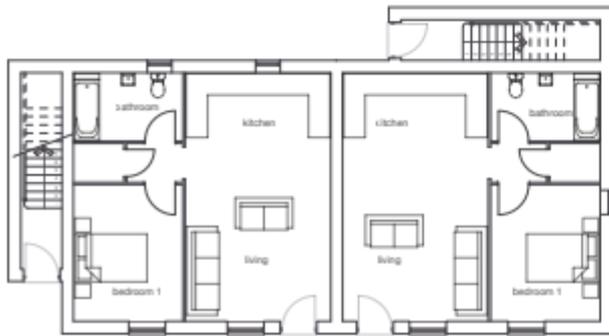
Side Elevation



Side Elevation

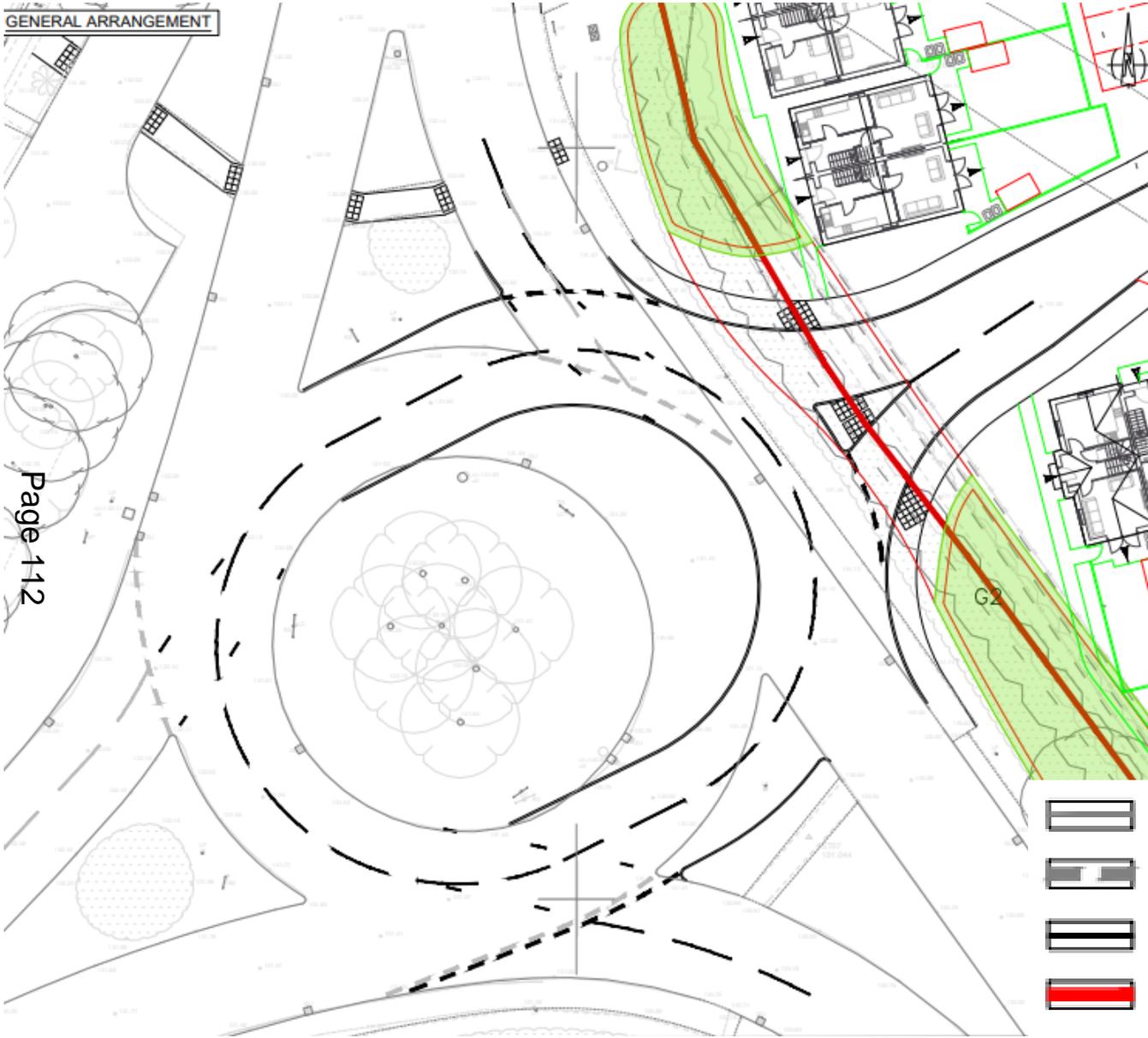


Rear Elevation

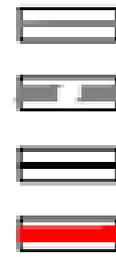


# Proposed Access

GENERAL ARRANGEMENT



Page 112



- Topographical Survey
- Existing Road Markings
- Proposed Design
- Red Line Boundary

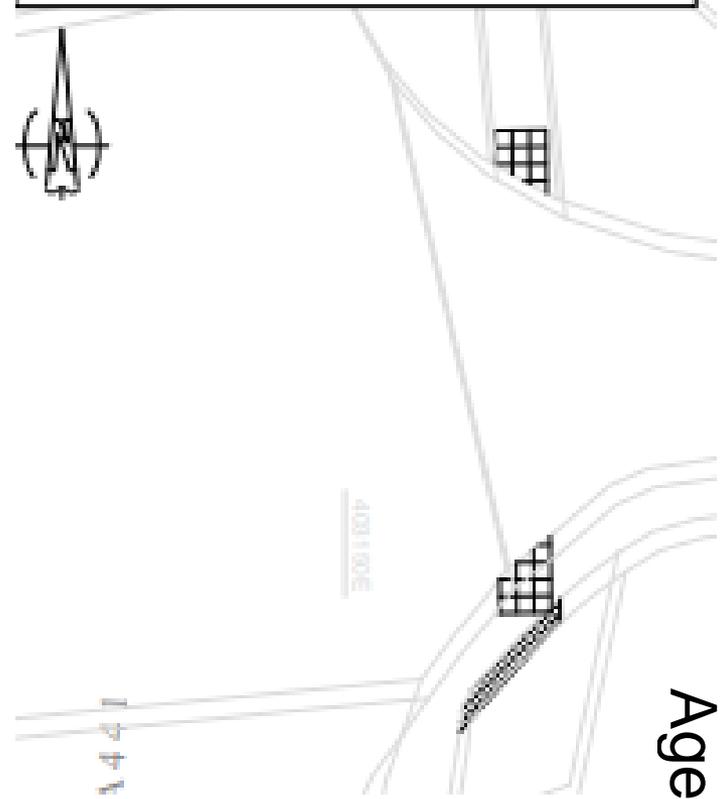
Agenda Item 6

# Pedestrian Crossings



Page 113

## Proposed Smedley Crook Place Crossing



-  Topographical Survey
-  Existing Road Markings
-  Proposed Design
-  Red Line Boundary
-  Visibility Splays

Agenda Item 6

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By virtue of paragraph(s) 2, 6a of Part 1 of Schedule 12A of the Local Government Act 1972.

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