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BROMSGROVE DISTRICT COUNCIL

MEETING OF THE PLANNING COMMITTEE

THURSDAY 4TH DECEMBER 2025
AT 6.00 P.M.

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

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

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 9th October 2025 (Pages 7 - 20)
4. Updates to planning applications reported at the meeting (to be circulated prior to the start of the meeting)
5. 25/00768/S73 - Variation of condition 2 (approved plans) of application 19/00592/FUL to alter details of the conversion of the administration building, Blue Bird Administration, Needlers Way, Hunnington. c/o R. Singh (Pages 21 - 34)
6. 25/00901/S73 - Variation of condition 25 of planning permission
24/00516/S73: FROM: No part of the development shall be occupied until the

junction of Fox Lane/ Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/ Rock Hill schematic ref 7033-SK-005 revision F TO: No part of the development shall be occupied other than No more than 49 dwellings (of which, no more than 30 shall be for private sale and no more than 19 shall be for affordable housing) until the junction of Fox Lane/ Rock Hill has been altered in accordance with the temporary scheme shown on the plan WSP Drawing 7033-WSP-HGN-00-SK-C-0022-V2 Rev P02. Thereafter, no part of the development shall be occupied other than no more than 365 dwellings (of which, no more than 219 shall be for private sale and no more than 146 shall be for affordable housing) until the junction of Fox Lane/Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/Rock Hill schematic scheme ref 7033- SK-005 revision G and ancillary drawings 7033-s278-701 rev C02, 2015804 AGE-ZZ-XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02. Land at Whitford Road. Bellway Homes Ltd (Pages 35 - 68)

7. 25/01151/PIP - Permission in Principle for up to No9 dwellings. Land off Withybed Lane, Alvechurch. Mr. C. Brain (Pages 69 - 92)
8. To consider any Urgent business, details of which have been notified to the Assistant Director of Legal, Democratic and Procurement Services prior to the commencement of the meeting and which the Chairman, by reason of special circumstances, considers to be of so urgent a nature that it cannot wait until the next meeting.

J. Leach
Chief Executive

Parkside
Market Street
BROMSGROVE
Worcestershire
B61 8DA

26th November 2025

**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**

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

**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.**

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 by 12 noon on Tuesday 2nd December 2025.**
- 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 Tuesday 2nd December 2025.

- 3) Reports on all applications will include a summary of the responses received from consultees and third parties, an appraisal of the main planning issues, the case officer's presentation and a recommendation. All submitted plans and documentation for each application, including consultee responses and third party representations, are available to view in full via the Public Access facility on the Council's website www.bromsgrove.gov.uk**
- 4) It should be noted that, in coming to its decision, the Committee can only take into account planning issues, namely policies contained in the Bromsgrove District Plan (the Development Plan) and other material considerations, which include Government Guidance and other relevant policies published since the adoption of the Development Plan and the "environmental factors" (in the broad sense) which affect the site.**
- 5) Although this is a public meeting, there are circumstances when the Committee might have to move into closed session to consider exempt or confidential information. For agenda items that are exempt, the public are excluded and for any such items the live stream will be suspended and that part of the meeting will not be recorded.**



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

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BROMSGROVE DISTRICT COUNCIL

MEETING OF THE PLANNING COMMITTEE

THURSDAY 9TH OCTOBER 2025, AT 6.00 P.M.

PRESENT: Councillors H. J. Jones (Chairman), M. Marshall (Vice-Chairman),
A. Bailes, J. Clarke, D. J. A. Forsythe, E. M. S. Gray,
B. McEldowney, S. T. Nock, S. R. Peters and J. Robinson

Officers: Mrs. R. Bamford, Mr. D. M. Birch, Mr. M. Howarth
(Anthony Collins Solicitors) Mr. P. Lester and Mrs. S. Williams and
Mrs. J. Gresham

37/25

TO RECEIVE APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTES

Apologies for absence were received from Councillor S. J. Baxter and
Councillor R. E. Lambert with Councillor B. McEldowney and Councillor
S. T. Nock as named substitute respectively. Councillor J. D. Stanley
also submitted his apologies for this meeting.

38/25

DECLARATIONS OF INTEREST

Councillor A. Bailes declared an Other Disclosable Interest in relation to
Agenda Item 5 (Minute Number 41/25) 24/00960/FUL - Proposed
Battery Energy Storage System (BESS) and associated infrastructure,
Land off Illey Lane Hunnington - in his capacity as an Authority Member
on the Hereford and Worcester Fire and Rescue Service (HWFR) Board.

Councillor A. Bailes stated that he would determine the application with
an open mind and remained in the meeting room for the duration of the
debate and took part in the vote thereon.

39/25

TO CONFIRM THE ACCURACY OF THE MINUTES OF THE MEETINGS OF THE PLANNING COMMITTEE HELD ON 29TH JULY AND 7TH AUGUST 2025

The minutes of the Planning Committee meetings held on 7th July and
29th July 2025 were submitted for Members' consideration.

During consideration of this item, Councillor S. Nock commented - that
he felt it was important to include details of the public speakers
comments within the minutes. He stated that the inclusion of these

comments might be useful to provide context in instances when a Planning application was subject to an appeal or Judicial Review in the future.

The Legal Advisor to the Council's Planning Committee read out the following statement in response to this query. The statement read as follows:

"The minutes of Planning Committee meetings are produced in accordance with professional minute writing standards. Traditionally, detailed information has not been included in minutes of Planning Committee meetings relating to contributions made during public speaking as no new information should be introduced at this stage and all contributions should already be in the public domain to view on the planning portal on the Council's website. However, it is proposed that during the forthcoming PAS (Planning Advisory Service) review of the Planning Committee, this matter should be raised so that arrangements at the Council can reflect the most up to date advice on best practice."

RESOLVED that the minutes of the Planning Committee meetings held on 7th July and 29th July 2025, be approved as a true and accurate records.

40/25

UPDATES TO PLANNING APPLICATIONS REPORTED AT THE MEETING (TO BE CIRCULATED PRIOR TO THE START OF THE MEETING)

The Chairman announced that a Committee Update 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.

41/25

24/00960/FUL - PROPOSED BATTERY ENERGY STORAGE SYSTEM (BESS) AND ASSOCIATED INFRASTRUCTURE, LAND OFF ILLEY LANE HUNNINGTON

Prior to the consideration of this item. Councillor S. Nock stated that he was registered to speak on this application and requested clarification as to whether he needed to leave the meeting room during the presentation and public speaking on this application as this was the advice he had received from the Council's Principal Solicitor – Governance earlier that day.

[At this point in the meeting there was a brief adjournment from 18:09 to 18:12].

Having reconvened, the Legal Advisor to the Planning Committee at the meeting stated that he felt it appropriate that Councillor S. Nock remained in the public gallery during consideration of the application and whilst the public speakers addressed the Committee Members. Once he had spoken on this matter, Councillor S. Nock would be required to leave the meeting room and take no part in the debate nor the vote thereon.

Officers reminded Members that this application had been deferred at the meeting of the Planning Committee held on 29th July 2025. The deferment had been requested by Members in order to address the comments raised by Hereford and Worcestershire Fire and Rescue Service (HWFS).

Since then, discussions had taken place between the local Planning Authority (Bromsgrove District Council), HWFS and the applicant. This had resulted in the updated application as presented to the Planning Committee at this meeting.

A copy of the Committee Update was provided to Members and published on the Council's website prior to the commencement of the meeting.

The application site was located in approximately 3.88 hectares of land which comprised of agricultural land, which could be considered rural. Of the 3.88 hectares of the application site, 1 hectare was allocated to the developable site area.

Officers drew Members' attention to page 92 of the main agenda pack which detailed the proposed layout, supported infrastructure, security fencing and landscaping works. The layout had been amended following discussions with HWFS and now proposed three separate access points to the battery compound and two into the substation. It was noted that a sufficient number of passing points had now been incorporated into the layout of the site.

Access to the site was from an existing access point on Illey Lane, which would be upgraded as required to provide suitable access. The compound site would be fenced and an appropriate landscape scheme implemented. The remaining area around the perimeter would be utilised

for further planting to include woodland hedgerows, trees, grassland and wildflower planting.

The proposed development had a time limit of thirty-five years. After which time all the infrastructure would be removed from the site.

The Point of Connection for the site would be at the Kitwell Substation, located approximately 2 kilometres east from the application site on Kitwell Lane.

Officers noted it was important and necessary to deliver improvements to energy infrastructure and management for the future. It was also important to ensure that the necessary infrastructure was in place to support the management of the National Electricity Grid.

It was reported that the application was in line with the principal policies of the Bromsgrove District Plan (BDP) and in line with National Planning Policy Framework (NPPF) in that it supported the transition to low carbon options, improved future energy resilience and renewable energy infrastructure.

Officers noted that the application site was within the Green Belt. It was important to establish whether the proposal consisted of inappropriate development in the Green Belt for the purposes of BDP and the BDP4 framework. Officers highlighted that paragraph 153 of the framework stated that inappropriate development was by definition harmful to the Green Belt and should only be approved in very special circumstances. In paragraph 154 of BDP4 framework there were exemptions when development might be acceptable in the Green Belt, however further exemptions had been included since the framework was amended in December 2024 in particular paragraph 155 regarding Grey Belt. Members' attention was drawn to sections 11.7 to 11.39 of the officers report which contained a detailed assessment as to whether the site was Grey Belt rather than Green Belt. Overall, the proposal did not strongly contribute to the three Green Belt purposes required to be considered in a Grey Belt assessment. The relevant criteria contained in paragraph 155 were met and therefore the development was not considered inappropriate within the Green Belt. For robustness and completeness an assessment regarding Green Belt matters had also been undertaken.

Officers informed the Committee that the Highways Agency had been consulted with and did not object, subject to the conditions included in the report and considered there would not be an unacceptable impact on highway safety or severe impact on the road network.

In terms of archaeological matters, it was reported that the site was located in close proximity to a number of heritage assets. However, the application was subject to an Historic Environment Desk Based Assessment (HEDA) and had also been assessed by the Council's Conservation Officers. Both had concurred that there would be a degree of less than substantial harm to the significance and setting of the Grade II Oatenfields Farmhouse through the proposed development.

Flooding had been raised by members of the public, along with the leakage of chemicals. However, North Worcestershire Water Management (NWWM) had been consulted and had raised no objections. However, a number of pre-commencement planning conditions had been made in respect of a detailed surface water drainage scheme and Construction Surface Water Management Plan.

In the event of a fire, water used to treat this facility would be fully contained in that surface water would drain through the internal drainage basin into the attenuation basin on site. This basin would be lined in order to prevent any leeching into the ground. Overall, the drainage matters were deemed to be acceptable.

The Biodiversity Metric report had been updated to reflect the changes to the proposal and in doing so the Biodiversity Net Gains (BNG) would be delivered by the development. Comments had been received regarding whether it was appropriate to include the Sustainable Urban Drainage System as part of the BNG calculations. It was considered primary use was a Sustainable Urban Drainage System (SUDs) was acceptable, in the unlikely event of a fire, which could result in an impact on the on-site habitats, this would be addressed as part of the ongoing habitat monitoring required under BNG. The developer must maintain significant on-site habitats that they created or enhanced for a minimum of thirty years. These habitats would be subject to a monitoring schedule that ensured they achieved the target condition and distinctiveness that was stated in the Biodiversity Metric report.

Further detail was provided in respect of the changes to fire safety aspects following discussions with the HWFS. There had been numerous objections raised regarding fire risk at this application site, which included water contamination and emergency access. The applicants were advised to consider the guidance available from the National Fire Chief's Council (NFCC). This guidance highlighted 12 key areas of fire safety in BESS developments. Due to the large number of concerns raised on the matter of fire safety the application had been

deferred in July 2025. However, since then, key issues including the fire safety plan, had been addressed by the applicant to the satisfaction of HWFS subject to the conditions outlined within the officers report.

It was reported that the revised fire water management plan exceeded the NFCC guidance minimum requirements and that two hydrants were proposed as part of the development. Furthermore, HWFS were satisfied with the turning space within the location along with the updated access arrangements. In terms of the container separation, the layout of the site complied with updated guidance which was considered to supersede the NFCC guidance regarding 6m separation. No specific modelling had been required regarding explosions and vapour cloud risk due to the distance to nearby properties.

The Emergency Response Plan was to be agreed pre-operation via a planning condition that dealt with hazard information procedures, environmental investigation training and communications protocols. In terms of contaminated water management, fire water containment system to be lined and isolated from the SUDs and along with a full drainage and disposal plan required by condition.

Subject to the conditions outlined in their consultation comments, HWFS were satisfied with the revised proposals as discussed with the applicant and now agreed. Ultimately there was no compelling evidence that the site posed an unacceptable fire risk.

Therefore, it was considered that the proposal was acceptable in principle and held significant weight in the contribution to mitigating climate change, and energy security, the potential for biodiversity net gains and landscape enhancements and economic benefits. Which were all deemed to outweigh the temporary moderate adverse visual impact effects and less substantial harm to heritage assets.

At the invitation of the Chairman, Mr. A. Perry, speaking on behalf of local residents in objection to the application, addressed the Committee.

Mr. G. Thorpe, the Planning Agent for Grenergy Renewables UK Ltd, addressed the Committee on behalf of the applicant.

Mr. I. McGregor addressed the Committee on behalf of Hunnington Parish Council, who had objected to the application.

Councillor S. Nock, Ward Member also addressed the Committee.

During consideration of the application, Members raised several questions. These were as follows:

- Would there be a fire alarm warning system available on site, should a fire break out? – Officers confirmed that this would be included as part of the planning conditions. Specifically, condition 28 which dealt with an emergency response plan.
- Whether the site was, in fact, located on Green or Grey Belt land? – Members were reminded that there were five purposes of Green belt. Three needed to be evaluated in order to assess Grey Belt. The purposes applicable for this proposal were as follows:
 - a) Purpose a – Sprawl
 - b) Purpose b – Merging
 - c) Purpose d - To preserve the setting and special character of historic towns.

The purposes of the Green Belt, as detailed above, did not apply to this proposal and therefore the proposal site had been considered Grey Belt by Officers when applying the criterion and therefore not inappropriate development. However, if Members were of the opinion that the site was in the Green Belt there would still be grounds for granting planning permission under Very Special Circumstances as it satisfied the Government's Renewable Energy Strategy, therefore making it a material planning consideration.

- Location of access points within the site – Officers explained that there were two access points within the site to the battery storage areas. However, there was one access point to the whole compound which HWFS were satisfied with providing there was enough access and room for movement for fire vehicles within the site if necessary.
- Public safety within the proposed site – Members stated that they were disappointed that the public safety requirements would be satisfied by conditions rather than being an integral part of the application. Particularly as this application had been deferred previously predominantly due to the areas of concern highlighted by the HWFS. Furthermore, it was noted that some of the conditions i.e. the approval of the fire safety precaution statement, detailed layout and emergency response plan lay with HWFS. This seemed an unsatisfactory outcome as it may result in the Local Planning Authority approving the application only for the HWFS to veto if it was not satisfied with the plans included in the conditions as detailed above. Officers addressed Members concerns regarding this matter further and explained that there

were four conditions in total regarding fire safety and two of which read as follows:

- *Approval by the local planning authority **'in consultation'** with the fire and rescue service*

The two further conditions read as follows:

- *The local planning authority **and** the fire and rescue service*

If Members were concerned about the responsibility of the Fire Service in this matter and to be consistent then all conditions could read:

- *Approval by the local planning authority **'in consultation'** with the fire and rescue service*

However, Members were reminded that the Local Planning Authority was a public authority and if not happy with the HWFS response, it would be acting unreasonably to discharge the condition without being completely satisfied and the development would not be implemented. It was noted that the Fire Service were experts in the matter of fire safety and the reason their opinion was sought in these matters, however the Local Planning Authority were still responsible for discharging the conditions only when they had been met satisfactorily.

Officers commented that these kinds of conditions were not unusual for these types of applications, as these specific types of plans were not able to be confirmed or agreed at the application stage. It was noted that the technology used within Battery Energy Storage System (BESS) evolved quickly and any information submitted at the application stage may be superseded quickly as a result. Ultimately, the Local Planning Authority, the Fire Service and the applicant had discussed the conditions highlighted by Members and all parties were satisfied with the conditions, which would ensure that the relevant parties were satisfied with the technical information available at the appropriate time.

- The reliance on electricity generation storage – Members were concerned of the resilience in using this type of energy and that there have been several instances recently internationally when the National Grid had failed.

- Monitoring of the conditions – Members requested assurance from Officers that the conditions contained within the application would be monitored effectively to ensure that they were implemented effectively and required no alterations. Officers reported that as detailed earlier in the meeting the applicant had agreed to the wording within the conditions in respect of the fire safety issues previously highlighted and if the wording within these conditions were changed or not satisfied then the application would come back to the Planning Committee for further consideration.
- Container Separation Distances – The final response from HWFS (dated 1st October 2025) was queried in respect of the container separation distances information provided to them. It was noted by Members that there had been no fire modelling provided to HWFS, however they had no further comments on this matter. Members questioned whether HWFS had been challenged regarding the lack of response in this matter. Officers explained that the suggested separation distance between containers be 6 metres as detailed in the guidance. However, if the separation distances should be reduced clear evidence would be needed to be produced by the applicant regarding the proposed distances. The Fire Service was a non-statutory consultee and the applicant should follow the NFCC guidance and wherever possible the applicant should comply with this guidance. It was noted by Officers that although guidance as available included within it was the statement “Every BESS installation will be different, and Fire and Rescue services should not limit themselves to the content of this guidance.”
There were also queries regarding the layout of the containers within the storage unit. It was explained that the layout currently was within the 6 metre margins, as detailed in the guidance and that two battery containers could count as one unit due to their size.
- Biodiversity Net Gain (BNG) – Members requested clarification on the impact the extra access within the site had on BNG. It was reported that there had been some impact, however the BNG still provided in excess of the 10 per cent required by a major planning application.

RESOLVED that Planning Permission be granted, subject to the Conditions as detailed on pages 77 - 85 of the main agenda pack.

[At this point in the meeting there was a brief adjournment from 19:47 to 19:52].

42/25

25/00055/OUT - OUTLINE PLANNING PERMISSION FOR TWO DWELLINGS (LANDSCAPING RESERVED), 39 PARISH HILL, BOURNEHEATH, B61 9JH, CHAPEL HILL HOMES LTD.

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

A copy of the Committee Update was provided to Members and published on the Council's website prior to the commencement of the meeting.

Officers presented the report, and presentation slides as detailed at pages 109 – 129 of the main agenda pack; and in doing so, highlighted that outline planning permission was sought for the construction of two dwellings and detached garages on a parcel of land off Parish Hill, Bourneheath.

The Planning Inspectorate had considered a Permission in Principle (PIP) which had been allowed on appeal for two dwellings with this decision being issued in September 2024. The appeal had been awarded on the basis that the proposal in the Green Belt location would be an acceptable infill development.

The second stage of the PIP process was to apply for a technical details consent where the detailed proposal was reassessed.

The proposal detailed two dwellings and as part of this outline application, matters such as access, appearance, layout and scale with landscaping determined at the reserved matters stage.

The location was within the Green Belt and BDP4 of the Bromsgrove District Plan would apply. Development within the Green Belt was considered inappropriate unless it fell under a limited number of exceptions. Limited infill development was included within these exceptions.

The PIP appeal awarded on 26th September 2024 for two dwellings on this site was for extant permission that could still be implemented, and as such provided a strong fallback position for the applicant, making it an important material consideration for this application.

The proposed dwelling were located on a hillside location, which might result in a modest adverse effect of the openness of the Green Belt in terms of spatial and visual aspect due to the elevated location of the site.

There had been some amendments to the scheme in order to reduce the impact with a change of roof design and roof pitch.

Access to the site would be via Parish Hill, with individual access points cutting into the existing hedgerow to serve each plot. There would be adequate parking for each dwelling on each plot. The appearance was also noted as being a mix of render and brick gable on the front elevation.

Members were informed that the dwellings would be set back from the road and positioned at least 16.8 metres away from the road and set into the contours of the site. Adequate spacing would be maintained between the properties in accordance with the Council's SPD on High Quality Design.

There had been some concerns raised by residents in respect of the dwellings being overly large and not in keeping with the other properties in the village. However, in reviewing the PIP, the Planning Inspectorate had considered the dwellings acceptable in terms of their appearance and the layout, and scale in accordance with the BDP and SPD.

In respect of Highways matters, it was noted that concerns had been raised by residents regarding speed of traffic and construction traffic. In response to these concerns Highways had carried out a speed survey close to the site and had confirmed that average speeds were 32 miles per hour with the majority being lower than 30 miles per hour. Highways had no objections in respect of this application but noted the concerns from residents and had recommended that a Construction Management Plan condition be imposed with other highway conditions.

Residents had also raised concerns in respect of drainage matters and particularly a culverted watercourse. North Worcestershire Water Management (NWWM) had reviewed the drainage technical note and had accepted the results of the site investigations conducted in October and December 2024 which confirmed the soils underlying the site allowed for infiltration drainage.

Members were reminded that the Council could not currently demonstrate a five-year housing supply, and this proposal would result in two additional dwellings providing a limited contribution to the housing supply.

The proposal was recommended for approval subject to conditions.

At the invitation of the Chairman, Maria Murphy, addressed the Committee in objection of the application.

Matthew Hiles, the Applicant, addressed the Committee.

Members questioned as to the reason why this application had been called in to Planning Committee. Officers confirmed that any application could be called in by a Ward Members as per the Council's Constitution.

Officers also clarified that this site was located in the Green Belt, rather than Grey Belt as this was what the Planning Inspectorate had deemed this location to be when it considered the PIP appeal.

Clarification on the variety of housing types was also requested by Members. Officers confirmed that it was acknowledged within the appeal decision that there were a variety of housing types within the village. Members agreed that having visited the site that there did seem to be an eclectic mix of dwellings and that the proposed designs were of high quality.

Members queried whether there would be the opportunity to consult with local residents to ascertain the best way to access the site during construction. This information could be included in the Construction Management Plan. Officers confirmed that they could impose a lorry routing schedule as part of the conditions and would include that if the application was agreed. However, the conditions imposed were for the Local Planning Authority or statutory consultee and not for decision by the general public. Members were reassured that Highways would consult in respect of the Construction Management Plan.

The subject of the nearby culvert was raised by Members. It was queried as to whether there was the potential for the owners of the dwellings to maintain the culvert once the implementation had commenced. Officers explained that the culvert was not within the boundary of the proposed site and therefore was not part of the application being considered at this meeting. It was noted that NWWM were aware of the flooding issues at this site which had resulted in such robust conditions for this development including the specific timing of when the conditions must be discharged, which was prior to occupation. Members were reminded that these conditions would be subject to building control regulations and therefore would be checked robustly during that process. It was also reiterated that if a change in condition was requested by the applicant, then the application would return to the Planning Committee for consideration.

RESOLVED that Planning Permission be granted, subject to the Conditions as detailed on pages 116 - 119 of the main agenda pack (including the extra bullet point for condition 11 in respect of the Construction Management Plan) and the updated condition four as detailed in the Committee update.

43/25

PLANNING PERFORMANCE REPORT: QUARTER ONE

The Development Management Manager presented the Planning Performance Report: Quarter One for Members' consideration. In doing so it was highlighted that the speed of decision making for major and non-major planning applications was well within the acceptable tolerance. Officers explained that the speed of decision-making for major applications over the rolling one-year period was 92.8% and 87.7% for non-major applications over the rolling one-year period. The Government required a minimum of 60% of major applications and 70% of non-major applications to be determined in time, or within an agreed extension of time.

In terms of the quality of the decision making, no Local Planning Authority should exceed 10% of decisions being overturned at appeal. The Council's quality of decision making was 5.7% for major planning applications and 2.5% for non-major applications. As such the quality of decision making at Bromsgrove District Council was deemed sound.

There had been a number of appeal decisions in Quarter one. Members were informed that in respect of recent cost award outcomes, there were two decisions to note; Rock Hill and Stonehouse Lane decisions, where it was noted that the costs were refused in terms of the ask from the applicant.

RESOLVED that the Planning Performance Report: Quarter One be noted.

44/25

TO CONSIDER ANY URGENT BUSINESS, DETAILS OF WHICH HAVE BEEN NOTIFIED TO THE ASSISTANT DIRECTOR OF LEGAL, DEMOCRATIC AND PROCUREMENT SERVICES PRIOR TO THE COMMENCEMENT OF THE MEETING AND WHICH THE CHAIRMAN, BY REASON OF SPECIAL CIRCUMSTANCES, CONSIDERS TO BE OF SO URGENT A NATURE THAT IT CANNOT WAIT UNTIL THE NEXT MEETING.

There was no Urgent Business on this occasion.

Agenda Item 3

Planning Committee
9th October 2025

The meeting closed at 8.32 p.m.

Chairman

Name of Applicant	Proposal	Expiry Date	Plan Ref.
c/o Rajinder Singh	Variation of condition 2 (approved plans) of application 19/00592/FUL to alter details of the conversion of the administration building. Blue Bird Administration, Needlers Way, Hunnington	16.12.2025	25/00768/S73

RECOMMENDATION: That planning permission be **GRANTED**

Consultations

Conservation Officer

- There is no objection to the principle of the scheme, as there is already a consent for conversion to residential apartments. This scheme looks to improve on the layout of the previous scheme, change the existing windows to a more sympathetic design and more thoughtfully cover the existing rear wall which comprises what was an internal wall to the factory immediately to the rear of the Administration building.
- The Bluebird Factory site comprised a factory complex largely constructed in the 1920s and 1930s for the Bluebird Toffee company, designed by the Birmingham Architect S N Cooke. At the end of 2019 three structures on the site were listed Grade II, the Administration building, the Welfare building and the front walls and gates. In addition to the factory complex, the company also constructed other buildings, including 24 houses, although 100 were planned, a shop and post office and cricket pavilion.
- The Administration building was listed for its architectural and historic interest. The architectural interest being the neo-Georgian design by the prominent Birmingham architect SN Cooke is assured and well-realised, remarkably so for its provincial location. The building retains high quality fittings and fixtures throughout, including sumptuous fittings to the Director's Office and stair foyer, as well as tiled corridors and lobby spaces, and timber fenestration to internal spaces. In terms of the historic interest, the factory and Hunnington Model Village was developed in the spirit of the period. It was sited in a clean, rural location with good modern transport links and with improved standards of welfare and well being. The complex also comprised a continuation of model village development, begun nearby at Bournville in the late C19.
- The adjacent Welfare building was also listed for its architectural and historic interest. Both buildings have group value forming a legible grouping of the administrative and social focal points of a notable interwar factory at the centre of a new model village and with the front boundary treatment (also listed at Grade II) providing a distinctive and contemporary setting to the building and to the factory site as a whole.
- Planning permission and listed building consent (19/00592/FUL & 20/01440/LBC) was granted in 2022 to convert the Administration Building and Welfare building to apartments and demolish the remaining buildings to provide housing.
- The new houses have now largely been completed and the Welfare Building and Administration have been sold on to new owners. Works commenced last year on the Administration Building by the then owner without discharging pre-commencement conditions. A number of works took place including stripping out works which were of

a poor standard and left the building exposed to the elements and unprotected. The new owner is now looking to revise the original agreed access and alter the access to some of the new apartments.

- Section 16 (2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires LPAs to have regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. This is supported by the Historic Environment policies in BDP20 of the Bromsgrove District Plan, which, amongst other things, state that development affecting heritage assets, should not have a detrimental impact on the character, appearance or significance of the heritage asset or heritage assets.
- In addition, guidance in the recently revised NPPF must also be considered. Paragraph 207 requires applicants to describe the significance of any heritage asset affected, the level of detail being proportionate to the assets importance and no more than is sufficient to understand the potential impact of the proposals on significance; Paragraph 208 requires LPAs to take account of the significance of affected heritage assets when considering the impact of a proposal, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal; Paragraph 212 requires great weight to be attached to the conservation of designated heritage assets, irrespective of the level of potential harm. Any harm to or loss of, the significance of a designated heritage asset, including its setting, requires clear and convincing justification, Paragraph 213; and Paragraph 215 requires less than substantial harm to designated heritage assets to be weighed against the public benefits of the proposal.

Hunington Parish Council

Consulted 19.09.2025: views awaited

Publicity

Neighbour letters sent 22.09.2025 (expired 16.10.2025)

Site notice displayed 03.10.2025 (expired 27.10.2025)

Press notice published 26.09.2025 (expired 13.10.2025)

No comments have been received as a result of the publicity of the application.

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles

BDP2 Settlement Hierarchy

BDP19 High Quality Design

BDP20 Historic Environment

Others

Bromsgrove High Quality Design SPD

NPPF National Planning Policy Framework (2024)

NPPG National Planning Practice Guidance

Relevant Planning History

25/00762/LBC	Alteration of the Administration Building to provide 9no. new apartments, with associated internal works, services and external works.	Pending consideration	
20/01440/LBC	Part demolition and site clearance of the former Blue Bird factory site for its redevelopment to provide 108 residential dwellings (Use Class C3), consisting of both new dwellings and conversion of the Welfare and Administration buildings, along with associated landscaping; drainage; engineering; highways and access works.	Granted	27.04.2022
19/00592/FUL	Part demolition and site clearance of the former Blue Bird factory site for its redevelopment to provide 108 residential dwellings (Use Class C3), consisting of both new dwellings and conversion of the Welfare and Administration buildings, along with associated landscaping; drainage; engineering; highways and access works.	Granted	27.04.2022

Site Description and Proposal

The site formerly comprised a factory complex largely constructed in the 1920s and 1930s for the Bluebird Toffee company. To the front of the site are the Administration and Welfare buildings which are Grade II listed buildings as well as the wall to the front boundary of the site.

Planning permission and Listed Building Consent have previously been granted for the re-development of the site for residential purposes comprising the construction of new dwellings and conversion of the Welfare and Administration buildings. Construction of the new dwellings to replace the factory buildings is well underway with some dwellings already inhabited.

This application specifically relates to the works to the Administration building and is seeking changes to the approved conversion details. The majority of the changes relate to internal reconfiguration to the proposed layout of the residential units. The fine details of these works will be dealt with under the associated Listed Building Consent application. The external changes which are subject to this application relate to:

- The insertion of 4no. doorways in the front elevation of the building, associated steps and hand rails
- A brick skin external wall and the details associated with this to the rear elevation
- Changes to the fenestration on the rear elevation of the building

Assessment of Proposal

Principle

The site already benefits from planning permission to be converted to 9 no. residential units. This application seeks amendments to this application, retaining the number of units at 9no. Having regard to the fallback that the original permission has been implemented and the conversion of the building based on the approved plans could take place, the principle of converting the building to a residential use is acceptable.

Specific works proposed

The Administration building is a Grade II listed building and as such, regard must be had to the duty to have special regard to preserving a listed building or its setting under section 66(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990. BDP20 of the Bromsgrove District Plan, amongst other things, states that development affecting heritage assets, should not have a detrimental impact on the character, appearance or significance of the heritage asset or heritage assets.

As noted above the Conservation Officer raises no objection to the principle of the proposed works in relation to the impact on the listed building. Discussions are ongoing relating to the specific details of some of the works which will be dealt with and controlled via the associated Listed Building Consent application (25/00762/LBC). As such it is considered that the proposal accords with the historic environment policies and legislation outlined above.

In relation to the insertion of the doors in the front elevation of the building this will result in an improved layout for the occupiers of the building providing a direct access into each residential unit. The approved layout required occupiers to enter the building through the main front entrance before exiting to the rear before re-entering a door to each unit in the rear elevation. The details of the steps and railings to these doors can be adequately controlled by conditions.

To the rear it is proposed to build a cavity brick wall externally against the original rear facade. The plans show that at the base there will be a strip of green glazed brickwork to mimic the original tiled band that ran along the interior wall. Above this there would be a red brick wall with the upper part of the brick wall being constructed from a contrasting darker brick to replicate the 'saw tooth' profile of the roof of the factory which formerly attached to the rear of the building. As noted in the Conservation Officer comments above, it is considered that dealing with exposed rear wall of the Administration Building is a more thoughtful approach than that previously approved.

In relation to the fenestration changes to the rear elevation, the proposal utilises the existing openings at first floor level. This means that there is one more window opening than previously approved. At ground floor one new window opening is proposed, a doorway is changing to a window and one window is being reduced in size. To the rear of the Administration building there is a garden area beyond which there are new dwellings. All of these dwellings are either front or side facing the rear elevation of the Administration building. The proposed floor plans for the Administration building show that at first floor the windows will be serving non habitable rooms – corridors, hallways

and lobby areas. Therefore, it is considered that there will be no adverse amenity impact on the occupiers of the new dwellings to the rear. There has previously been approved boundary treatments to the rear of the Administration building comprising 1.8 metre high wall/fence details and as such combined with the distance to the new dwellings and their orientation it is considered that no harmful overlooking impact will arise. This part of the proposal is therefore considered to comply with Policy BDP19 of the Bromsgrove District Plan and the High Quality Design SPD.

With respect to conditions, the Planning Practice Guidance (PPG) advises that the original planning permission (in this case 19/00592/FUL) will continue to exist whatever the outcome of the application under Section 73. The conditions imposed on the original permission still have effect unless they have been discharged. Decision notices for the grant of planning permission under Section 73 should set out all of the conditions imposed on the new permission, and restate the conditions imposed on earlier permissions that continue to have effect.

In this case, with respect to the original permission condition 3 related to the new build dwellings and condition 19 related only to the welfare building not subject to this application. Therefore, these conditions do not require transferring across. Conditions 6 and 29 are now covered by Building Control so should not be duplicated here.

Conditions 9, 10, 13, 14, 16, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29 of permission 19/00592/FUL have been discharged so will not have effect on this permission.

It is considered that all other conditions relating to the previous permission remain valid and are recommended accordingly.

Members will note no representations have been received in relation to the application.

RECOMMENDATION: That planning permission be **GRANTED**

Conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the grant of application 19/00592/FUL.

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

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

Proposed site plan 181.39D
Proposed site plan 181.66D
Proposed floor plans 181.26P
Proposed elevations 181.47E
Proposed external step detail 181.315

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

3. Prior to installation on site, samples and trade descriptions of the materials to be used on the rear wall of the Administration Building 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 that the development is satisfactory in appearance

4. The proposed visibility splays on both sides of the site access shall be maintained free from obstruction exceeding a height of 0.6 m above the adjacent ground level.

Reason: In the interests of highway safety.

5. The dimensions of all car parking spaces and garages approved under this planning permission shall comply with the requirements of the Worcestershire Streetscape Design Guide.

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

6. No dwelling hereby permitted within the Administration Building or the Welfare Building shall be occupied until cycle parking provision as proposed on the approved plans with references SCA04 PL156 Rev A and SC04 PL002 Rev AG has been provided.

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

7. The development hereby approved shall be implemented in accordance with the submitted Travel Plan (ref. 763-TP v.9) prepared by iPRT Group, dated 8 October 2020.

Reason: To reduce vehicle movements and promote sustainable access.

8. All retained trees shall be protected throughout all phases of development in accordance with BS5837:2012 and drawing no. TPP 1 Rev A within the submitted Arboricultural Report and Tree Condition Survey (ref. 0219-8011 Rev 2), unless otherwise agreed with the Local Planning Authority in writing.

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

9. Any retained tree that dies or becomes diseased within five years of the completion of the development shall be replaced with a like-for-like replacement.

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

10. 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.

11. The development hereby approved shall be carried out in accordance with the minimum finished ground floor levels of all the approved buildings and the finished ground levels of all other areas of the site shown on the submitted drawing with reference CWA-18-194-511 Rev P2.

Reason: To ensure that the development is carried out at suitable levels and to manage the risk of flooding.

Case Officer: Sarah Hazlewood Tel: 01527881720
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25/00768/S73

Blue Bird Administration, Needlers Way,
Hunnington

Proposal: Variation of condition 2 (approved plans) of
application 19/00592/FUL to alter details of the
conversion of the administration building.

Recommendation: Approval subject to conditions

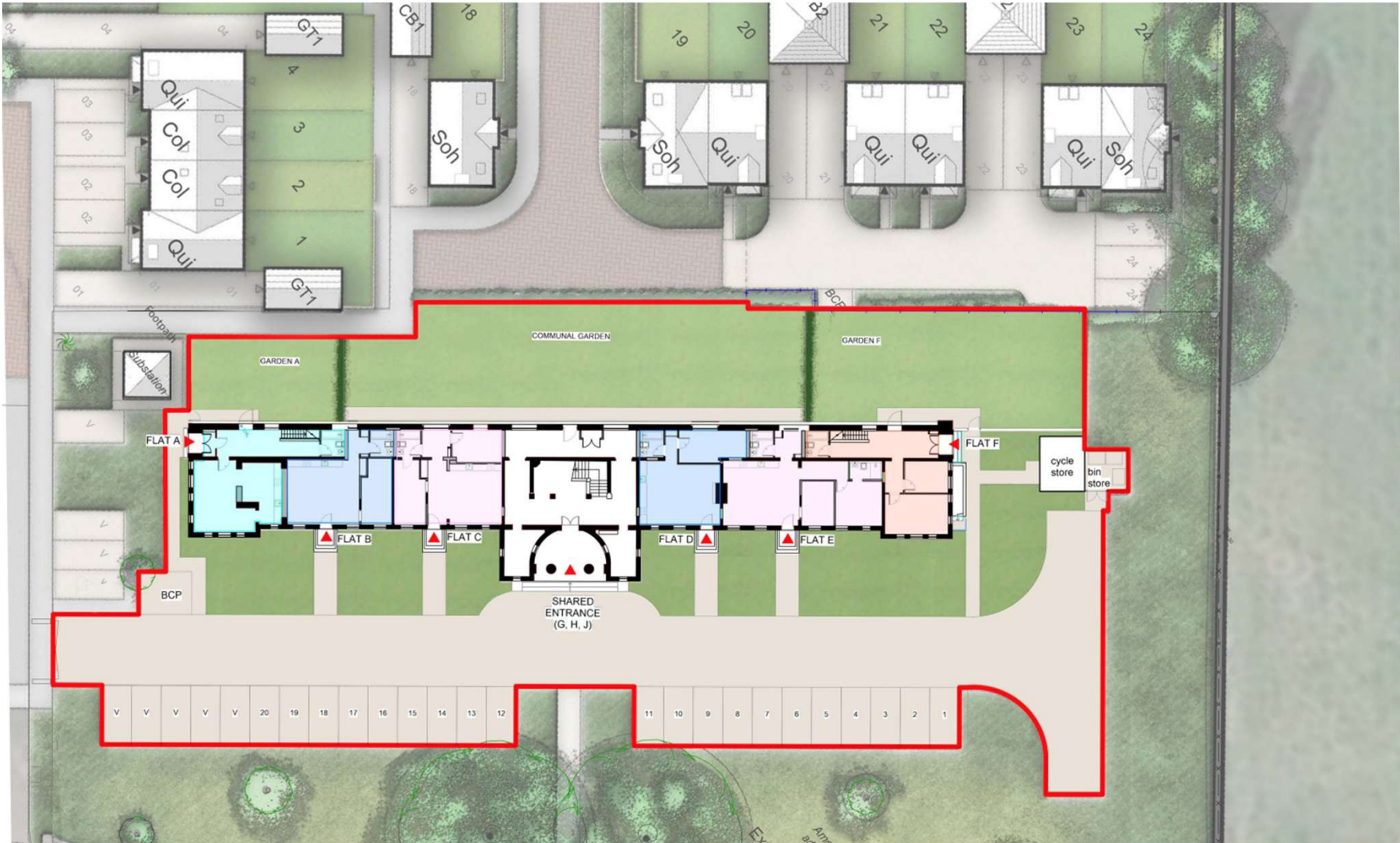
Aerial Photograph



Administration Building



Proposed Site Plan



Proposed Elevations

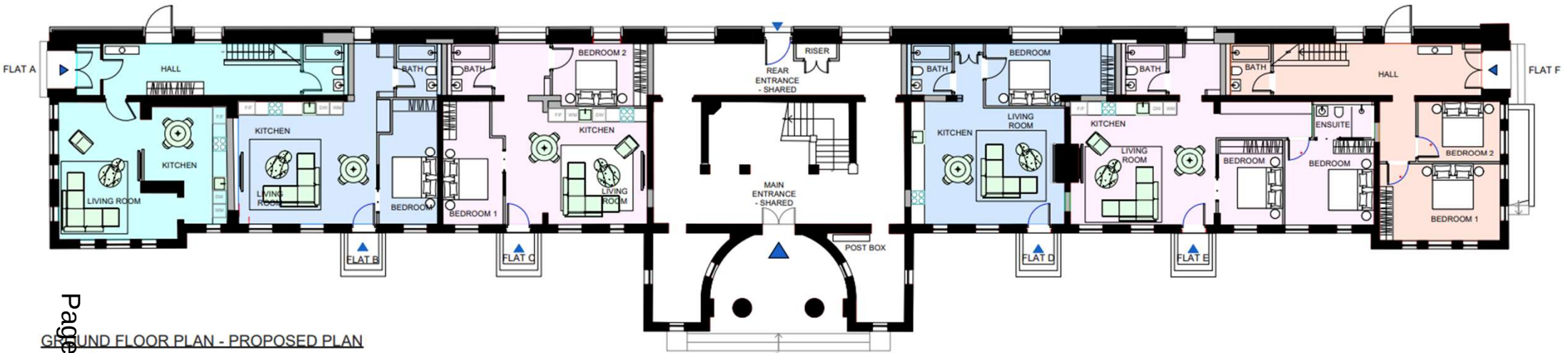


PROPOSED FRONT ELEVATION (SOUTH)

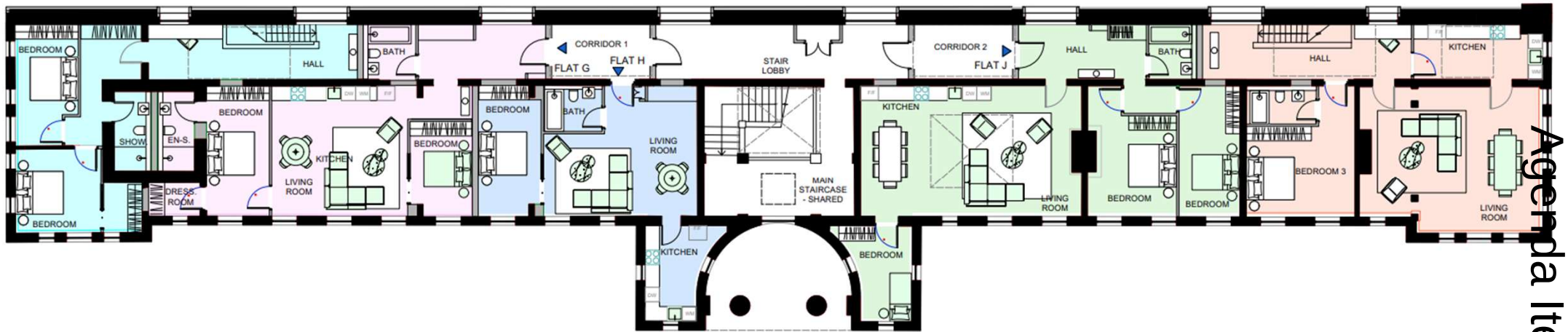


PROPOSED REAR ELEVATION (NORTH)

Proposed Floor Plans



GROUND FLOOR PLAN - PROPOSED PLAN



FIRST FLOOR PLAN - PROPOSED PLAN

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Bellway Homes Ltd	Variation of condition 25 of planning permission 24/00516/S73: FROM: No part of the development shall be occupied until the junction of Fox Lane/ Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/ Rock Hill schematic ref 7033-SK-005 revision F TO: No part of the development shall be occupied other than No more than 49 dwellings (of which, no more than 30 shall be for private sale and no more than 19 shall be for affordable housing) until the junction of Fox Lane/ Rock Hill has been altered in accordance with the temporary scheme shown on the plan WSP Drawing 7033-WSP-HGN-00-SK-C-0022-V2 Rev P02. Thereafter, no part of the development shall be occupied other than no more than 365 dwellings (of which, no more than 219 shall be for private sale and no more than 146 shall be for affordable housing) until the junction of Fox Lane/Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/Rock Hill schematic scheme ref 7033-SK-005 revision G and ancillary drawings 7033-s278-701 rev C02, 2015804 AGE- ZZ-XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02	04.12.2025	25/00901/S73

Land at Whitford Road, Bromsgrove

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

(b) That **DELEGATED POWERS** be granted to the Assistant Director for Planning, Leisure and Culture Services to determine the application following the receipt and completion of a suitable and satisfactory legal mechanism in relation to the following matters:

i) To ensure the retail unit approved under application 25/00529/S73 is not occupied until the roundabout shown on the plan Fox Lane/Rock Hill schematic scheme ref 7033- SK-005 revision G and ancillary drawings 7033-s278-701 rev C02, 2015804 AGE- ZZ-XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02

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

Consultations

Worcestershire Highways

- No objection
- The proposals would not result in a severe impact or unacceptable impact on highway safety in consideration of paragraph 116 of the National Planning Policy Framework (December 2024).
- For this current planning application, the Highway Authority previously advised deferral of the application requesting additional information:
 - The Applicant's current traffic modelling assessment was based on the earlier arrangement shown in drawing 7033-WSP-HGN-00-SK-C-0022 Rev P01. As such, it did not accurately reflect the geometry and layout of the most recent scheme iteration. The Applicant was requested to conduct updated traffic modelling that incorporated the latest scheme design.
 - In addition to the above, there is a live planning application at the Land at Perryfields Road development (25/00798/S73). This involves various proposals to vary timing of off-site works including the Fox Lane/ Rock Hill junction. The Applicant was requested to engage with site promoters for the Land at Perryfields development and undertake a cumulative scenario test based on the current and proposed temporary arrangement ensuring that the latter is based on the most recent scheme iteration.

Current Consultation

- At present, condition 25 requires the roundabout scheme to be in place prior to the occupation of the 50th dwelling
- This variation of condition application now seeks to vary the trigger for the improvement scheme and take a staged approach to enhancing the junction on a temporary basis, then ultimately delivering the roundabout scheme to allow further occupation at the site during this time period:
 - Allow no more than 49 dwelling occupations until an interim scheme of works has been provided at the junction. This principally involves increasing the capacity of the junction by providing a left-turn lane on Fox Lane. The junction would remain as a priority T-Junction but with increased capacity.
 - Following this temporary upgrade, no more than 365 dwellings shall be occupied until such time as the full scheme upgrade to a roundabout has been provided.
- The applicant has responded to direction provided by the County Council Streetworks and Permitting Team that road space for the original roundabout scheme will not be available until Summer 2027 as referenced in the submission document "EMAIL FROM WCC TO BELLWAY RE ROAD SPACE"
- Given these constraints and circumstances, the Applicant has developed a new strategy, proposing a staged approach to upgrading the junction. This revised plan aims to accommodate the timeline set by the constraints whilst still addressing the necessary improvements to infrastructure. The staged approach seeks to allow for incremental enhancements to the junction whilst minimising disruption and aligning with the available road space timeline.

- In support of this planning application, the following highway information has been submitted by the Applicant:
 - TECHNICAL NOTE 2.1 – Condition 25 Fox Lane / Rock Hill Interim Junction Improvement (WSP, 11th November 2025); and,
 - Drawing 7033-WSP-HGN-00-SK-C-0022 – V2 showing the interim scheme of works.
- The updated transport and highway information reflects the request for additional information made by the Highway Authority as well as the changes to the description of the proposal as noted above

Interim Scheme

- Principally, the interim scheme involves widening Fox Lane to create an additional short lane. As the proposal involves widening, its necessary to enhance crossing provisions. As such a central island is provided with dropped kerbs either side of Fox Lane. This is shown in supporting drawing 7033-WSP-HGN-00-SK-C-0022 Rev P02
- As noted in the previous response, the Applicant has been engaged in the technical approval process for the proposed interim mitigation measures. This process has run in parallel with this planning application
- This has resulted in changes in the design including creating additional capacity by increasing the length of the new flare and widening the running lanes on Fox Lane to 3m (as shown in drawing 7033-WSP-HGN-00-SK-C-0022 Rev P02). The technical approvals process has involved a detailed design review of the proposals supported by an independent Road Safety Audit Stage 1 / 2. This process has now concluded, and the design has an in principle technical approval.

Impact Assessment

- Supporting Technical Note 2.1 sets out the appraisal of development impacts. The assessment methodology is summarised below:
 - Commissioned September 2024 Manual Classified Counts (MMC) at the Fox Lane/ Rock Hill junction;
 - Commissioned September 2024 Automatic Traffic Counts (ATC) on Fox Lane and various other links in the local area;
 - Generate forecast development traffic flows for 365 dwellings;
 - Undertake traffic impact assessment of existing conditions at the Fox Lane/ Rock Hill junction;
 - Undertake an impact assessment of the additional 365 residential units on the interim junction arrangement; and,
 - Undertake an impact assessment of the 365 residential units and 398 residential units associated with the Land at Perryfields Road development (25/00798/S73) **on the interim junction arrangement.**

2024 Data Collection

The Applicant commissioned traffic count surveys conducted in September 2024:

- Manual Classified Counts (MCC) at the Fox Lane / Rock Hill junction; and,
- Automatic Traffic Counts (ATC) on the following links:
 - Fox Lane o
 - Whitfield Road
 - A448 Kidderminster Road
 - St John Street o Worcester Road; and
 - Charfield Road
- The data and analysis are presented in Technical Note 2.1

- As the original traffic count data used to assess the development impact associated with planning permission APP/P1805/W/20/3245111 (allowed on appeal 09/02/2021, LPA Ref 16/1132) was from 2017, it is considered reasonable to collect updated data to evaluate the current planning application's impact on the highway network
- For both the previous planning application [25/00529/S73] and this current application, the Highway Authority has verified the data collection methodology. This includes
 - Parallel axle sensors (tubes) for the ATC data; and,
 - Camera installation at the Fox Lane/Rock Hill junction for the MCC video survey.
- Surveys typically occur during a 'neutral' or representative period, depending on the model's purpose. The Highway Authority's review of live traffic management schemes during the data collection period identified that telecommunications work was undertaken on Fox Lane on 11th September 2024, lasting approximately 3 hours. This work occurred outside peak hours, with no traffic operating under temporary signal **control on Fox Lane during the peak hours which have been modelled**

Trip Generation

- Applying previously agreed trip rates, it is predicted that 365 occupied dwellings would generate approximately 243 two-way trips during the AM peak hour (08:00 – 09:00) and 258 two-way trips during the PM peak hour (17:00 – 18:00).
- For the additional testing which includes the Land at Perryfields Road development (25/00798/S73), the agreed trip rate has been applied to the 398 dwellings. Applying previously agreed trip rates, it is predicted that 398 occupied dwellings would generate approximately 265 two-way trips during the AM peak hour (08:00 – 09:00) and 281 two-way trips during the PM peak hour (17:00 – 18:00)

Traffic Distribution

- Using the previously agreed traffic distribution and assignment assumptions, it is anticipated that during the AM peak hour, 365 occupied dwellings would result in 134 two-way trips travelling through the B4091 Rock Hill/ Fox Lane junction. During the PM peak hour, it is predicted that 142 two-way trips would travel through the junction.
- For the additional testing which includes the Land at Perryfields Road development (25/00798/S73), the Applicant has used the distribution assumptions consistent with the assessment for 25/00798/S73. This included consistency of the development traffic trip origin and destinations with the agreed distribution for the Land at Perryfields site.

Junction Impact

- Assessment Junction modelling has been undertaken using Junctions 11. The Applicant has undertaken the following modelling scenarios:
- 2024 Baseline (Existing junction arrangement); • 2024 Baseline + 49 dwellings (as permitted under application ref 25/00529/S73) • 2024 Baseline + committed development + 365 Dwellings (Proposed Interim Scheme) • 2024 Baseline + 365 Dwellings + 398 Dwellings associated with 25/00798/S73 (Proposed Interim Scheme)

	AM			PM		
2024 Baseline (Existing junction arrangement)						
Arm	Queue (PCU)	Delay (seconds)	RFC (%)	Queue (PCU)	Delay (seconds)	RFC (%)
Fox Lane	8.2	81.68	0.92	1.9	23.96	0.66
Rock Hill	0.7	6.62	0.30	1.9	9.45	0.54
2024 Baseline + 49 dwellings (as permitted under application ref 25/00529/S73) – (Existing junction arrangement)						
Arm	Queue (PCU)	Delay (seconds)	RFC (%)	Queue (PCU)	Delay (seconds)	RFC (%)
Fox Lane	9.4	94.60	0.94	2.0	26.50	0.69
Rock Hill	0.7	6.72	0.31	2.0	9.98	0.56
2024 Baseline + committed development + 365 Dwellings (Proposed Interim Scheme)						
Arm	Queue (PCU)	Delay (seconds)	RFC (%)	Queue (PCU)	Delay (seconds)	RFC (%)
Fox Lane – Rock Hill (NE) – Left turn	2.4	51.32	0.72	0.5	12.47	0.69
Fox Lane – Rock Hill (SW) Right turn	6.1	75.70	0.89	1.5	31.22	0.61
Rock Hill (NE) – Rock Hill (SW) and Fox Lane	0.9	7.16	0.36	4.0	16.17	0.74
2024 Baseline + 365 Dwellings + 398 Dwellings associated with 25/00798/S73 (Proposed Interim Scheme)						
Arm	Queue (PCU)	Delay (seconds)	RFC (%)	Queue (PCU)	Delay (seconds)	RFC (%)
Fox Lane – Rock Hill (NE) – Left turn	7.2	169.42	0.96	0.6	13.56	0.38
Fox Lane – Rock Hill (SW) Right turn	10.7	122.29	0.97	1.7	35.10	0.65
Rock Hill (NE) – Rock Hill (SW) and Fox Lane	1.0	7.29	0.38	4.3	17.02	0.75

- A summary of the key outputs is presented below for the base and consented assessment:
 - The 2024 junction model currently operates over capacity during the AM peak hour;
 - Comparing 2017 and 2024 traffic volumes, the data indicates that traffic volumes have generally reduced across the relevant network;
 - The predicted current (2024) delay experienced by drivers on Fox Lane (the minor arm which gives-way to the Rock Hill) during the AM peak is 82 seconds (1 minute 22 seconds). Average queuing on this arm is approximately 47m; and,
 - Under consented 25/00529/S73, average delays on Fox Lane increase to 95 seconds (1 minute 35 seconds); a total increase in an average delay experienced

by drivers of 13 seconds during the AM peak. Queuing on Fox Lane is predicted to reach a length of 55m (an increase of 8m).

- A summary of the key outputs is presented below for the current planning application and interim scheme assessment:
 - The interim scheme is demonstrated to provide additional capacity;
 - When including the 365 dwellings, the predicted delays on Fox Lane for the left turn manoeuvre are anticipated to be 51 seconds and for the right turn to be 76 seconds (1 minute 16 seconds). This is a reduction when compared to the current junction arrangement with the permitted 49 dwellings during the AM peak;
 - When including the 365 dwellings, queueing is anticipated to reach a length of approximately 35m on Fox Lane.
 - The test which included the demand associated with Land at Perryfields (25/00798/S73), indicates delays experienced by drivers on Fox Lane turning left of 169 seconds (2 minutes 49 seconds) and for the right turn is anticipated to be 122 seconds (2 minutes 2 seconds) during the AM peak. This is an increase in predicted delay compared to the current arrangement of the junction with the permitted 49 dwellings during the AM peak;
 - In the test which includes both Whitford Road and Lant at Perryfields, queueing on Fox Lane is predicted to reach a length of approximately 62m; and,
 - **In both cases, the junction is anticipated to operate over theoretical capacity.**

Implication of Impact

- The 2024 base modelling and associated impacts are consistent with the information submitted for planning application 25/00529/S73 which was approved by the Local Planning Authority in June 2025. Based upon the submission, the Highway Authority does not consider the model an unrealistic representation of network conditions where congestion, queueing and delays do occur and are shown to in the model outputs, as previously advised.
- Supporting Technical Note 2.1 presents a commentary of the Applicant's view on the implication of the impact of development traffic on the interim scheme. It is noted that:
 - Bellway has engaged with Taylor Wimpy to ensure a correlated approach across the applications. The proposed interim mitigation scheme has also been tested with 365 dwellings at Whitford Road plus 398 dwellings at Perryfields, has been assessed against both the observed and permitted baselines. Results show an RFC of 0.92, aligning with the observed baseline and representing a 0.02 reduction compared to the permitted baseline. The modelled queue is 7.5 vehicles (approximately 41m), which is shorter than both the observed and permitted 2024 scenarios. Delay is forecast at 90.8 seconds, equating to a 4-second reduction compared with the permitted baseline and an c.8-second increase over the observed baseline during the worst 15-minute period.
- As noted in the original Transport Assessment and the Transport Assessment Addendum submitted to support the outline application, "it was identified that improvements to the Rock Hill / Fox Lane junction would be required for any future development at Whitford Road and therefore should be offered by the proposed development to mitigate its impact on the already at capacity junction arrangement"¹. This was the roundabout scheme.
- Development was planned to be supported by this infrastructure from first occupation but this has not happened. The proposed timing for the delivery of the interim scheme is 49 dwellings meaning that no further occupations until such time as interim improvement works are undertaken, completed and open to traffic. This trigger point is

important as, given the challenges with obtaining road space for the full scheme of works, the Applicant is seeking to proactively respond to otherwise severe or unacceptable impacts on highway safety by delivering the interim scheme. Following this, the full roundabout scheme will be delivered in accordance with the altered wording of the condition at the occupation of the 366th dwelling

- In the scenario in which 365 dwellings are tested on the interim scheme, the forecast delays on Fox Lane are predicted to be less than that anticipated at the current arrangement with 49 dwellings permitted; this being 75 seconds and 95 second respectively.
- In the scenario in which 398 dwellings are also tested (associated with the Land At Perryfields Road Application refer 25/00798/S73), drivers are anticipated to experience up to 170 seconds of delay on Fox Lane. This being an increase of 75 seconds compared to the existing junction arrangement.
- The interim scheme with a flare offers capacity benefits compared to the current arrangement. The flared approach widens Fox Lane allowing more vehicles to queue side-by-side. This design feature enables left-turning and right-turning traffic to position themselves simultaneously at the give-way line, effectively increasing the discharge rate of vehicles entering Rock Hill. The increased storage capacity reduces queue lengths on Fox Lane. Additionally, the flare allows drivers to make better use of gaps in the major road traffic stream, as multiple vehicles can enter the junction when suitable gaps arise. This improved efficiency can lead to reduced delays for traffic on Fox Lane and enhanced overall junction performance, particularly during peak periods when traffic volumes are highest. This has been demonstrated by the associated traffic modelling.
- However, given the limitations of examining the junction in isolation, without assessing in detail the broader network congestion during peak hours, the benefits of the interim scheme should be interpreted with the context of the network in mind.
- While the interim scheme offers localised improvements in capacity and efficiency, its effectiveness may be constrained by existing constraints on the network which impact the operation of the junction. In this context, the proposed roundabout scheme is still evidenced to present a more comprehensive solution and necessary mitigation strategy by rebalancing traffic flows and altering the junction's priority.
- The impact of the proposal is not considered to be severe in accordance with the National Planning Policy Framework (December 2024).

Network Safety Review

- The Highway Authority has reviewed the most up-to-date Personal Injury Collision (PIC) data available covering a period between 1 st August 2020 and 31st July 2025.
- The analysis area covers an expanded study area covering the Fox Lane/ Rock Hill junction, Rock Hill, Fox Lane and the Millfield area including Millfield Road, Shrubbery Road, Dovecote Road and the local residential side roads.
- Between that period, there have been a total of 11 PICs of which nine have been classified as slight and two as serious.
- A summary is provided below:
 - Two PIC occurred approximately 30m east of the Fox Lane/ Rock Hill junction;
 - One PIC occurred on Fox Lane approximately 70m north of the Fox Lane/ Rock Hill junction;
 - One PIC occurred approximately 230m south of the Fox Lane/ Rock Hill junction
 - Three PICs occurred at the Charford Road mini-roundabout;

- Two PICs occurred close to the Shrubbery Road junction where Rock Hill becomes Worcester Road;
 - Two PICs occurred close to the Worcester Road/ Ford Road junction; and,
 - No PICS have occurred in the Millfield area.
- Considering the frequency of collisions across the study area, the data does not indicate a year-on-year increase in the number of collisions occurring annually

Conclusion

- The Highway Authority has undertaken a robust assessment of the application. Based on analysis of the information provided, the Highway Authority does not consider the impacts of the development to be severe in accordance with the National Planning Policy Framework (December 2024)

The full comments received are available on the website via Public Access and Members are encouraged to review these.

Mott MacDonald

- The applicant's assessment demonstrates that in traffic terms the proposed temporary mitigation scheme would be likely to mitigate the direct impact on Fox Lane / Rock Hill junction of development traffic generated by occupation up to a threshold of 365 dwellings. However, this would only apply in a cumulative context whereby the Perryfields development was limited to a first phase of 100 dwellings.
- Furthermore, a temporary scheme of mitigation is only likely to be sufficient and acceptable on the basis that it would, relatively quickly, be replaced by the permanent scheme, and that no situation could arise where the scheme might be retained over a medium or long-term basis. The evidence presented is not sufficient to demonstrate the traffic basis for the solution as a permanent scheme.
- We note the scheme is going through technical approvals with Worcestershire County Council, as this process is well advanced and ongoing. We would also expect that the scheme would continue to be subject to the normal requirements including Road Safety Audit (RSA) but subject to appropriate consideration of the highway design comments made in our previous note we do not raise further matters of note regarding the engineering design of the scheme.
- Whilst on a traffic basis the benefits of the temporary scheme are likely valid, it is proven through this assessment that the consented roundabout scheme would still be the necessary as a permanent solution. The roundabout would also be likely to provide a greater safety benefit over either the current arrangement or the proposed temporary scheme, as it will have an important role in managing vehicle speeds as they approach the junction supporting safer movements for traffic and pedestrians.
- Given the original roundabout scheme remains key to the delivery of wider plan objectives, and if the temporary scheme is also acceptable to Worcestershire County Council, then BDC will need to consider whether a conditional approval would be appropriate. If accepted, this should include an obligation for the implementation of the original scheme to be delivered within a specified period. This is to avoid the risk that the temporary scheme may be retained for an unforeseen extended duration or becomes permanent in the context of failure to deliver the full development.

The full comments received are available on the website via Public Access and Members are encouraged to review these.

Publicity

Site Notices posted 07.11.2025 (expires 01.12.2025)
Press Notice published 31.10.2025 (expires 17.11.2025)

The Bromsgrove Society

- Objection
- Against the background of this further delay in completing the roundabout scheme originally conditioned to be completed prior to the first occupation of the Whitford Heights site, the Applicant's belated proposal for an interim widening scheme on the Fox Lane approach to the junction is welcome
- Planning Application 25/00798/S73 for the variation of various occupation triggers at the Perryfields Town Expansion Site anticipates that 398 dwellings at the Perryfields site will be occupied prior to completion of the conditioned Rock Hill / Fox Lane roundabout scheme.
- The Applicant's Technical Note 1 dated 18th June 2025 fails to consider the impact of development vehicle trips from the Perryfields Town Expansion Site with and without the proposed widening of the Fox Lane approach to the Rock Hill / Fox Lane priority junction

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles
BDP3 Future Housing and Employment Development
BDP5A Bromsgrove Town Expansion Sites
BDP16 Sustainable Transport
BDP19 High Quality Design

Others

National Planning Policy Framework (2024)
National Planning Practice Guidance

Relevant Planning History

25/00529/S73	Variation of condition 25 of planning permission APP/P1805/W/20/3245111 allowed on appeal 09/02/2021 (LPA 16/1132): FROM: No part of the development shall be occupied until the junction of Fox Lane/ Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/ Rock Hill schematic ref 7033- SK-005 revision F AMEND TO: No more than 49 dwellings (of which, no more than 30 shall be for private sale and no more than 19 shall be for affordable housing) shall be occupied until the junction of Fox Lane/Rock Hill has been altered in	Granted	24.06.2025
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accordance with the scheme for a roundabout shown on the plan Fox Lane/Rock Hill schematic scheme ref 7033-SK-005 revision G and ancillary drawings 7033-s278-701 rev C02, 2015804 AGE- ZZ-XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02.

24/00516/S73	Variation of condition 22 of planning permission APP/P1805/W/20/3245111 allowed on appeal 09/02/2021 (LPA 16/1132): FROM: 22) No dwelling shall be occupied until the acoustic fencing on the north western part of the site has been erected in accordance with a scheme which has been submitted to and approved in writing by the local planning authority. The acoustic fencing shall be retained thereafter. AMEND TO: 22) No dwelling shall be occupied in relation to the reserved matters 23/00993/REM (Miller Homes phase) including plots 291 to 293 & plots 342 to 353 only of the approved reserved matters 22/00090/REM (Bellway Homes phase) or subsequent variations thereof until the acoustic fencing on the north-western part of the site, has been erected in accordance with a scheme which has been submitted to and approved in writing by the local planning authority. The acoustic fencing shall be retained thereafter. The noise mitigation measures of glazing, ventilation and garden fences referred to in the Environmental Noise Assessment (22336-1- R8) prepared by Noise.co.uk dated 25 October 2024 shall be applied to the approved reserved matters 22/00090/REM (Bellway Homes phase) or subsequent variations thereof in accordance with the following details: the Glazing and Ventilator Performance table version 4 submitted on 09/12/24 and Acoustic Private	Granted	12.12.2024
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Garden Fence drawing number SD-9-03 dated October 2024 unless alternative other minor variations of these details are submitted to and agreed in writing by the Local Planning Authority prior to installation.

24/00150/REM	Reserved Matters application (Layout, Scale, Appearance and Landscaping) to outline planning permission 16/1132 (granted on appeal APP/P1805/W/20/3245111) for the erection of a retail unit and associated infrastructure within Site A.	Granted with Unilateral Undertaking	23.05.2025
24/00117/S73	Variation of condition 25 of planning permission APP/P1805/W/20/3245111 allowed on appeal 09/02/2021 (LPA 16/1132): FROM: No part of the development shall be occupied until the junction of Fox Lane/ Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/ Rock Hill schematic ref 7033-SK-005 revision F. AMEND TO: No more than 49 dwellings shall be occupied until the junction of Fox Lane/Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/Rock Hill schematic scheme ref 7033-SK-005 revision G and ancillary drawings 7033-s278-701 rev C02, 2015804 AGE-ZZ-XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02.	Refused	25.04.2025
23/00993/REM	Reserved Matters (Layout; scale; appearance and landscaping) to outline planning permission 16/1132 (granted on appeal APP/P1805/W/20/3245111) for the erection of 120 dwellings with associated car parking, landscaping and other infrastructure within the northern section of Site A.	Granted with Unilateral Undertaking	06.02.2025
22/00090/REM	Reserved Matters (layout; scale; appearance and landscaping) to outline planning permission 16/1132 (granted	Granted	08.07.2022

on appeal APP/P1805/W/20/3245111) -
for the erection of 370 dwellings with
associated car parking, landscaping
and other infrastructure within the
southern section of Site A
Non Material Amendment to condition 1
landscaping drawings of Reserved
Matters approval 22/00090/REM:
Replacement of translocated hedge.
New hedge planting along Whitford
Road

16/1132	Outline Planning Application for: Site A (Land off Whitford Road) Provision of up to 490 dwellings, Class A1 retail local shop (up to 400 sqm), two new priority accesses onto Whitford Road, public open space, landscaping and sustainable urban drainage; and Site B (Land off Albert Road) Demolition of Greyhound Public House, provision of up to 15 dwellings, new priority access onto Albert Road, provision for a new roundabout, landscaping and sustainable drainage.	Allowed on appeal with S106	09.02.2021
13/0479	Residential development comprising up to 490 dwellings and small retail (Class A1) shop; together with two new accesses onto Whitford Road; provision of new public open space; landscaping; and sustainable urban drainage	Refused Dismissed on appeal	21.08.2014

Other applications currently under consideration relating to the Whitford Road site:

25/00900/S73	Variation of condition 27 of planning permission 24/00516/S73: FROM: No more than 99 dwellings shall be occupied until the junction of the A448/ Whitford Road/ Perryfields Road has been altered in accordance with the plan Whitford Road/ Perryfields Road proposed junction arrangement ref 461451-D-014, and until a pedestrian crossing on the A448 has been provided in accordance with the plan Potential A448 signalised crossing ref 7033-SK-015 revision A.
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AMEND TO: No more than 250 dwellings shall be occupied until the junction of the A448/ Whitford Road/ Perryfields Road has been altered in accordance with the plan Whitford Road/ Perryfields Road proposed junction arrangement ref 461451-D-014, and until a pedestrian crossing on the A448 has been provided in accordance with the plan Potential A448 signalised crossing ref 7033-SK-015 revision A.

- 25/01121/S73 Variation of condition 25 of planning permission 24/00516/S73:
FROM: No part of the development shall be occupied until the junction of Fox Lane/ Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/ Rock Hill schematic ref 7033-SK-005 revision F
AMEND TO: No part of the development shall be occupied other than no more than 99 dwellings (of which, no more than 59 shall be for private sale and no more than 40 shall be for affordable housing) until the junction of Fox Lane/Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/Rock Hill schematic scheme ref 7033- SK-005 revision G and ancillary drawings 7033-s278-701 rev C02, 2015804 AGE- ZZ-XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02.

Other relevant applications under consideration – Land at Perryfields

- 25/00798/S73 Application for the variation of part of the wording of Conditions 32 and 33 of Outline Planning Application 16/0335 (allowed at appeal (Appeal Reference: APP/P1805/W/20/3265948)) to amend the occupation trigger numbers included within the aforementioned conditions comprising the following:
Condition 32
Amending the occupation trigger for a roundabout at the Junction of Rock Hill /

Fox Lane from 100 dwellings to 398 dwellings ; amending the occupation trigger for cycle improvements along Stourbridge Road from 100 dwellings to 153 dwellings; amending the occupation trigger for improvements at the Worcester Road / Shrubbery Road junction from 100 dwellings to 550 dwellings and;
Condition 33
Amending the occupation trigger for a signal-controlled junction on the A448 Kidderminster Road from 200 dwellings to 550 dwellings; and roundabout works on the A448 Kidderminster Road from 200 dwellings to 396 dwellings.

Assessment of Proposal

Background

This application follows the grant of planning permission 25/00529/S73 by Planning Committee in June 2025. That permission allowed for:

No more than 49 dwellings (of which, no more than 30 shall be for private sale and no more than 19 shall be for affordable housing) shall be occupied until the junction of Fox Lane/Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/Rock Hill schematic scheme ref 7033- SK-005 revision G and ancillary drawings 7033-s278-701 rev C02, 2015804 AGE- ZZ-XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02.

Proposal

The existing planning permission allows no more than 49 dwellings to be occupied until the junction at Fox Lane/Rock Hill has been altered to a roundabout.

The applicant has submitted the current application because road space to undertake completion of the roundabout scheme will not be available until Summer 2027. Therefore, the applicant is seeking permission or a further variation of the condition to allow for an interim scheme and amended occupation numbers and triggers:

- To allow no more than 49 dwelling to be occupied until an interim scheme of works has been provided at the junction. This involves widening the junction to create 2 lanes from Fox Lane onto Rock Hill (approximately 35m in length) by providing a left turn lane and a temporary central island with dropped kerbs either side of Fox Lane. The interim scheme is shown on Drawing 7033-WSP-HGN-00-SK-C-0022 – V2.
- Following the completion of the interim scheme, no more than 365 dwellings shall be occupied until such time as the full scheme implementation to a roundabout has been provided. Of the 365 dwellings, no more than 219 shall be for private sale and no more than 146 shall be for affordable housing.

The current application is supported by survey data from 2024 (including video surveys), modelling and Technical Note 2.1. Technical Note 2.1 states that the 365 dwellings include both the Bellway Homes and Miller Homes phases of the Whitford Road development. It includes reference to the permitted 100 occupations at Perryfields (16/0335) allowed on appeal and a test of 398 occupations reflecting the increase proposed under current application 25/00798/S73.

Members are encouraged to review the submitted information which is available to view under the application reference on the Council's website.

Highway Matters

WCC is the statutory consultee on the planning application providing specialist advice on Highway related matters. In addition to consultation with the Highway Authority, a review has also been carried out by Mott MacDonald.

The Highway Authority has confirmed that during the application process the applicant has concurrently engaged in the Technical Approval process with the Highway Authority regarding the interim scheme. During negotiations, the design of the interim scheme has been amended:

- To increase the length of the new flare and
- Widen the 2 proposed southbound lanes on Fox Lane to 3m wide

This has been supported by an independent Road Safety Audit Stage1 and 2 and the design has an in principle Technical Approval.

WCC Highways comments confirm that the approach taken in the data collection and methodology are considered acceptable. Traffic distribution, assignment assumptions and modelling scenarios have been agreed. A summary table of the results is included in the WCC consultation response above.

The 2024 junction model currently operates over capacity during the AM peak hour. Members will recall that under the approved variation 25/00529/S73, drivers are predicted to experience a delay of 95 seconds (1 minute 35 seconds); a total increase in an average delay experienced by drivers of 13 seconds during the AM peak, compared to the 2024 baseline situation. The modelling showed that the corresponding queuing is forecast to increase by 8 metres with a predicted queue length on Fox Lane of 55 metres.

In comparison, the interim scheme currently proposed is demonstrated to add additional capacity at the junction. At 365 dwellings as proposed, the predicted delays on Fox Lane for the left turn manoeuvre are anticipated to be 51 seconds and for the right turn to be 76 seconds (1 minute 16 seconds). This is a reduction when compared to the current junction arrangement with the permitted 49 dwellings during the AM peak. The anticipated queuing on Fox Lane would be 35 metres – again a reduction compared to the approved variation 25/00529/S73.

The scenario tests also included demand associated with a proposed increase in occupations to 398 dwellings at Perryfields in application 25/00798/S73. That application remains under consideration. The test indicates delays experienced by drivers on Fox Lane turning left would be 169 seconds (2 minutes 49 seconds) and for the right turn 122

seconds (2 minutes 2 seconds) during the AM peak. Including Perryfields, the anticipated queueing increases to 62 metres.

The Highway Authority has advised that:

- The interim scheme offers capacity benefits compared to the current arrangement.
- Both left turning and right turning traffic would be able to position at the junction using the 2 lines simultaneously.
- The flare allows traffic to make better use of gaps in the traffic to exit the junction.
- The interim scheme can reduce delays on Fox Lane especially at peak periods as demonstrated by the traffic modelling.

The Interim scheme is considered to provide localised improvements in both capacity and efficiency though in the context of the highway network, the roundabout scheme is still evidenced to present a more comprehensive solution and necessary mitigation.

The Highway Authority has advised that the impact of the proposal is not considered severe. Thus, there is no conflict with NPPF paragraph 116.

In addition, the Highway Authority has reviewed Personal Injury Collision (PIC) data covering a period between 1st August 2020 and 31st July 2025 (including Fox Lane/ Rock Hill junction, Rock Hill, Fox Lane and the Millfield area including Millfield Road, Shrubbery Road, Dovecote Road and the local residential side roads). The data does not indicate a year-on-year increase in the number of collisions occurring annually. No highway safety concern has been identified. Thus, no conflict has been found with regard to paragraph 116 and highway safety is not considered to be a reason for refusal.

The National Planning Policy Framework states at paragraph 116 that:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

As with the previous application 25/00529/S73, your officers have sought an independent review from Mott MacDonald. This same company provided advice to the Council on the original Outline planning application and appeal.

Mott MacDonald conclude that the proposal for the interim scheme is sufficient for the proposed number of occupations at Whitford Road and that currently permitted at Perryfields. That is the proposal under consideration.

Furthermore, it is agreed that this would not be sufficient to deliver the full Whitford Road development – the permanent scheme would be required. Mott MacDonald suggest consideration of a condition to require the implementation of the roundabout within a specified period. The proposed revised condition sets out a new trigger point linked to the number of occupations and on the basis of the highway comments received from both the Highway Authority and Mott MacDonald, ~~your officers~~ it is considered that there would be no severe impact or unacceptable impact on highway safety to demonstrate conflict with NPPF paragraph 116. Paragraph 116 makes clear that applications should only be refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. The planning permission for the

Whitford Road site includes additional development over and above the 365 occupations sought following provision of the interim scheme. The roundabout scheme will be required to enable the occupation of the full approved development at Whitford Road and would continue to be secured as part of an amended condition 25.

The supporting information explains that the application has been submitted as a result of the delay in the availability of road space to complete the roundabout scheme. This is corroborated by an email from the County Council that confirms the earliest anticipated availability is Summer 2027. The interim scheme will allow for the continued delivery of housing in the District to meet the identified needs.

Other Matters

No information has been provided with regard to traffic generation arising from the retail unit approved under application 25/00529/S73. Therefore, the applicant has indicated a Unilateral Undertaking will be submitted as part of the current application. This will ensure the retail unit is not occupied until the roundabout scheme shown on plan Fox Lane/Rock Hill schematic scheme ref 7033- SK-005 revision G and ancillary drawings 7033-s278-701 rev C02, 2015804 AGE- ZZ-XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02 is completed.

Conclusion

The interim scheme proposed in the variation of condition would result in less delay and queuing than demonstrated in approved 25/00529/S73. The Highway Authority has advised that there is no concern regarding severe impact or highway safety. Mott MacDonald's review has not identified severe impact or highway safety reasons for refusal. Therefore, the threshold for refusing the application on highway grounds is not met; the proposal does not conflict with paragraph 116 of the NPPF. The application is considered acceptable.

The proposed amended condition continues to secure the provision of the roundabout. Other conditions attached to the outline planning permission will be applied to the s73 decision to ensure satisfactory development is achieved. The requirements of the s106 Legal Agreement attached to the original appeal decision continue to apply to any planning permission granted as a result of this S73 application and thereby ensure that the impact of the development is satisfactory mitigated.

To conclude, the proposed variation of condition is considered acceptable with regards to planning policy and other material planning considerations

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

(b) That **DELEGATED POWERS** be granted to the Assistant Director for Planning, Leisure and Culture Services to determine the application following the receipt and completion of a suitable and satisfactory legal mechanism in relation to the following matters:

i) To ensure the retail unit approved under application 25/00529/S73 is not occupied until the roundabout shown on the plan Fox Lane/Rock Hill schematic scheme ref 7033- SK-005 revision G and ancillary drawings 7033-s278-701 rev C02, 2015804 AGE- ZZ-XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02.

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

Conditions

Amended condition 25

Re-impose conditions attached to 24/00516/S73 (see appendix 1)

Case Officer: Jo Chambers Tel: 01527 881408

Email: jo.chambers@bromsgroveandredditch.gov.uk

APPENDIX 1

Conditions attached to 24/00516/S73

Conditions relating to sites A and B

- 1) On each phase of site A details of the appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place, and on site B details of the access, appearance, landscaping, layout, and scale shall be submitted to and approved in writing by the local planning authority before any development takes place. The development shall be carried out as approved.
- 2) Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission and shall be carried out as approved.
- 3) On each phase of site A and on site B the development hereby permitted shall begin not later than three years from the date of approval of the last reserved matters to be approved.
- 4) The development hereby permitted shall be carried out in accordance with the following plans:
 - i) Composite location plan ref 16912/1015
 - ii) Location plan land off Whitford Road ref 16912/1004
 - iii) Location plan Greyhound public house ref 16912/1014
 - iv) Proposed site access Whitford Road (north) ref 7033-SK-031 revision A
 - v) Proposed site access Whitford Road (south) ref 7033-SK-032 revision A
 - vi) Proposed informal pedestrian crossing Whitford Road ref 7033-SK-033 revision A
 - vii) Potential toucan crossing location ref 7033-SK-009 revision B
 - viii) Fox Lane/ Rock Hill schematic proposed arrangement ref 7033-SK-005 revision F
 - ix) Potential mitigation for Rock Hill/ Charford Road mini-roundabout ref 7033-SK-013 revision E
 - x) Potential A448 signalised crossing ref 7033-SK-015 revision A
 - xi) Whitford Road/ Perryfields Road proposed junction arrangement ref 461451-D-014.
- 5) The reserved matters submitted pursuant to this permission shall be in accordance with the indicative masterplan for site A ref 16912/1012 revision B, the development areas parameters plan for site A ref 16912/1017B, and the principles described in the Design & Access Statement received by the local planning authority on 7 January 2016 and the Design & Access Statement Addendum dated 3 January 2018. Any reserved matters application shall include a statement providing an explanation as to how the design of the development responds to the relevant Design & Access Statement.
- 6) The reserved matters submitted pursuant to this permission shall be in accordance with the maximum scale parameters for buildings as set out in paragraph 5.5.4 of section 5.5 of the Design & Access Statement for site A and paragraph 5.3.1 of Section 5 of the Design & Access Statement for site B.
- 7) No development in a particular phase of site A or on site B shall take place until details of sheltered and secure cycle parking on that land, including a programme for implementation, have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and implementation programme. Thereafter the cycle parking shall be kept available for the parking of bicycles.

- 8) No part of the development shall be occupied in a particular phase of site A or on site B until bat and bird boxes (to include swift boxes) have been installed on that land in accordance with a scheme which has been submitted to and approved in writing by the local planning authority.
- 9) No development in a particular phase of site A or on site B shall take place until the following components of a scheme to deal with the risks associated with contamination of that land have been submitted to and approved in writing by the local planning authority:
- i) A site investigation scheme, based on the Preliminary Risk Assessment and Environmental Site Assessment prepared by RSK Ltd December 2012, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - ii) The site investigation results and the detailed risk assessment and, if necessary, a scheme and programme of remediation measures.
 - iii) A verification plan providing details of the data that will be collected in order to demonstrate that any remediation measures have been completed and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Should remediation measures be required, no part of the development on that phase of site A or on site B shall be occupied until a verification report demonstrating completion of the measures has been submitted to and approved in writing by the local planning authority.

- 10) Should any contamination be found when carrying out the 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 in accordance with a scheme which has been submitted to and approved in writing by the local planning authority. Where necessary, remediation measures must be implemented in accordance with a scheme which has been submitted to and approved in writing by the local planning authority. No part of the development on that phase of site A or on site B shall be occupied until a verification report demonstrating completion of the remediation measures has been submitted to and approved in writing by the local planning authority.
- 11) No development shall take place on a particular phase of site A or on site B until a Construction Environmental Management Plan (CEMP) for that land has been submitted to and approved in writing by the local planning authority. The CEMP shall include a foundation works risk assessment and general details of measures to avoid risks to controlled waters during construction, pollution control measures, tree and hedge protection measures, dust suppression, construction lighting, hours of operation, 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, 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 development shall be carried out in accordance with the approved CEMP.
- 12) No development shall take place on a particular phase of site A or on site B until details of the mix of type and size of market dwellings to be provided on that land have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

- 13) No part of the development shall be occupied on a particular phase of site A or on site B until external lighting has been provided in accordance with a scheme which has been submitted to and approved in writing by the local planning authority. The scheme shall include scaled plans and drawings illustrating the design of the light units and columns. The external lighting shall be retained thereafter.
- 14) Any reserved matters application relating to layout shall include details of the facilities for the storage of refuse to be provided on that phase of site A or on site B. No dwelling nor the retail unit shall be occupied until the refuse storage facilities to serve that dwelling or the retail unit have been constructed in accordance with the approved details.
- 15) No development shall take place on a particular phase of site A or on site B until details of the installation of fixed telecommunication infrastructure and high speed broadband on that land have been submitted to and approved in writing by the local planning authority. No dwelling nor the retail unit shall be occupied before the telecommunication infrastructure and broadband to serve that dwelling or the retail unit have been installed in accordance with the approved details.
- 16) No development shall take place on a particular phase of site A or on site B until a sustainable urban drainage system (SUDS) has been constructed on that land in accordance with a scheme which has been submitted to and approved in writing by the local planning authority. The scheme shall include measures to secure the on-going maintenance of the SUDS following the completion of the development. Thereafter, the SUDS shall be maintained in accordance with the approved scheme.
- 17) No dwelling shall be occupied on a particular phase of site A or on site B until a drainage system for the disposal of foul and surface water on that land has been completed in accordance with a scheme which has been submitted to and approved in writing by the local planning authority.

Conditions relating to site A (land off Whitford Road) only

- 18) The number of dwellings on site A shall not exceed 490.
- 19) No development shall take place until details for the timescale and order of the delivery of the development have been submitted to and approved in writing by the local planning authority. The phasing of the development shall be carried out in accordance with the approved details.
- 20) No development in a particular phase shall take place until a scheme involving a full engineering design, specification, extent and methodology of the cut and fill works for that phase has been submitted to and approved in writing by the local planning authority. The scheme should clarify how the undisturbed ground at higher levels is to be retained in a stable manner, together with the foundation design at lower levels. The development shall be carried out in accordance with the approved scheme.
- 21) The first reserved matters application relating to layout shall include a plan identifying the number and location of the affordable housing units to be provided on the site. The plan shall identify the size (bedroom numbers), type and tenure of each affordable housing unit. The development shall be carried out in accordance with the approved details.

22) *No dwelling shall be occupied in relation to the reserved matters 23/00993/REM (Miller Homes phase) including plots 291 to 293 & plots 342 to 353 only of the approved reserved matters 22/00090/REM (Bellway Homes phase) or subsequent variations thereof until the acoustic fencing on the north-western part of the site, has been erected in accordance with a scheme which has been submitted to and approved in writing by the local planning authority. The acoustic fencing shall be retained thereafter. The noise mitigation measures of glazing, ventilation and garden fences referred to in the Environmental Noise Assessment (22336-1- R8) prepared by Noise.co.uk dated 25 October 2024 shall be applied to the approved reserved matters 22/00090/REM (Bellway Homes phase) or subsequent variations thereof in accordance with the following details: the Glazing and Ventilator Performance table version 4 submitted on 09/12/24 and Acoustic Private Garden Fence drawing number SD-9-03 dated October 2024 unless alternative other minor variations of these details are submitted to and agreed in writing by the Local Planning Authority prior to installation.*

23) No dwelling shall be occupied until an electric vehicle charging point to serve that dwelling has been provided. Where apartments are provided, one electric charging point per three parking spaces shall be provided. The electric vehicle charging points shall be retained thereafter.

24) The retail unit shall have a maximum gross floor space of 400m².

NOTE: condition 25 to be amended in accordance with 25/00901/S73

25) *No part of the development shall be occupied until the junction of Fox Lane/ Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/ Rock Hill schematic ref 7033-SK-005 revision F.*

26) No part of the development shall be occupied until detailed drawings of the site accesses and the pedestrian crossings on Whitford Road, together with a programme for their implementation, have been submitted to and approved in writing by the local planning authority. The detailed drawings for the site accesses shall be prepared in accordance with the plans *Proposed site access Whitford Road (north) ref 7033-SK-031 revision A* and *Proposed site access Whitford Road (north) ref 7033-SK-032 revision A*, and the detailed drawings for the pedestrian crossings shall be prepared in accordance with the plans *Proposed informal pedestrian crossing Whitford Road ref 7033-SK-033 revision A* and *Potential toucan crossing location ref 7033-SK-009 revision B*. The development shall be carried out in accordance with the approved detailed drawings and implementation programme.

27) No more than 99 dwellings shall be occupied until the junction of the A448/ Whitford Road/ Perryfields Road has been altered in accordance with the plan *Whitford Road/ Perryfields Road proposed junction arrangement ref 461451-D-014*, and until a pedestrian crossing on the A448 has been provided in accordance with the plan *Potential A448 signalised crossing ref 7033-SK-015 revision A*.

28) No more than 249 dwellings shall be occupied until the junction of Charford Road/ Rock Hill/ Worcester Road has been altered in accordance with the scheme for a roundabout shown on the plan *Mitigation for Rock Hill/ Charford Road mini-roundabout ref 7033-SK-013 revision E*.

- 29) No development shall take place until a site A wide landscape and ecological management plan (LEMP) for the long-term protection and management of the trees, hedgerows, habitats and species present on the site has been submitted to and approved in writing by the local planning authority. The LEMP shall incorporate a mitigation strategy based on Chapter 11 of the Environmental Statement and the Ecological Walkover Survey Report (April 2019), and a programme for implementation. The development shall be implemented in accordance with the approved LEMP and implementation programme.
- 30) No development in a particular phase shall take place until details of the finished ground floor levels of all the buildings and the finished ground levels for all other areas of the site have been submitted to and approved in writing by the local planning authority. The details shall include sections which show the development relative to the ground levels adjoining the site. The development shall be carried out in accordance with the approved details.
- 31) No development shall take place until a scheme for archaeological investigation, including a programme for implementation, arrangements for the publication of the results, and archive deposition, has been submitted to and approved in writing by the local planning authority. The archaeological investigation shall be carried out in accordance with the approved scheme and programme.
- 32) No dwelling shall be occupied until a footpath/cycle path up to public footpath BM-587 at the southern boundary of site A and a footpath/cycle path up to Timberhonger Lane at the northern boundary of the site have been constructed in accordance with schemes which have been submitted to and approved in writing by the local planning authority.

Conditions relating to site B (land off Albert Road) only

- 33) The number of dwellings on site B shall not exceed 15.
- 34) The reserved matters application relating to layout shall include a plan identifying the number and location of the affordable housing units to be provided on the site. The plan shall identify the size (bedroom numbers), type and tenure of each affordable housing unit. The development shall be carried out in accordance with the approved details.
- 35) The development shall be carried out in accordance with the Arboricultural Method Statement and Tree Protection Plan covering site B.
- 36) No demolition shall take place until heritage recording of the former Greyhound Inn has been undertaken, in accordance with a scheme to be submitted to, and approved in writing by, the local planning authority. The scheme shall include the timescale for recording, the methodology to be used, and details of how the record will be maintained.

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25/00901/S73

Land At Whitford Road Bromsgrove

Page 59

No more than 49 dwellings (of which, no more than 30 shall be for private sale and no more than 19 shall be for affordable housing) shall be occupied until the junction of Fox Lane/Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/Rock Hill schematic scheme ref 7033-SK-005 revision G and ancillary drawings 7033-s278-701 rev C02, 2015804 AGE- ZZ-XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02.

Recommendation: Delegated / Grant

Variation of condition 25 of planning permission 24/00516/S73:

FROM:

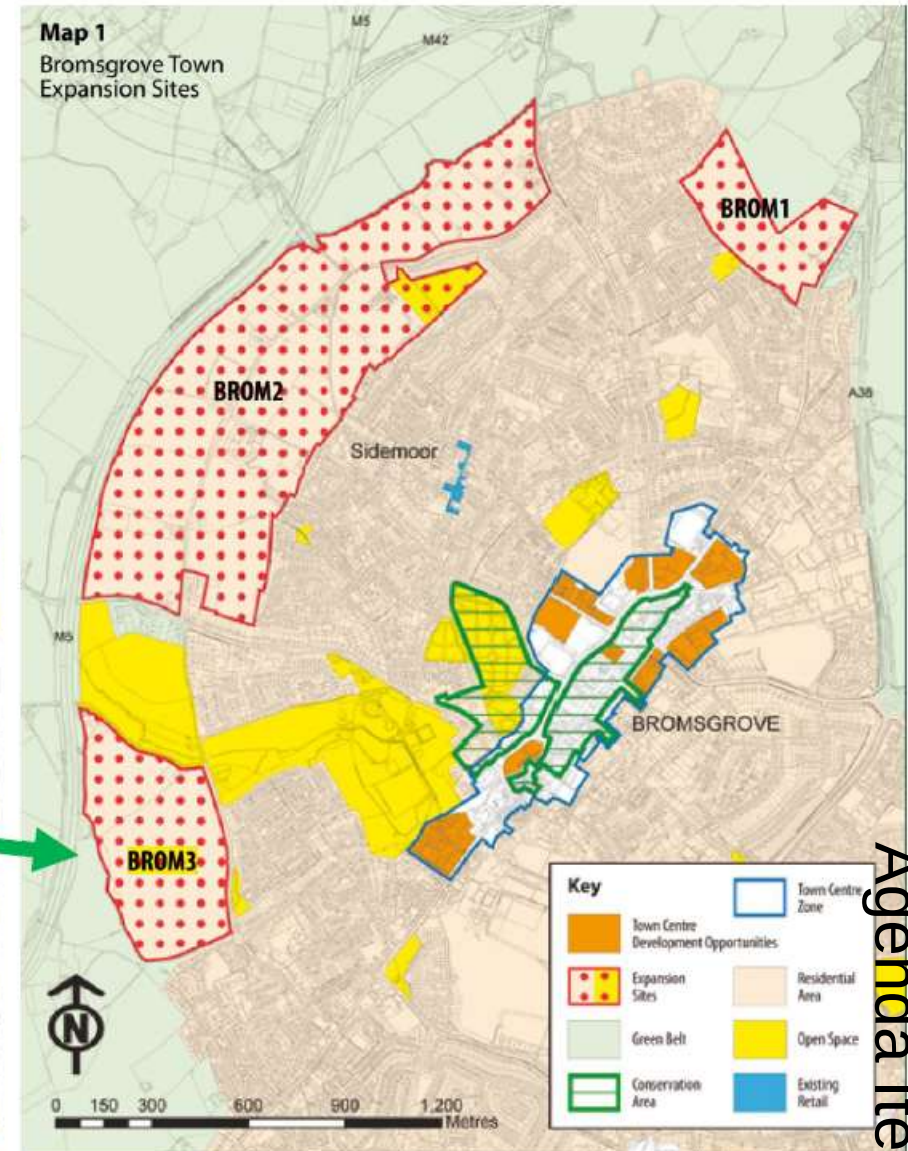
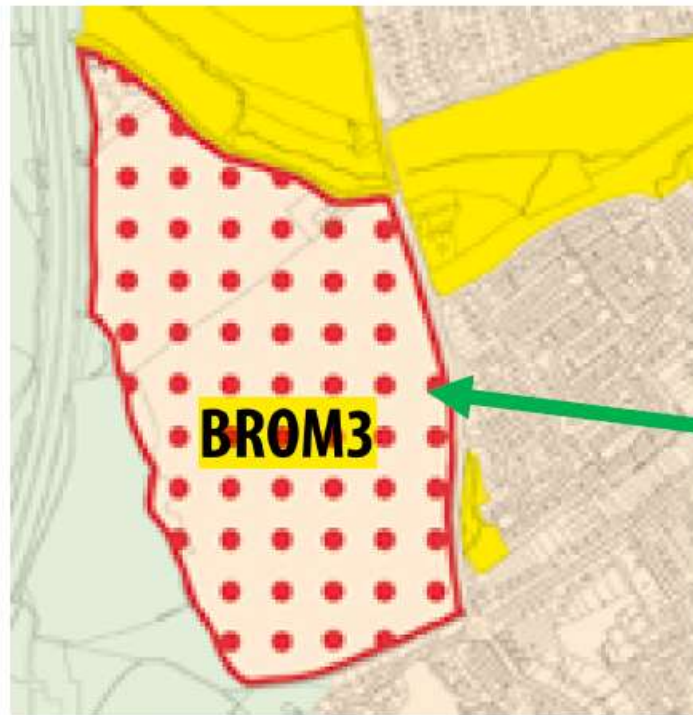
No more than 49 dwellings (of which, no more than 30 shall be for private sale and no more than 19 shall be for affordable housing) shall be occupied until the junction of Fox Lane/Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/Rock Hill schematic scheme ref 7033-SK-005 revision G and ancillary drawings 7033-s278-701 rev C02, 2015804 AGE- ZZ-XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02.

Page 60

TO:

No part of the development shall be occupied other than No more than 49 dwellings (of which, no more than 30 shall be for private sale and no more than 19 shall be for affordable housing) until the junction of Fox Lane/ Rock Hill has been altered in accordance with the temporary scheme shown on the plan WSP Drawing 7033-WSP-HGN-00-SK-C-0022-V2 Rev P02. Thereafter, no part of the development shall be occupied other than no more than 365 dwellings (of which, no more than 219 shall be for private sale and no more than 146 shall be for affordable housing) until the junction of Fox Lane/Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/Rock Hill schematic scheme ref 7033- SK-005 revision G and ancillary drawings 7033-s278-701 rev C02, 2015804 AGE- ZZ-XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02

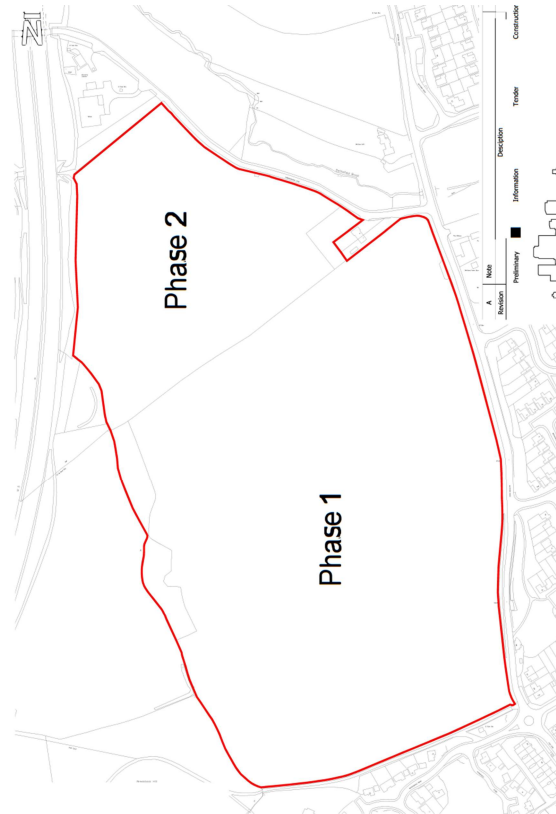
Application site in relation to Bromsgrove District Plan site – BROM 3



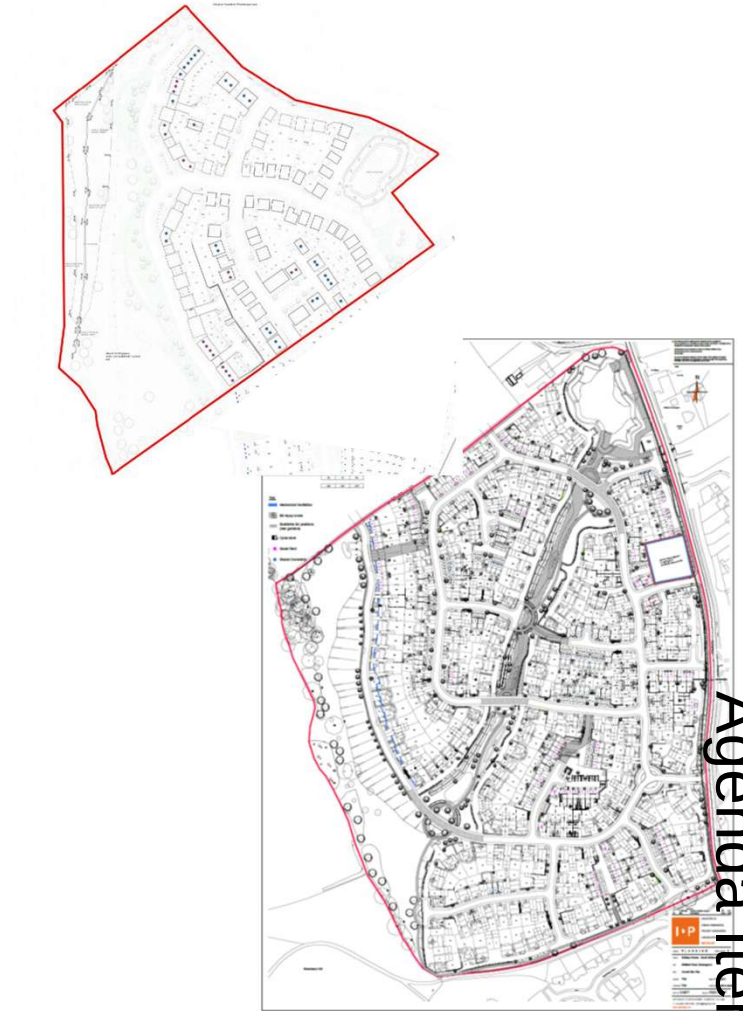
Aerial View



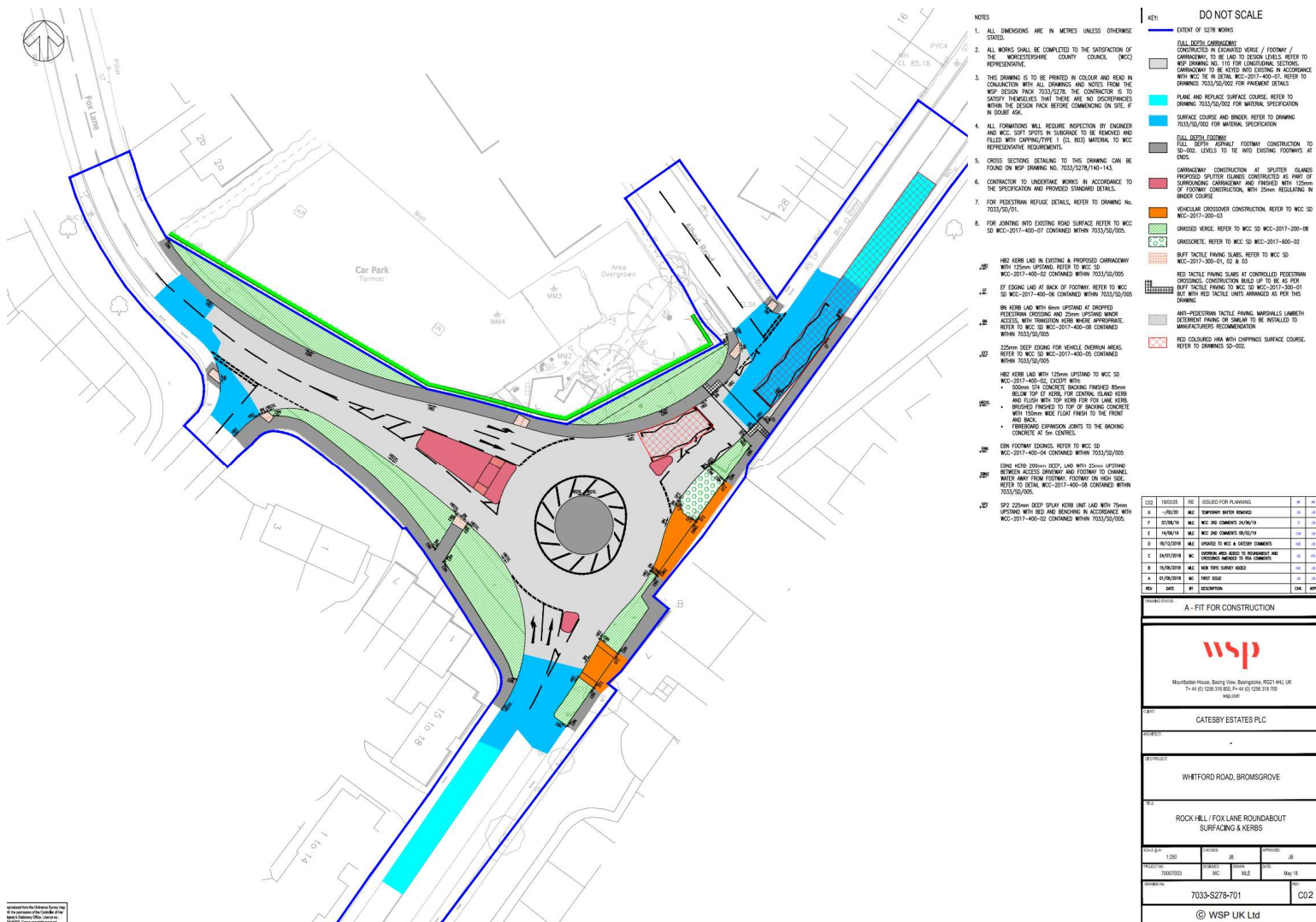
Site A



Miller Homes (phase 2) & Bellway Layouts (phase 1)

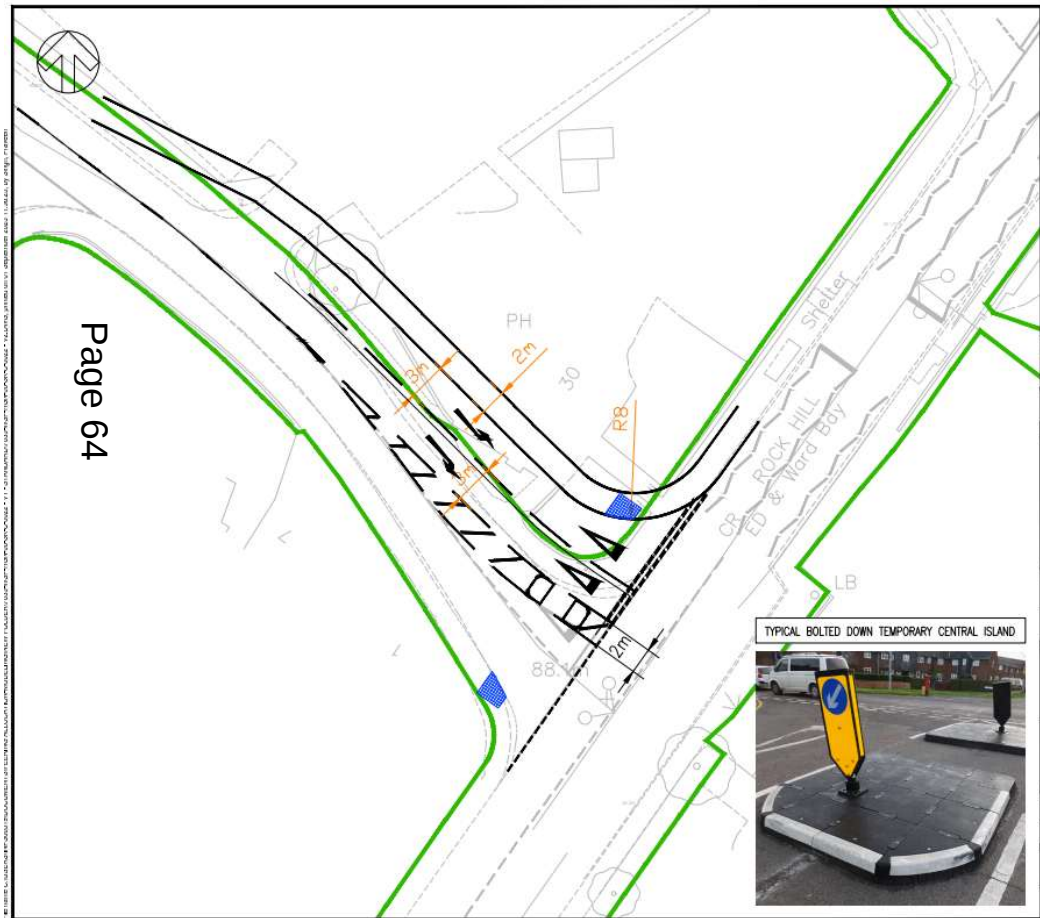


7033-S278-701-C02



Issued for the Contractor's use only
It is the responsibility of the Contractor to ensure
that the drawing is used in accordance with the
contract documents and the relevant standards.
WSP UK Ltd

Proposed Interim Scheme

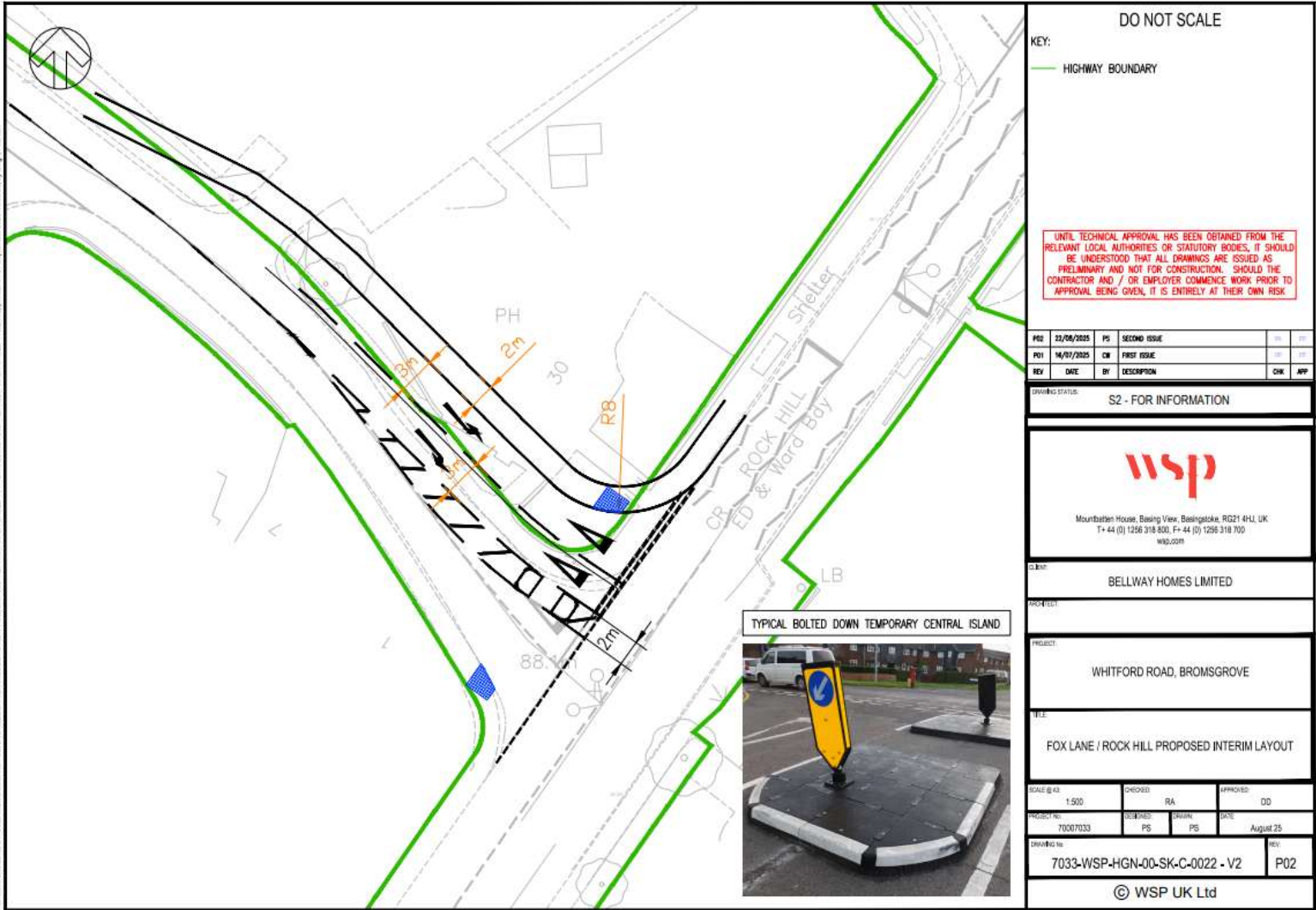


Schematic ref 7033-SK-005 revision G

G | 12/12/24 | SH | RETAINING WALL INFORMATION ADDED



Proposed Interim Scheme: 7033-WSP-HGN-00-SK-C-0022- V2 rev P02



Photos Rock Hill / Fox Lane: extent of works 11/03/2025



← Extracts google streetview →



Photos Rock Hill / Fox Lane: extent of works April 2025



← Extracts google streetview →

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Name of Applicant	Proposal	Expiry Date	Plan Ref.
Mr C Brain	Permission in Principle for up to No9 dwellings Land off Withybed Lane, Alvechurch	05.12.2025	25/01151/PIP

Councillor R Bailes has requested that this application be considered by Planning Committee rather than being determined under delegated powers.

RECOMMENDATION: That planning permission be **GRANTED**

Consultations

Worcestershire Highways

- It is noted that when assessing applications for permission in principle, the scope for assessment is strictly limited to:
 - Location: deemed to be acceptable.
 - Land use: deemed to be acceptable.
 - Amount of development: deemed to be acceptable
- No objection “in principle” to the proposed Permission in Principle for up to 9No dwellings – subject to details provided within any Technical Detail Consent submitted are in accordance with WCC Streetscape Design Guide and acceptable to highways.
- Site observations: The site is a field which is located in semi-rural location off a unclassified lane, the site benefits from a single existing vehicular access. Withybed Lane in the vicinity of the proposed development is narrow and does not benefit from footpaths or street lighting and no parking restrictions are in force. It is noted 20m to the east along Withybed Lane starting from the bridge is the beginning of a single footpath. The site consists of redundant buildings and a paddock; existing residential properties are located to the northeast and northwest of the site.
- Background: A previous application for Planning Permission (22/00869/OUT) was dismissed on appeal due to the location being in the Green Belt, the appeal also confirmed the site is located in a sustainable location. The planning statement confirms advice received from the planning department highlighted that the site would be considered as Grey Belt in this instance.
- Layout: Sustainability of the site is something that is considered by the planning department. Since only limited information has been provided by the applicant; highways view could change if detailed information is submitted in the future for highways consideration.

Worcestershire Regulatory Services (Contaminated Land)

- No objection

- Due to the proximity to four historic landfill sites and the agricultural nature of the area, WRS recommend the following condition wording is applied to the application, should any permission be granted to the development.

WRS - Noise

- No objection

Canals and River Trust

- No objection
- Should Permission in Principle be granted we request that the following informatives are appended to the decision notice:
 1. The applicant/developer is advised to contact the Trust's Works Engineering.
 2. Sites which have a shared boundary with the canal may have the potential to discharge surface water to the canal with the prior agreement of the Trust.

Worcestershire Archive and Archaeology Service

- No objection
- The following advice is consistent with that given for planning application 22/00869/OUT.
- The proposed development area is adjacent to the non-designated heritage asset The Worcester and Birmingham Canal (HER ref. WSM12000). The HER record notes the following:

The Worcester and Birmingham Canal was opened in 1815 and is around 30 miles long, running from Birmingham through Tardebigge, Stoke Prior and Fernhill Heath to Worcester.
- The proposed development area is set within Alv_11 Alvechurch Marina of the Worcestershire Villages Historic Environment Resource Assessment: Alvechurch. East of the small, clustered settlement Withybed Green, the distinctive character of the Alvechurch Marina character area is formed by the canal and adjacent enclosed fields, through which the waterway bisected in the early 19th century, which – along with the railway – demarcates the western extent of the village of Alvechurch. The brick canal bridges, and plate-girder railway bridges form highly distinctive gateways between the post medieval agricultural and industrial landscapes west of Alvechurch and modern expansion on the western side of the village, while the character area is recognised as contributing significantly to the historic setting and tranquillity of the canal as well as the agricultural and industrial landscapes west of Alvechurch. The Alv_11 Alvechurch Marina character area has been assessed as being of high sensitivity to change and/or fragmentation through development, re-development and modifications which do not appropriately reflect the area's historic environment. Although not part of the Worcester to Birmingham Canal Conservation Area, the part of the Canal running through Alvechurch, is a Local Wildlife Site and part of the Green Infrastructure of Alvechurch Parish.

Network Rail

- No objection

Alvechurch Parish Council

- Objection

- Access: The Canal Bridge/Railway Bridge makes access to this proposed site difficult. We believe that County Highways should carry out a site inspection in the first instance. There are no pavements leading from the proposed site to Alvechurch village centre, therefore pedestrian access is not sustainable and suggests a further increase in traffic movement.
- Ecology: Given the sites proximity to the canal, there are likely to be bats and other protected species which should continue to receive protection.
- Green Belt: The site is in the Green Belt and outside of the village envelope and therefore contrary to our Neighbourhood Development Plan (NDP) which is a statutory document in its own right. The Parish Council believe that consideration of this proposal should be as part of a Green Belt Review

Publicity

48 letters sent 23.10.2025 (expired 09.11.2025).

14 letters of objection have been received, raising the following matters (in summary):

- Approval of this application would set a precedent for other inappropriate developments in the Green Belt.
- The land is Green Belt which affords protection from development.
- The site has significant environmental and ecological quality
- The development would destroy the beauty of a tranquil area much loved by walkers
- The existing access is already hazardous.
- Withybed Lane is very narrow, and the access point is near to a blind bend with very limited visibility. The extra traffic the development would generate would make this much more dangerous.
- Drainage and flooding concerns raised
- Any development on the site will look incongruous and will be highly visible
- No pavements available on Withybed Lane for pedestrians
- The development would be contrary to the provisions of the Bromsgrove District Plan and the Alvechurch Neighbourhood Plan
- Alternative brownfield land should be developed not the Green Belt
- Proposals would put further strain on doctors, dentists, and schools
- The railway line provides an essential boundary to the existing village of Alvechurch. Development should not encroach beyond it

A number of other issues have been raised which are not material planning considerations and therefore have not been reported in this section to Members.

Councillor R Bailes

- I am not in agreement with any Green Belt creep, and I don't believe this is line with NPPF.
- I am aware that residents are very concerned about access and also the extra pressure that 9 homes will create in this quiet corner of the village.
- There will be safety issues in this his area. The road will not cope and also the homes that lead up to the access will have a detrimental effect.
- Therefore, I want this called in for the Planning Committee to review.

Relevant Policies

Bromsgrove District Plan

BDP1 - Sustainable Development Principles
BDP2 - Settlement Hierarchy
BDP12 - Sustainable Communities
BPD4- Green Belt
BDP16 - Sustainable Transport

Others

National Planning Policy Framework (2024)
Alvechurch Neighbourhood Plan
Worcestershire Landscape Character Assessment

Relevant Planning History

- 22/00869/OUT Outline application for up to 9 dwellings with all matters reserved except for access: Refused 08 August 2022
Appeal dismissed (APP/P1805/W/23/3315385) 30 October 2023
- 21/00711/OUT Outline application for up to 10 dwellings with all matters reserved except for access – Refused 20 July 2021
- B/1995/0234 Retention of existing stables and sheds for the storage of tack and fodder and continuance of equine uses including riding, grazing & shodding etc – Approved 9 September 1995

Background

An outline application for up to 9 dwellings with all matters reserved except for access was previously refused under 22/00869/OUT on 08 August 2022 and a subsequent appeal (APP/P1805/W/23/3315385) dismissed on 30 October 2023.

Appeal APP/P1805/W/23/3315385 was dismissed exclusively on harmful impact to the Green Belt. The Inspector considered the site to be located in a sustainable location.

The appeal decision is provided in Appendix 1.

The Site

The site comprises a field measuring just under 0.5 hectares and is located within the Green Belt, outside the Alvechurch Village settlement as defined on the Bromsgrove District Plan Policies Map.

A railway line is situated beyond the site's eastern boundary and the Worcester and Birmingham Canal forms the sites western boundary. The unclassified road Withybed Lane forms the northern boundary from which vehicular access is proposed. Withybed Lane provides vehicular access to The Crown Inn Public House and dwellings located within Withybed Green to the west.

The site contains a number of fairly modest buildings and relatively low fencing. The site is currently in equine use. The buildings are located in close proximity to the site boundaries adjacent to both the railway line and canal, leaving the majority of the site open and laid to grass. Having regard to the modest scale and location of the existing development, the site has a predominately open and rural character.

Proposal

The application relates to a Permission in Principle for up to 9 no. dwellings.

Planning in Principle (PiP), is a specific planning consent route in England designed primarily for small-scale, housing-led developments. It separates the consideration of whether a site is suitable for development in *principle* from the technical details of the proposed buildings.

The (PiP) process is an alternative to the traditional outline planning application route and involves two stages:

1. **Permission in Principle (PiP) Stage:** The local planning authority assesses the site's suitability based only on three core factors:
 - Location
 - Land use
 - Amount of development (e.g., number of dwellings)
2. **Technical Details Consent (TDC) Stage:** The second stage where the detailed development proposals are assessed. The new process was introduced in June 2018 and was intended to speed up and simplify the planning process for small housing developments.

If a PiP is granted, a subsequent application for Technical Details Consent must be submitted and approved before any development can begin. This stage involves the detailed design aspects, such as appearance, layout, landscaping, and access, and requires full architectural plans and supporting technical documents. The TDC stage is similar to a Reserved Matters application or a full planning application.

Assessment of Proposal

The main issue is whether the site is suitable for residential development, having regard to its location, proposed land use and the amount of development as highlighted above.

5 Year Land Supply Position

The Council cannot currently demonstrate a five-year housing land supply (5YHLS) and therefore regard should be had to paragraph 11(d) and footnote 8 of the National Planning Policy Framework (NPPF) which together state that for applications providing housing, where the Council cannot demonstrate a 5YHLS, the policies which are most important for determining the application are considered out-of-date and planning permission should be granted unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Location

The site is located within the Green Belt. In respect of Green Belt policy, it has been established through case law that the list of exceptions for 'appropriate development' set out in Policy BDP4 of the Bromsgrove District Plan (BDP) and the National Planning Policy Framework (the Framework) amounts to a closed list. Thereby, proposals not included on the list are regarded as 'prima facie' inappropriate development. The Framework states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

The application form sets out that the Agent considers the most appropriate exception to consider is 'Grey Belt' under paragraph 155.

Paragraph 155 of the Framework states that: the development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all of the following apply:

- a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;
- b. There is a demonstrable unmet need for the type of development proposed;
- c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and
- d. Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157.

Grey Belt is defined within Annex 2 of the NPPF as follows:

Grey Belt: For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

Paragraph 143 of the NPPF sets out that the Green Belt serves five purposes which are listed below:

- a. to check the unrestricted sprawl of large built-up areas;
- b. to prevent neighbouring towns merging into one another;
- c. to assist in safeguarding the countryside from encroachment;
- d. to preserve the setting and special character of historic towns; and
- e. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Other than types of development listed as exceptions within the Framework, development within the Green Belt is generally regarded as "inappropriate development", which is by definition harmful to the Green Belt and should not be approved except in very special circumstances.

Further exceptions to inappropriate development are set out in paragraph 155 of the Framework, where homes, commercial and other development should also not be regarded as inappropriate where it would utilise grey belt, subject to specific criteria.

Does Green Belt land on the site strongly contribute to Green Belt purposes a), b) or d)?

a) To check the unrestricted sprawl of large built-up areas; given the site's location within the district and its associated layout, the development is not considered to amount to sprawl of a Large Built-Up Area.

b) To prevent neighbouring towns from merging into one another; the site makes no contribution to this purpose.

d) To preserve the setting and special character of historic towns; the site is not within the setting of any historic town and makes no contribution to purpose d).

Would the application of non-Green Belt NPPF footnote 7 policies to the scheme proposed on the Green Belt part of the site provide a strong reason for refusing development? Footnote 7 states "The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 194) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 75); and areas at risk of flooding or coastal change."

Worcestershire Archive and Archaeology Service state that the brick canal bridges, and plate-girder railway bridges form highly distinctive gateways between the post medieval agricultural and industrial landscapes west of Alvechurch and modern expansion on the western side of the village.

On this basis, the Council has no reason to believe that the application of NPPF footnote 7 policies would provide a strong reason for refusing development.

Would the proposed development on grey belt fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan?

Purposes a, b and d have already been assessed above. Regard however must be made to purposes c) and e).

c) Safeguarding the countryside from encroachment. It is accepted that the spatial occupation of the site would clearly encroach into the countryside as it currently contains only a small number of modest buildings to the boundary of the site. However, in relation to the wider function of the Green Belt the site does not fundamentally undermine the remaining Green Belt across the area of the plan.

e) Assisting in urban regeneration, by encouraging the recycling of derelict and other urban land. The proposed development would not fundamentally undermine the purpose of this Green Belt criterion.

Is there a demonstrable unmet need for the type of development proposed?

The Council cannot currently demonstrate a 5-year land supply of housing having regards to the Governments targets.

Would the development in the grey belt be in a sustainable location?

In the appeal decision dated 30 October 2023 (APP/P1805/W/23/3315385) the inspector stated:

The site is a short distance outside Alvechurch and there is a footpath alongside the canal to the train station. The route to the centre of Alvechurch is accessible on predominately well lit, relatively flat, pedestrian footpaths, along roads which are subject to mainly 30mph speed limits.

Given the close proximity of the site to Alvechurch, and its associated services and public transport, the site would help maintain the vitality of rural communities as required by paragraph 79 of the Framework and cannot be described as isolated in the context of paragraph 80 of the Framework. For these reasons, I am satisfied that the site is not isolated and is located at an accessible distance from essential services, job opportunities and public transport. Furthermore, the site would benefit from adequate footway provision and would be sufficiently well lit. Taking all these factors into account, I consider that future occupiers would not be reliant upon motor vehicles as a means of transport to access such services and facilities.

It is noted that the area is within Alvechurch Neighbourhood Plan. The neighbourhood plan is a material planning consideration. Attention should be given to Policy H1 regarding the proposed site. The site lies approximately 50m outside of the defined development boundary for Alvechurch and therefore does not comply with Part (a) of Policy H1 as it is outside the designated Alvechurch Village settlement boundary. Nevertheless, the 30 October 2023 appeal decision deemed the location to be sustainable for new development given the access to relevant services and facilities within the village.

As such, the Inspector confirmed that the site was in a sustainable location. I have no reason to disagree with this approach.

Conclusion on Green Belt Matters

In conclusion, it is considered that the site is Grey Belt and would meet the Paragraph 155 requirements and thus the proposal should not be regarded as inappropriate development in the Green Belt having regard to the Framework.

The proposals would not need to meet the 'Golden Rules' requirements set out in criterion (d) of the NPPF because the application would not be categorised as 'major' development having regards to the definition of 'major development' set out in Annex 2: Glossary on page 75 of the NPPF.

Amount

The amount of development (a maximum of 9 dwellings) is considered acceptable given the area of land shown within the red line boundary on the location plan. In addition, the previous appeal (APP/P1805/W/23/3315385) did not raise any objections to 9 dwellings which is the same maximum number proposed in this current application.

Layout of Development

The Worcestershire Landscape Character Assessment identifies the site as being part of the Copley Hill Principle Timbered Farmlands. The historic landscape of the site and its connections to the canal are evident and any proposed alterations to the land levels or its boundaries could be considered at Technical Detail Consent stage alongside its approach to appropriately reflect the area's historic environment.

Policy BDP19 seeks to ensure that development enhances the character of the area. As only permission in principle is sought, a full assessment of the likely effect of the scheme on the character and appearance of the area cannot be carried out at this stage. Nonetheless, having regard to the scale of the site and the scope available, the proposed layout is likely to be considered acceptable subject to the Technical Details consent.

Worcestershire Highways has raised no objection to the scheme. The Council acknowledges that this is the first stage in a two-part process to obtaining planning permission. Information will be required to be presented at the Technical Detail Consent stage to demonstrate that the access arrangements are safe.

Other Matters

The site is located in Flood Zone 1 and the Environment Agency maps shows some areas of surface water flooding; this would be considered at Technical Details. The construction of new developments would inevitably lead to noise and disturbance; however, this is considered to be for a short duration and an inevitable consequence of development.

Worcestershire Regulatory Services (Contaminated Land) have reviewed the site's history, and the sensitivity of the proposed development and WRS would recommend a planning condition for tiered investigation.

Members will note the views of the Worcestershire Archive and Archaeology Service. The brick canal bridges, and plate-girder railway bridges form highly distinctive gateways between the post medieval agricultural and industrial landscapes west of Alvechurch and modern expansion on the western side of the village, while the character area is recognised as contributing significantly to the historic setting and tranquillity of the canal as well as the agricultural and industrial landscapes west of Alvechurch.

Conditions cannot be placed on a Permission in Principle, and such matters will be considered at the Technical Details Consent stage. The Applicant is advised to take into consideration the advice in the consultees comments and report when considering the submission for Technical Details Consent.

Other Matters

Letters of objection have been received from 14 individuals. A summary of the issues raised that have not already been covered in the report and an Officer response to these issues are provided below, however regard has been had to the full contents of all submissions whilst drafting this report and forming the recommendation.

Concern raised	Response
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Agenda Item 7

Earlier applications to the north of Withybed Lane have been refused by the Council and dismissed by the Planning Inspectorate historically.	Officers consider the location of the development to be acceptable as considered in the 'assessment of development' section of the report. Planning policy has altered following the 2023 decisions.
Withybed Lane is very narrow, and the access point is near to a blind bend with very limited visibility. The extra traffic the development would generate would make this much more dangerous.	WCC Highways have stated no objection to the PIP application. In addition, the Council acknowledges that this is the first stage in a two-part process to obtaining planning permission and that the additional Highways information can be presented at Technical Details to demonstrate that the access is safe. The granting of a PIP does not infer the granting of Technical Details, and these matters of detail will be addressed at the next stage.
No pavements available on Withybed Lane for pedestrians	WC Highways have stated no objection to the PIP application. The granting of a PIP does not infer the granting of Technical Details, and these highway matters of detail will be addressed at the next Technical Details stage.
No benefit to the local community	In terms of benefit to the local community for this type of proposal there are no direct benefit. However, there is a demand for additional dwelling locally and nationally.
The site has significant environmental and ecological quality	The site is not within any protected Ecology Area, be a Ancient Woodland or SSSI. An Ecology survey will have to be submitted within any Technical Details application. BNG requirements will be relevant at this stage.
The development would be contrary to the provisions of the Bromsgrove District Plan and the Alvechurch Neighbourhood Plan	It is considered that the location of the development to be acceptable as considered in the 'assessment of development' section of the report.
Potential future expansion	Any future expansion of the site will require a further planning application; this proposal restricts the use to a maximum of nine dwellings.
Noise impacts	Worcestershire Regulatory Services have not objection on noise grounds This matter has been considered in further detail in the report above.
Future use of the site	Any future change of the site will require a planning application.
Wrong location for development type	It is considered that the location of the development to be acceptable as considered in the 'assessment of development' section of the report.

Conclusion

The Council cannot currently demonstrate a five-year housing land supply (5YHLS) and therefore regard should be had to paragraph 11(d) and footnote 8 of the National Planning Policy Framework (NPPF) which together state that for applications providing housing, where the Council cannot demonstrate a 5YHLS, the policies which are most important for determining the application are considered out-of-date and planning permission should be granted unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Limb i) does not apply.

In view of limb (ii), the proposal would make a contribution of up to 9 dwellings to the Council's housing supply, offering some employment opportunities during construction and post development spend. The site is located within a sustainable location and is of suitable land use and amount.

This is a two-stage approach, and the Technical Details Consent will consider the detailed development proposals. On this basis, there are no known adverse impacts which would significantly and demonstrably outweigh the benefits as set out in limb ii) and it is recommended that Permission in Principle is granted.

RECOMMENDATION: That planning permission be **GRANTED**

No conditions can be imposed.

Case Officer: Jonathan Pavey-Smith Tel: 01527 881689
Email: Jonathan.Pavey-Smith@bromsgroveandredditch.gov.uk

Appendix 1: Appeal APP/P1805/W/23/3315385

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Appeal Decision

Site visit made on 4 September 2023

by S Pearce BA(Hons) MPlan MRTPI

an Inspector appointed by the Secretary of State

Decision date: 30 October 2023

Appeal Ref: APP/P1805/W/23/3315385

Land off Withybed Lane between the Worcester to Birmingham Canal and the Cross City Railway Line, Easting: 401984 and Northing: 272603

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
- The appeal is made by Mr C Brain against the decision of Bromsgrove District Council.
- The application Ref 22/00869/OUT, dated 23 June 2022, was refused by notice dated 8 August 2022.
- The development proposed is an outline application for up to 9 dwellings with all matters reserved except for access.

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The application has been submitted in outline form, with the matter of access to be considered at this stage. I have dealt with the appeal on this basis and therefore treated drawing no. 21-5693 101 Rev 03 as indicative only, as it provides a potential layout, and associated landscaping, for up to 9 dwellings.
3. Since the determination of this application, the Government published a revised National Planning Policy Framework (the Framework) on 5 September 2023, replacing the version published on 20 July 2021. Those parts of the Framework most relevant to this appeal have not been amended. As a result, I consider that there is no requirement for me to seek further submissions on the revised Framework, and I am satisfied that no party's interests have been prejudiced by my taking this approach.

Main Issues

4. The parties agree that the proposal would be inappropriate development in the Green Belt, having regard to Policy BDP4 of the Bromsgrove District Plan Adopted January 2017 (DP) and the Framework. Based on the evidence before me I see no reason to disagree
5. Consequently, the main issues are:
 - the effect of the proposed development upon the openness of the Green Belt and the purposes of including land within it,
 - Whether or not the appeal site would be a suitable location for the development having regard to relevant local and national policies, and

- whether any harm by reason of inappropriateness, and any other harm, would be clearly outweighed by other considerations, so as to amount to the very special circumstances required to justify the proposal.

Reasons

Effect on the openness of the Green Belt and purposes of including land within it

6. A fundamental aim of Green Belt policy, as set out in paragraph 137 of the Framework, is to prevent urban sprawl by keeping land permanently open. Openness is an essential characteristic of the Green Belt that has spatial as well as visual aspects.
7. The site contains a number of fairly modest buildings and relatively low fencing. The buildings are located in close proximity to the site boundaries adjacent to both the railway line and canal, leaving the majority of the site open and laid to grass. Having regard to the modest scale and location of the existing development, the site has a predominately open and rural character.
8. Both the railway line, including its associated embankment, and canal provide strong, physical and visual boundaries to the site. These features would provide barriers to any future encroachment and, along with existing vegetation and proposed landscaping, would ensure any impact upon the wider landscape would be localised. While noting this would reduce the visual impact of the proposed development, the redevelopment of the site with up to 9 dwellings, with associated access, driveways, hardstanding and domestic paraphernalia, would inevitably result in some encroachment into the countryside and have a greater impact upon the openness of the Green Belt in both spatial and visual terms, than the current circumstances.

Whether or not the appeal site would be a suitable location

9. Both the Council and appellant agree that the site lies outside of a defined village boundary. It does however lie within close proximity to the large settlement of Alvechurch, which offers a range of services, facilities and public transport. These include public houses, primary and secondary schools, churches, shops, doctor and dentist surgeries, a train station and a bus service that connects Alvechurch to Redditch and Birmingham.
10. My attention has been drawn to Manual for Streets, whereby walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes walking distance. This equates to approximately 800m. However, this is not an upper limit, and walking offers the greatest potential to replace short car trips, particularly those under 2km.
11. The site is a short distance outside Alvechurch and there is a footpath alongside the canal to the train station. The route to the centre of Alvechurch is accessible on predominately well lit, relatively flat, pedestrian footpaths, along roads which are subject to mainly 30mph speed limits.
12. Given the close proximity of the site to Alvechurch, and its associated services and public transport, the site would help maintain the vitality of rural communities as required by paragraph 79 of the Framework and cannot be described as isolated in the context of paragraph 80 of the Framework.

13. I note that the proposal would result in additional traffic from occupiers of the 9 houses. Withybed Lane to west of the railway bridge is narrow, with limited street lighting and no pedestrian footpaths and provides access to a public house, the canal and a number of residential properties. The carriageway alignment and width restricts the speed of vehicles on the passage of road with no pavement.
14. The proposed site access would be within close proximity to a street light. This would provide sufficient light for future occupiers leaving the site along Withybed Lane, towards the centre of Alvechurch, with the remainder of Withybed Lane in this direction being well lit.
15. The scheme proposes new pedestrian footpaths along both sides of Withybed Lane. In practical terms, the section of proposed footpath adjoining the proposed site access could be secured and provided as part of the development proposal, by virtue of its inclusion within the red line application site boundary. However, it is unclear how the remainder would be secured and delivered, including the section under the railway bridge. For future occupiers leaving the site to access the centre of Alvechurch, this layout would leave only a very small section of Withybed Lane without a formal pedestrian footpath, at a section of highway which is well lit. Having regard to this, the absence of a small section of formalised footpath is not likely to deter future occupiers from accessing Alvechurch by foot or cycle from the site.
16. For these reasons, I am satisfied that the site is not isolated and is located at an accessible distance from essential services, job opportunities and public transport. Furthermore, the site would benefit from adequate footway provision and would be sufficiently well lit. Taking all these factors into account, I consider that future occupiers would not be reliant upon motor vehicles as a means of transport to access such services and facilities.
17. I therefore conclude that the appeal site would be a suitable location for the development having regard to relevant local and national policies. It would therefore accord with DP Policies BDP1 and BDP16, which seek, among other things, to ensure development is accessible to public transport options and developments which would worsen walking and cycling access and exacerbate motor vehicle dependence should not be permitted. It also accords with the requirements of the Framework which seeks, among other things, to ensure appropriate opportunities to promote sustainable transport modes can be taken up, priority is first given to pedestrian and cycle movements and access to high quality public transport is facilitated.

Other considerations

18. The appellants have set out a series of benefits which are argued in support of the case for approval, and I have considered and taken them all into account. In particular, the case is made that the scheme would deliver up to 9 dwellings, adding to the stock available, and in a plan area where the Council is unable to demonstrate a Framework compliant supply of housing land. The Council have confirmed the five year supply is 3.3 years, which is a significant undersupply. The proposed dwellings would therefore make a modest but worthwhile contribution towards local housing numbers and, I understand, have a realistic prospect of being delivered on site within five years. I attribute these benefits moderate weight.

19. The site is well located and within close proximity to a range of services, facilities and public transport. There would also be associated benefits, including economic and social through construction and future occupiers and the delivery of biodiversity net gain. While I understand the development may deliver an opportunity for a person with a strong local connection to retain their association with the area through residency, there is little evidence to demonstrate how this would be achieved or the extent of such shortfall or demand. I attribute these benefits limited weight.
20. While there might be a visual enhancement through the removal of dilapidated buildings, nevertheless the proposal would be inappropriate development in the Green Belt and would harm openness.
21. While remediation of the land would be a benefit, there is little substantive evidence of contamination. This matter is a neutral factor.
22. I note that the Council did not raise concerns in relation to the character of the area, neighbouring living conditions, ecology, trees, ground stability or flood risk. Based on the information before me, I see no reason to disagree. There would be no conflict with the development plan or the Framework in these respects. However, a lack of harm in these respects is neutral and weighs neither for nor against the development.
23. Two other planning permissions have been drawn to my attention, 21/01008/OUT and 19/01037/FUL. I understand both lie outside of a village envelope and are within the Green Belt. While agreeing that consistency in decision making is important, limited information has been provided in respect of both decisions. They are not directly comparable as the settlements to which they relate are smaller than Alvechurch and do not have the same range of services available. It is also not clear whether or not those developments comprised inappropriate development in the Green Belt. In any event, I have considered this appeal on its own merits.
24. Taking all these considerations into account, I judge that cumulatively the benefits and arguments in favour of approval merit moderate weight in favour of the appeal proposal.

Planning Balance and Conclusion

25. The proposal would constitute inappropriate development in the Green Belt and would harm openness. I have not found any harm other than in relation to the Green Belt. The Framework requires that the harm by reason of inappropriateness be given substantial weight and that inappropriate development should not be approved except in very special circumstances. Very special circumstances will not exist unless the harm to the Green Belt and any other harm is clearly outweighed by other considerations.
26. I have examined all the benefits and arguments in favour of the proposed development above, and cumulatively these other considerations merit moderate weight in favour of approval. For the reasons I have explained, the harm to the Green Belt should be afforded substantial weight. Therefore, the substantial weight to be given to the Green Belt harm is not clearly outweighed by other considerations sufficient to demonstrate very special circumstances.
27. The Council is unable to demonstrate a five-year supply of deliverable housing sites. In such circumstances paragraph 11 d) of the Framework indicates, in

summary, that where the policies which are most important for determining the application are out-of-date, permission should be granted, unless the application of policies in the Framework to protect areas or assets of particular importance provide a clear reason for refusing the proposal. Footnote 7 identifies the Green Belt as such a protected area. For the reasons I have explained above, the harm to the Green Belt forms a clear reason for refusing the development proposed.

28. For these reasons, I conclude that the development of up to 9 dwellings is contrary to DP Policy BDP4 and that leads me to conclude it conflicts with the development plan as a whole. It also conflicts with the Framework. I have considered all other matters raised, but none clearly outweigh those conflicts. Consequently, I conclude that the appeal should be dismissed.

S Pearce

INSPECTOR

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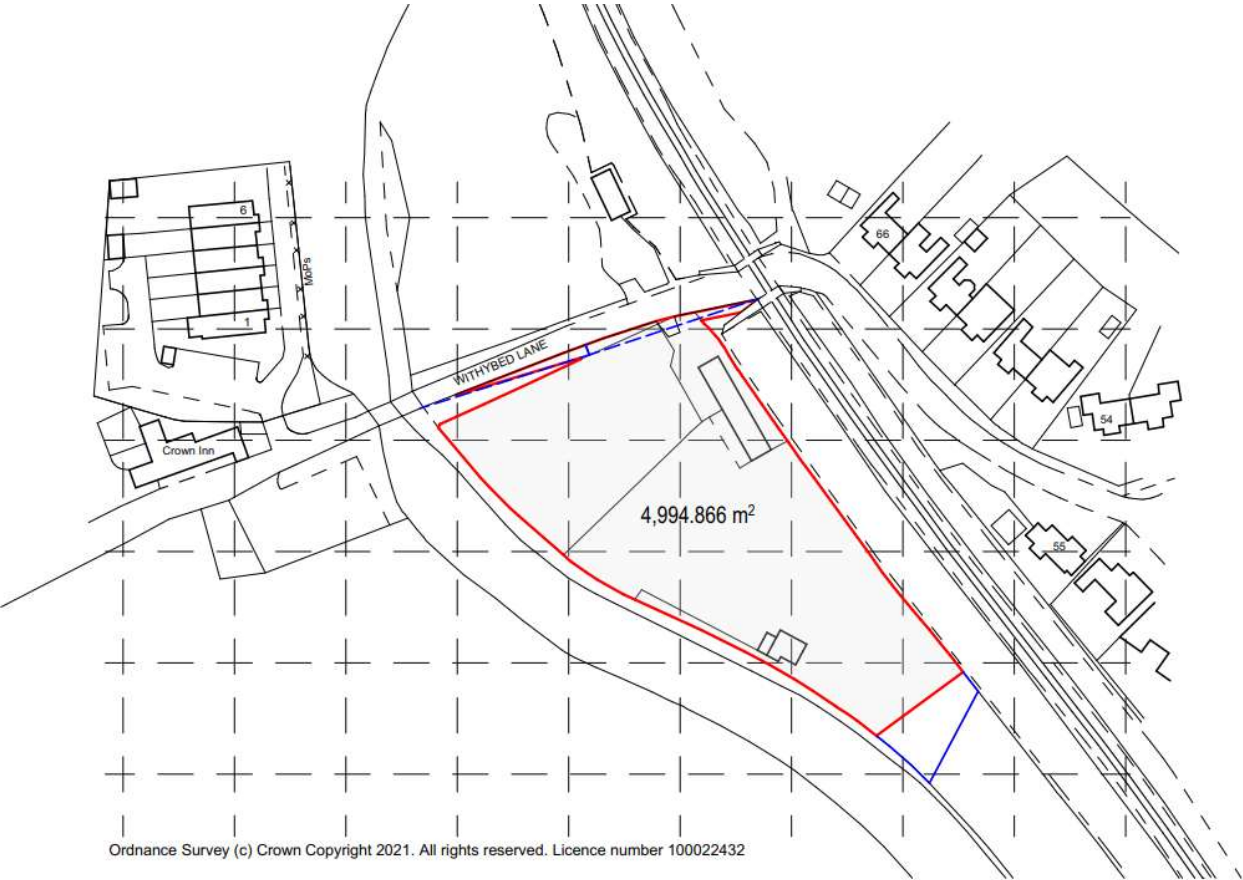
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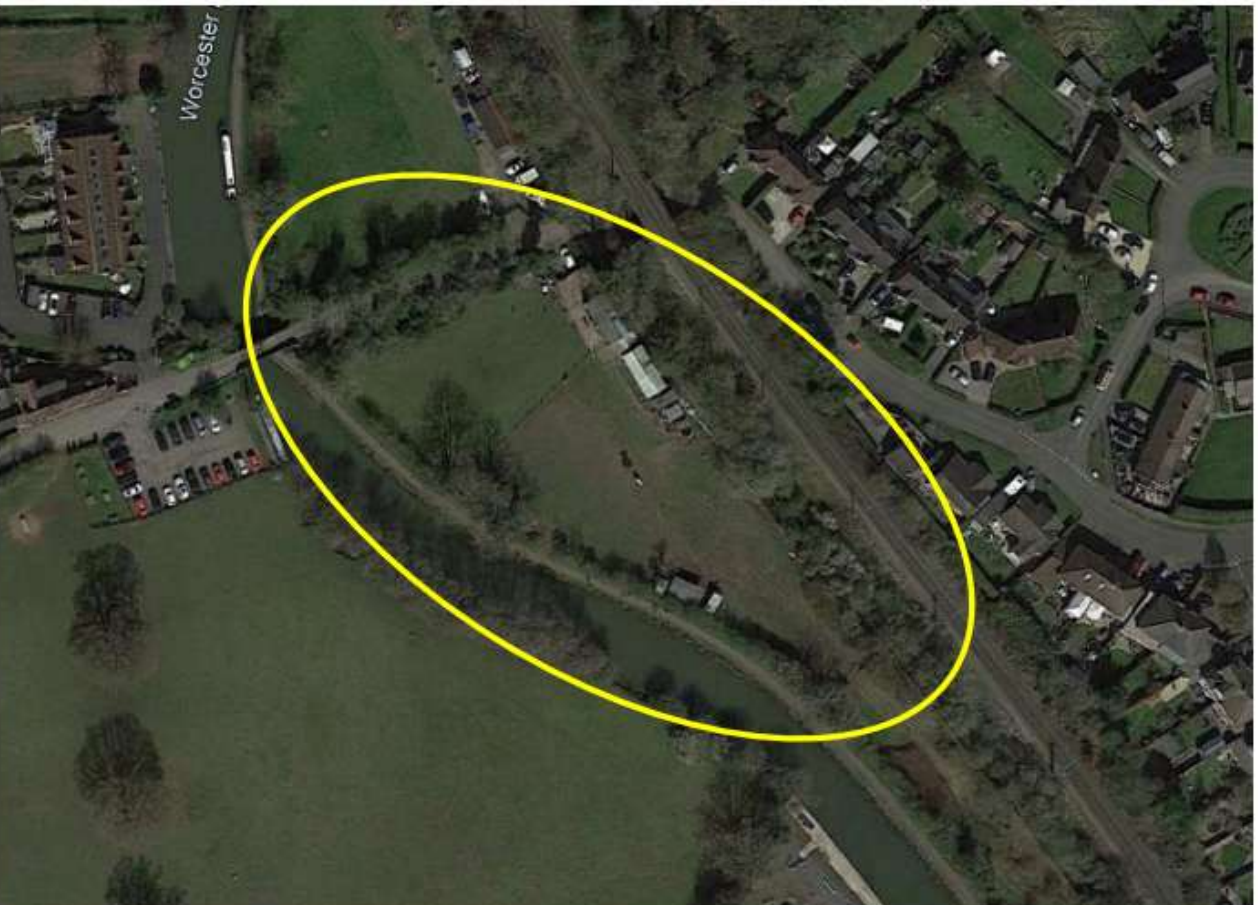
Land off Withybed Lane, Withybed Green, Alvechurch

Residential development of up to 9No dwellings

Recommendation: Approval

Site Location

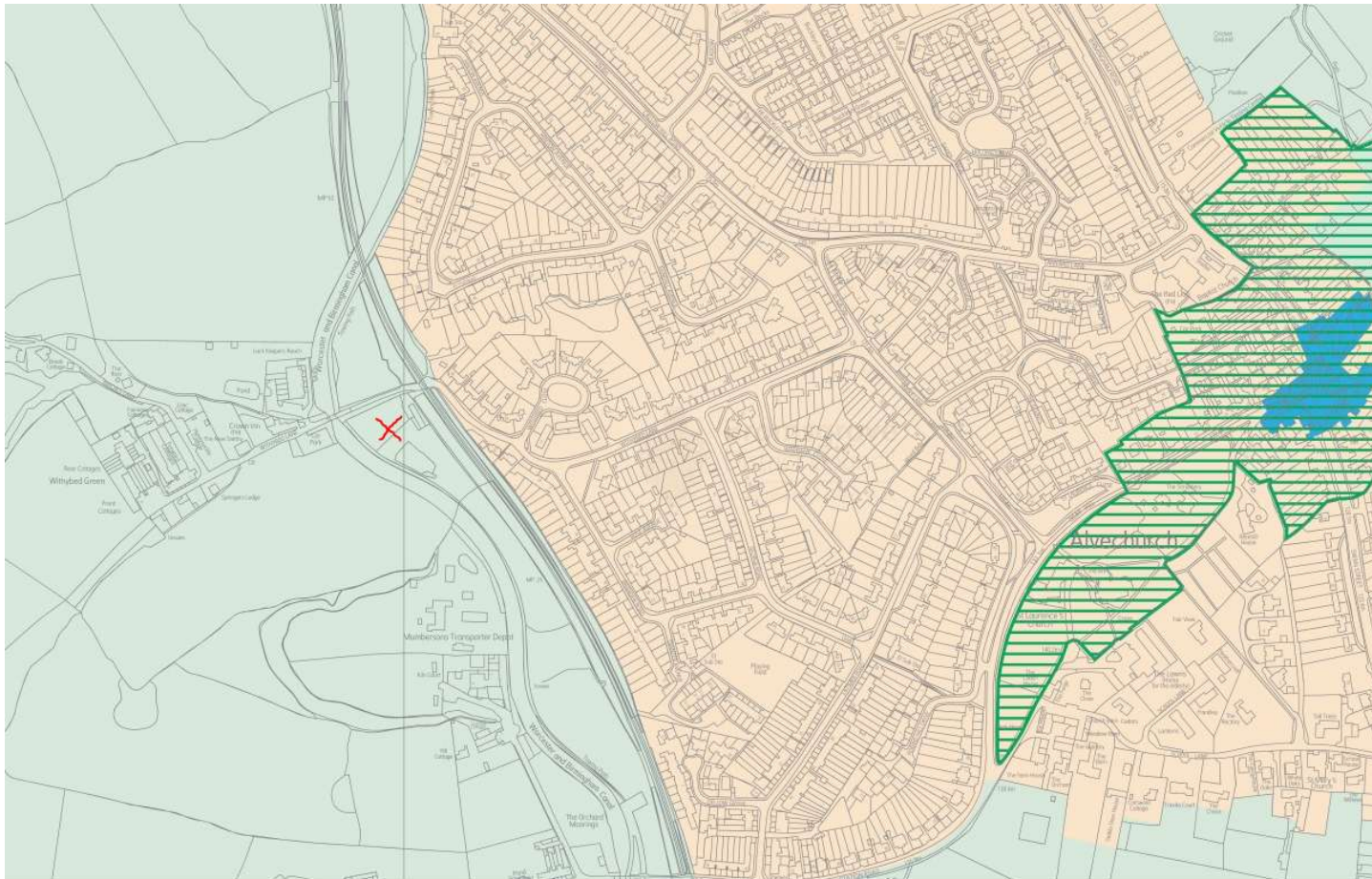




Site context

Bromsgrove District Plan extract

Site marked with red cross



Site Images



Agenda Item 7