

Public Document Pack



BROMSGROVE DISTRICT COUNCIL

MEETING OF THE PLANNING COMMITTEE

THURSDAY 12TH FEBRUARY 2026
AT 6.00 P.M.

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

MEMBERS: Councillors H. J. Jones (Chairman), M. Marshall (Vice-Chairman), A. Bailes, S. J. Baxter, 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 meetings of the Planning Committee held on 6th November and 4th December 2025 (Pages 7 - 30)
4. Updates to planning applications reported at the meeting (to be circulated prior to the start of the meeting)
5. 24/00533/REM - Reserved matters application for the erection of 217 dwellings to include details of appearance and landscaping, layout, internal roads and scale of development pursuant to the approved hybrid planning permission (Ref: 16/0263) at land at Foxlydiate Lane and Pumphouse Lane, Webheath, Redditch ("Foxlydiate") Land to west Foxlydiate Lane and Pumphouse Lane, Bromsgrove. St. Philips Homes Ltd (Pages 31 - 60)

6. 25/00803/FUL - Proposed demolition of existing buildings on site and development of 3 new dwellinghouses. 7 Churchfields Road, Bromsgrove, Worcestershire, B61 8EB. Elmsvyne Ltd (Pages 61 - 84)
7. 25/00872/FUL - Construction of new 3-bedroom dwelling on land adjacent to 18 Broadfields. Mr. D. Guest (Pages 85 - 100)
8. Planning Performance Report - Quarter 3 (Pages 101 - 106)
9. 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

4th February 2026

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 10th February 2026.
- 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 10th February 2026.

- 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 inspect minutes of the Council, Cabinet and its Committees/Boards for up to six years following a meeting.
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- A reasonable number of copies of agendas and reports relating to items to be considered in public will be made available to the public attending meetings of the Council, Cabinet and its Committees/Boards.
- You have access to a list specifying those powers which the Council has delegated to its Officers indicating also the titles of the Officers concerned, as detailed in the Council's Constitution, Scheme of Delegation.

You can access the following documents:

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

at www.bromsgrove.gov.uk

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Planning Committee
6th November 2025

BROMSGROVE DISTRICT COUNCIL

MEETING OF THE PLANNING COMMITTEE

THURSDAY 6TH NOVEMBER 2025, AT 6.00 P.M.

PRESENT: Councillors H. J. Jones (Chairman), S. J. Baxter, D. J. A. Forsythe, E. M. S. Gray, R. J. Hunter (substituting for Councillor J. Clarke), P. M. McDonald (substituting for Councillor M. Marshall), and S. R. Peters

Officers: Mrs. R. Bamford, Mr. D. M. Birch, Mr. M. Howarth, (Anthony Collins Solicitors) Mr. G. Nock, representing Worcestershire County Council, Highways, Ms. S. Williams and Mrs. P. Ross

45/25

TO RECEIVE APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTES

Apologies for absence were received from Councillor M. Marshall, with Councillor P. M. McDonald in attendance as the substitute Member. Councillor J. Clarke with Councillor R. J. Hunter in attendance as the substitute Member.

Apologies for absence were also received from Councillors A Bailes, R. E. Lambert, J. Robinson and J. D. Stanley.

46/25

DECLARATIONS OF INTEREST

There were no declarations of interest.

47/25

UPDATES

There was no Committee Update on this occasion.

48/25

25/00346/REM - RESERVED MATTERS APPLICATION (APPEARANCE, LAYOUT AND SCALE AS APPROPRIATE TO THE DEVELOPMENT) FOR THE CREATION OF A SPINE ROAD WITH ASSOCIATED DRAINAGE INFRASTRUCTURE AND A TEMPORARY SITE COMPOUND, PURSUANT TO OUTLINE PLANNING PERMISSION REFERENCE 16/0335 (ALLOWED AT APPEAL UNDER REFERENCE APP/ P1805/W/20/3265948) FOR 1,300 DWELLINGS AT PERRYFIELDS, BROMSGROVE. LAND AT PERRYFIELDS ROAD, BROMSGROVE. TAYLOR WIMPEY UK LTD

Officers presented the report and presentation slides and in doing so highlighted that the application was for the remaining section of the main

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movement corridor (spine road) and associated infrastructure works and was intended to serve the remaining phases of this development.

Phase 1 development off the Stourbridge Road had been under construction for some time, whilst Phase 2 being currently off the Kidderminster Road.

Officers highlighted that this application followed the granting of outline planning permission at appeal and the approval of external access arrangements by the Planning Inspectorate.

The Reserved Matters application brought forward the important details for approval which would allow confirmation of the appearance, layout and scale of the spine road link which was key to deliver the overall transport strategy of the site.

Mini roundabouts were shown as well as spurs to serve future residents/commercial phases.

Two sections of Perryfields Road, and a section of Fockbury Mill Lane would ultimately be severed as part of this section of the main route corridor. The stopping up of these roads would enable enhanced quality cycle/pedestrian facilities, ensuring less reliance on the car.

Officers highlighted that the principle of the stopping up of these roads had already been considered at the outline stage and approved in principle and was clearly indicated within the suite of approved plans, namely the Access and Movement Parameters Plan and also conditioned accordingly within the appeal decision (Condition 35).

A through connection between Kidderminster Road and Stourbridge Road would be maintained as part of this development aligning with the approved and conditioned Access and Movement Parameter Plan, as detailed at Figure 3.6 Parameter Plans and Access and Movement slide, on page 21 of the main agenda pack.

From a highway and transportation perspective, this application principally comprised of the spine road connection between the Perryfields Phase 1 residential site, as approved in November 2023 under the Reserved Matters application and the Phase 2 portion of the site by Kidderminster Road, as approved in January 2025.

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

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

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alignment, three mini-roundabouts, and a build-out feature on the northern section. A ghost right-turn arrangement had also been provided for the existing school.

There was a combination of 2m footways and a 3.5m wide shared foot/cycleway provided on the spine road through the development site. A signalised crossing was proposed where the active travel corridor switched from the northbound approach to the southbound.

The proposed spine road had been subject to an independent Road Safety Audit (RSA) Stage 1/2 and a designer response produced. The findings of the RSA were considered by Worcestershire County Council. County Highways had raised no objection to the proposal but had emphasised that although this planning application focused primarily on the layout of the main spine road which formed the through route movement corridor of the development; it was important to note that several other elements of the site, including the local centre, future school, potential modifications to the existing school, and additional residential parcels were still in the pre-planning stages.

As highlighted in the report representations were received from residents and the Bromsgrove Society in respect of severing Perryfields Road, and off site junction improvements. Members were asked to note that the severing of Perryfields Road, and off site junction improvements had already been set by the outline planning consent; and that the spine road accorded with the planning principles set by the Planning Inspectorate and aligned with the approved and conditioned Access and Movement Parameter Plan.

Members' attention was drawn to the Public Rights of Way Matters, as detailed on page 15 of the main agenda pack.

Officers further drew Members' attention to the information on Drainage Matters and the drainage layout with the inclusion of four SuDS ponds, a below-ground attenuation tank and the pumping station, as detailed on pages 15 and 16 of the main agenda pack.

It was anticipated that the temporary site compound was proposed to be provided on site until the end of 2027. Given the length of time that this would be located on site, consideration needed to be given to neighbouring occupiers in terms of how the temporary compound operated during this time. This would be included in the Construction Environmental Management Plan (CEMP) and would be required to be discharged under Condition 11 of the outline approval.

Officers concluded that this was an allocated development site. The Reserved Matters under consideration were in accordance with the approved plans of the outline approval and relevant conditions imposed by the Planning Inspector. Taking account of material planning considerations, the development was acceptable, subject to the conditions as set out in the report.

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At the invitation of the Chairman, Ms. G. Johnson, the Applicant's Planning agent and Councillor K. Taylor, Ward Member addressed the Committee.

Members then considered the Reserved Matters application, which Officers had recommended be approved.

The Chairman took the opportunity to remind Members that they were being asked to consider the Reserved Matters application only.

Members expressed some concern with regard to Condition 11, and the possibility of stricter controls in respect of screening and the suppression of dust that existing residents were currently experiencing, and the presumptive proposed stopping up in three different places. The stopping up permission had already been given by WCC at previous meetings but now needed to go through due process. This application was asking Members to look at the viability and impact on the roads in Bromsgrove and not the stopping up of the roads.

In response Officers acknowledged that there had been some experience of dust and disturbance during Phase 1, however there was a CEMP for each phase of the development to ensure that any previous problems were not experienced, and no disruption to new residents on Perryfields Drive and other residents on the Perryfields Road area.

Reserved Matters approved had been granted for the stopping up of Perryfields Road, as detailed in the report and as shown on page 21 of the main agenda pack, the Figure 3.6 Parameter Plans and Access and Movement slide, of the main agenda pack.

Mr. G. Nock, a representative of Worcestershire County Council (WCC), Highways further explained that WCC Highways had had to consider the constraints parameters, this was something that had been scrutinised and previously deferred by WCC Highways pending an independent Road Safety Audit (RSA). Any impact on the roads around Bromsgrove Town Centre, had been considered and mitigated. A Section 278 Agreement would ensure connectivity and integration within the overall development.

The Development Management Manager referred to 'Other Matters' as detailed on page 16 of the main agenda pack, and informed Members that they could request or ask for additional measures to be included in the CEMP.

Some Members were still concerned with the stopping up Perryfields Road and a section of Fockbury Mill Lane, where would people from Dodford and the other side of Perryfields Road go once the stopping up had taken place? Member expressed their concerns with regard to accessing the area around the school; and as detailed in the report 'ensuring less reliance on the car.' Some Members stated that it did not

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take into consideration people who had to travel by car or people with disabilities. Some Members further stated that they could not see the logic of stopping up Perryfields Road. The roads may look wide, but they were very narrow and close to some residents front doors. Was there the possibility to have more entrances and exits?

In response Mr. G. Nock, WCC, Highways, stated that there would be points where residents could join the spine road and that it was a balance of ensuring that all people had been considered in each phase approved in respect to the location of the spine road and the stopping up of Perryfields Road. The same level of scrutiny had been applied to this scheme to ensure that it did not prejudice any users.

Members were advised that they were considering a piece of infrastructure with no houses as yet. However, the provision of additional footpaths and any additional infrastructure measures / requirements, would be reviewed under the Reserved Matters of future phased schemes.

Members further reiterated that they were aware of what was agreed by the Planning Inspectorate under appeal; but they were also fully aware of the impact on residents following the approval of phases 1 and 2 currently under construction. Members would expect any future variations to the agreed Conditions, would come back to Planning Committee Members for their consideration.

Whilst Members understood the traffic calming measures that would be put in place, some Members queried through traffic and the 6.1m wide road being provided, as this seemed narrow for a major thoroughfare for cars and buses. Members were seeking some reassurance on this matter.

In response Mr. G. Nock, WCC, Highways, commented that the corridor was absolutely balanced, with widening and bends. With regards to it being a public transport corridor, vehicle tracking and large vehicle tracking had been simulated. From a highways design perspective the bends were linear and in line with the existing Perryfields Road and the widening ensured safe turning. Nationally and locally 6.1m was the most appropriate answer to balance movement of motorised vehicles, with active travel for pedestrians and cyclists.

The section of the spine road relevant to this Reserved Matters application had been designed in accordance with the principles established as part of the outline approval as set by the Planning Inspectorate.

Members continued to express their concerns with regard to the stopping up of Perryfields Road and the need to strengthen up Condition 11. Some Members also suggested if the Reserved Matters application should be deferred, in order to gather more evidence from existing

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residents, new residents and residents (on the west side) who would be taking their children to the nearby school.

In response Mr. G. Nock, WCC, Highways, reiterated that all off site matters, traffic assessments had been scrutinised and mitigated and were included in the public enquiry and in the Planning Inspectorate's report.

With the agreement of the Chairman, the Assistant Director for Planning, Leisure and Culture Services took the opportunity to remind Planning Committee Members that with regard to Condition 11 and the CEMP, that Members could inform the contents of the CEMP, hours of operation etc. What would Members like to see in this document.

The Council's Legal Advisor stated that in order to assist Members, that Condition 11 needed to be looked at in its entirety for Members to see what was specifically included, and for Members to consider what they wanted included. With this in mind the Council's Legal Advisor read out Condition 11.

The Council's Legal Advisor further reminded Members that they were being asked to consider the Reserved Matters application before them, Members could not consider the outline planning permission that was granted at appeal, as this was already approved. Members should be mindful to give clear reasons should they decide to defer this application.

Members thanked the Council's Legal Advisor, however Members stated that they did not have a problem with Condition 11, the issue was with the detail behind each item. Work could not continue until the Reserved Matters application was approved, and Members did not want any works to be carried out until they could see the full details of Condition 11.

The Development Management Manager highlighted that Members were being asked to consider Conditions 1 and 2, as part of the Reserved Matters application; Condition 11 was not included. Members were not involved in the discharge of Conditions, as Officers discharged any agreed Conditions.

Further debate followed on the stopping up of the roads, with some Members who knew the area well, stating that the full impact of the stopping up needed to be looked at comprehensively. Should Members be minded to approve were they approving the stopping up order? The report stated 'only in principle' so Members could make that decision surely? Finding a balance between riding a bike and walking against using a car, did not stop the houses being built. Members needed to ensure that we met resident's needs.

In response Mr. G. Nock, WCC, Highways, stated that he was not aware of any stopping up order being made. The Reserved Matters application before Members was for the remaining section of the spine road.

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Officers further reiterated that the stopping up of the two sections of Perryfields Road and a section of Fockbury Mill Lane, would be carried out by WCC Highways under the Highways Act 1980, Section 278, and that the outline planning application was approved at appeal.

The Assistant Director for Planning, Leisure and Culture Services took the opportunity to explain that Mr. G. Nock, WCC, Highways, had clarified that WCC Highways would follow a specific procedure for the stopping up of the roads. As reiterated during the course of the meeting, the main route corridor for the development as a whole, had been agreed in principle, at appeal, so the principle of stopping up of the roads had been approved at the outline stage, it was not within Members gift to change this. Members were being asked to consider the practical elements of the final section of the spine road under the Reserved Matters application. Members could consider the CEMP, and how to shape this in respect of:-

- Hours
- Mud / dust management

At this stage in the meeting, the Chairman announced a break in order for Officers to provide the Committee with full details of Condition 11, the Council's Legal Advisor time to check the Council's Constitution, Scheme of Delegations and for Members to have a comfort break.

Accordingly, the meeting stood adjourned from 19:17 hours to 19:28 hours.

Having reconvened, Officers provided a presentation slide detailing Condition 11.

Having briefly discussed Condition 11, Members were in agreement that an additional Recommendation be included as follows:-

(3) that the Planning Committee Chairman and Vice-Chairman be consulted in relation to the content of the Construction Environmental Management Plan (CEMP) which was required to be submitted and approved in accordance with Condition 11 of the outline consent, in order to ensure that a robust (CEMP) was provided.

Having been proposed and seconded and on being taken to the vote, it was

RESOLVED that

- 1) the Reserved Matters application be approved,
- 2) 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 on

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pages 16 and 17 of the main agenda pack, and the additional condition, as detailed in the preamble above; and

- 3) the Planning Committee Chairman and Vice-Chairman be consulted in relation to the content of the Construction Environmental Plan (CEMP) which was required to be submitted and approved in accordance with Condition 11 of the outline consent, in order to ensure that a robust (CEMP) was provided.

49/25

PLANNING PERFORMANCE REPORT: QUARTER 2

The Development Management Manager informed Members that the report was for Quarter Two (1st July 2025 to 30th September 2025).

It was highlighted that there were no concerns with regard to Decision Making, Quality of Decision Making or Speed of Decision Making.

As requested by the Committee the report also contained a list of Appeal Decisions. There were no cost award outcomes relating to recent planning appeals to report.

The Chairman took the opportunity to remind the Committee that the report was for noting only.

RESOLVED that the Planning Performance Information report, Quarter 2 – 1st July 2025 to 30th September 2025, be noted.

50/25

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.

The meeting closed at 7.36 p.m.

Chairman

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Planning Committee
4th December 2025

BROMSGROVE DISTRICT COUNCIL

MEETING OF THE PLANNING COMMITTEE

THURSDAY 4TH DECEMBER 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, R. E. Lambert, S. R. Peters, J. Robinson and J. D. Stanley

Officers: Mrs. R. Bamford, Mr. D. M. Birch, Mr. M. Howarth (Anthony Collins Solicitors) Mr. G. Nock (Jacobs, on behalf of Worcestershire County Council, Highways), Mr. B. Simm, Worcestershire County Council, Highways, Development Management and Control Manager, Ms. J. Chambers, Mrs. S. Hazlewood, Mr. J. Pavey-Smith and Mrs. P. Ross

Prior to the meeting commencing, the Chairman informed all those present that the running order of the agenda had been amended, as follows:-

- **Agenda Item No. 6 – Planning Application 25/00901/S73**
- **Agenda Item No. 5 – Planning Application 25/00768/S73**
- **Agenda Item No. 7 – Permission in Principal Application 25/01151/PIP**

51/25

APOLOGIES

An apology for absence was received from Councillor S. J. Baxter.

52/25

DECLARATIONS OF INTEREST

Councillor A. Bailes declared an Other Disclosable interest in relation to Agenda Item Number 6 (Minute No. 55//25) – 25/00901/S73 - Land at Whitford Road, Bromsgrove, in that he had represented residents at the public inquiry and appeal. Councillor A. Bailes left the meeting room for the duration of this agenda item and took no part in the Committee's consideration nor voting on this matter.

Councillor A. Bailes also declared a personal interest with regard to Agenda Item Number 7 (Minute No. 57//25) – 25/01151/PIP – Land off Withybed Lane, Alvechurch, in that his spouse, Councillor R. Bailes would be speaking as Ward Member on this application; under the Council's Public Speaking Rules. Councillor A. Bailes stated that it would not cloud any of his decisions and would consider the application objectively. Councillor A. Bailes stayed in the meeting room for the

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duration of this agenda item and took part in the Committee's consideration and voting on this matter.

Councillor J. Clarke declared an Other Disclosable interest in relation to Agenda Item Number 6 (Minute No. 55//25) – 25/00901/S73 - Land at Whitford Road, Bromsgrove. Councillor J. Clarke left the meeting room for the duration of this agenda item and took no part in the Committee's consideration nor voting on this matter.

Councillor J. Robinson declared an Other Disclosable interest in relation to Agenda Item Number 6 (Minute No. 55//25) – 25/00901/S73 - Land at Whitford Road, Bromsgrove, in that he had previously made public comments on this application. Councillor J. Robinson left the meeting room for the duration of this agenda item and took no part in the Committee's consideration nor voting on this matter.

53/25

MINUTES

The minutes of the Planning Committee meeting held on 9th October 2025 were submitted for Members' consideration.

RESOLVED that the minutes of the Planning Committee meeting held on 9th October 2025, be approved as a true and accurate record.

54/25

UPDATES TO PLANNING APPLICATIONS REPORTED AT 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.

55/25

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

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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

At this stage in the meeting, Councillors A. Bailes, J. Clarke and J. Robinson left the meeting room.

Officers presented the report and in doing so highlighted that the application was for the variation of Condition 25 of planning permission 24/00516/S73 granted in December 2024, as follows:-

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- ZZ1XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02.

Officers drew Members' attention to the presentation slides, as detailed on pages 61 to 67 of the main agenda pack.

Officers highlighted that the proposal before Members tonight did not remove the need for the proposed original roundabout. The roundabout was still proposed as part of the amended condition.

Officers referred to page 3 of the Committee Update which detailed additional comments from The Bromsgrove Society and the responses from the applicant, Worcestershire County Council (WCC), Highways and the Planning Assessment and Conclusion.

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

Members were informed that principally, the interim scheme involved widening Fox Lane to create an additional short lane. Each lane would be 3m wide. A pedestrian refuse facility would be provided with dropped

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kerbs either side of Fox Lane. This had resulted in additional capacity. The technical approvals process had involved a detailed design review of the proposals supported by an independent Road Safety Audit Stage 1 / 2.

Worcestershire County Council (WCC), Highways and Mott MacDonald had been consulted, as detailed on pages 36 and 42 of the main agenda pack. WCC Highways had raised no objections.

The current Condition 25 required the roundabout scheme to be in place prior to the occupation of the 50th dwelling. The variation of condition application, before Members, now sought 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.

This principally would involve 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.

Officers drew Members' attention to the Recommendation on page 35 and 51 of the main agenda report and suggested that if minded to grant the planning permission that the Recommendation be amended as follows:-

'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, **if required** in relation to the following matters:'

At the invitation of the Chairman the following public speakers addressed the Committee:-

- Ms. J. Slade, Chairman of the Bromsgrove Society in objection to the application.
- Councillor N. Price, County Councillor Bromsgrove West, in support of the application.
- Mr. D. Dixon, Associate Director, WSO, on behalf of Bellway Homes, in support of their application.
- Mr. G. Anderson, Chief Executive, Bromsgrove District Housing Trust (via Microsoft Teams) in support of the application.
- Councillor D. Hopkins, Ward Councillor.

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

In response to a query raised by one of the public speakers with regard to the public consultation being flawed, Members sought clarity on this.

Officers confirmed that the correct consultation had been carried out with the correct time scales and the comments received within those

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timescales had been included on the public access and further referred to in the Committee Update.

Members further referred to the comments made by public speakers on data from WCC, Highways, querying if the most up to date and appropriate data was used for this particular scheme.

Officers clarified that the data that had been utilised was in accordance with the guidance provided by the Department for Transport, in that the last 5 year period data could be utilised, so 2024 was a suitable year for the data used.

Members further questioned if the data were still suitable, taking into account a causation effect on the possible data and if Officers could expand on the mitigations with the lack of the roundabout now, how effective would the temporary scheme be in managing the extra traffic mentioned?

The WCC, Highways Officers stated that the new scheme provided betterment in terms of providing greater capacity at the junction by providing two lanes, compared to the existing junction arrangements. The interim scheme provided greater capacity was more manageable.

Mr. G. Nock, on behalf of WCC, Highways further added that in terms of data provenance, this would be the same date that was presented to Planning Committee Members in June 2025, with questions being raised, at that particular time, regarding the reliability of the data. The data being used was suitable and his position with regard to thus had not changed. WCC, Highways position regarding the data set was outlined in the Officers report and was a suitable data set for Members to make a decision.

With regard to the overall efficiency of the proposed interim scheme, the efficiency could probably best be described in terms of the interim scheme providing some additional capacity by virtue of the additional lane being provided on Fox Lane, with the positioning of vehicles simultaneously side by side on the minor arm. This allowed better use of gaps in the available traffic on the main road, Rock Hill to enter safely and efficiently. The traffic modelling in support of that had demonstrated that there would be reduced delays compared to the existing layout, and in his professional opinion having scrutinized this, was that this would be a localised improvement that would provide betterment in terms of capacity and operational efficiency.

Officers further responded to questions from Members with regard to the retaining wall and footpath.

Members raised further concerns with regard to the cumulative impact of the other development phases further to the north and other potential applications for the land area in between and the cumulative impact this would have. Members were concerned about the knock-on effect into

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the surrounding areas and the road network and safety implications, further down the line if this interim solution ends up becoming the enduring solution. Members also expressed some concern that current occupants of the site and a further 365 dwellings being occupied were being asked to live their lives without the convenience of the retail unit that was originally promised to them. Would the provision of the retail unit help mitigate additional traffic?

Members further commented that given the information in the Officers report and the weight given by the questions answered by the WCC, Highways Officer and their representative, that this was being driven by networkwide constraints and the need for affordable homes.

Officers clarified that a convenience store was planned and not a major supermarket.

Further discussions took place on the wording of the Recommendation (b) and the amendment suggested by the Officer at the start of the meeting and as detailed in the preamble above; and the restriction of the occupation of the retail unit.

With the agreement of the Chairman, a brief adjournment took place in order for Members to consider the wording of an alternative recommendation.

Accordingly, the meeting stood adjourned from 18:50 hours to 19:101 hours.

Having reconvened, Members stated that having discussed the recommendation regarding the retail unit, Members had thought that on balance the volume of traffic generated by the retail unit would be less if the retail unit was provided. Members would like the residents at Whitford Heights to have the early benefit of a small convenience store rather than have to wait until the roundabout was completed. So Members were proposing the removal completely of recommendation (b), and that Members would be minded to grant full planning permission.

The Chairman took the opportunity to refer Members to pages 35 and 36 and pages 51 and 52 of the main agenda pack, which fully detailed the recommendations, as proposed by Officers.

With the agreement of the Chairman, the Council's Legal Advisor took the opportunity to ask the Committee to clarify what was being agreed with regard to the alternative recommendation. The Assistant Director for Planning, Leisure and Culture Services also sought clarification from the Committee.

Further discussions took place on the proposed recommendation and the proposed alternative recommendation.

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Following further confirmation and clarification it was

RESOLVED that full planning permission be granted and

(b) 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 in the report.

56/25

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

At this stage in the meeting, Councillors A. Bailes, J. Clarke and J. Robinson returned to the meeting room.

Officers presented the report and the presentation slides, as detailed on pages 30 to 34 of the main agenda pack.

Officers explained that the application was for a variation of Condition 2 (approved plans) of application 19/00592/FUL to alter details of the conversion of the administration building.

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

Planning permission and Listed Building Consent had previously been granted for the re-development of the site for residential purposes comprising of the construction of new dwellings and conversion of the Welfare and Administration buildings.

This application specifically related to the works to the Administration building and sought changes to the approved conversion details. The majority of the changes related to internal reconfiguration to the proposed layout of the residential units. The fine details of these works would be dealt with under the associated Listed Building Consent application.

Members were informed that the external changes which were subject to this application related to:-

- The insertion of 4no. doorways in the front elevation of the building, associated steps and handrails.
- 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.

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Officers referred to the 'Specific works proposed,' as detailed on pages 24 and 25 of the main agenda pack.

As detailed in the Officers report, the Conservation Officer had raised no objection to the principle of the proposed works in relation to the impact on the listed building; and as such it was considered that the proposal accorded with the historic environment policies and legislation as outlined in the report.

In conclusion Officers stated that all other conditions relating to the previous permission remained valid; and that in order ensure that the development was satisfactory in appearance an additional condition (Condition 3) had been included as follows:-

"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."

At the invitation of the Chairman, Mr. C. Montez, the Applicant's Planning Agent addressed the Committee in support of the application.

Members then considered the application which officers had recommended be granted.

In response to questions from Committee Members, Officers explained that Listed Building Consent application 25/00762/LBC would be considered and determined by Officers.

Members who had attended the Site Visit commented that it was a wonderful building, but sadly in a very bad state of repair; and that it was good to see the building being renovated.

On being put to the vote it was

RESOLVED that Planning Permission be granted, subject to Conditions 1 to 11, as detailed on pages 25 to 27 of the main agenda pack.

57/25

25/01151/PIP - PERMISSION IN PRINCIPLE FOR UP TO NO9 DWELLINGS. LAND OFF WITHYBED LANE, ALVECHURCH. MR. C. BRAIN

It was noted that the Application had been brought to the Planning Committee for consideration at the request of Councillor R. Bailes, Ward Councillor.

Officers presented the report and in doing so highlighted that the application was for Permission in Principle (PiP) for up to 9 dwellings at land off Withybed Lane, Alvechurch.

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Officers referred to page 4 of the Committee Update which detailed two representatives received raising objections to the scheme. The objections were detailed in the Committee Update.

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 site comprised of a field measuring just under 0.5 hectares and was located within the Green Belt. A railway line was situated beyond the site's eastern boundary, and the Worcester and Birmingham Canal formed the sites western boundary. The unclassified road Withybed Lane forms the northern boundary from which vehicular access was proposed.

The site contained a number of fairly modest buildings and relatively low fencing. The site was currently in equine use. The buildings were 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 had a predominately open and rural character.

Officers explained that the PiP process was an alternative to the traditional outline planning application route and involved two stages:-

Stage 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)

Stage 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.

Stage 2 would include all the technical details of the application; appearance, the layout, the landscaping, the detailed access, full architectural plans as well as any additional surveys.

The application itself had received no objections from Worcestershire County Council (WCC), Highways, Worcestershire Regulatory Services and (WRS), Environmental Health concerning contamination and noise. There were no objections from Network Rail or the Canal Trust; and no objections from WCC Archaeology.

Officers referred to the objections received from nearby neighbours and Alvechurch Parish Council, with concerns raised on impact on the Green Belt and the impact on the highway network.

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Officers drew Members' attention to pages 75 and 76, which detailed questions on Green Belt land and Grey Belt.

Members were asked to note the Appeal Decision dated 30th October 2023 (APP/P1805/W/23/3315385), as detailed on pages 82 to 85 of the main agenda pack, which stated that the site was in a sustainable location.

The application form sets out that the Agent considered the most appropriate exception to consider was 'Grey Belt' under paragraph 155 of the National Planning Policy Framework (NPPF), details of which were shown on page 74 of the main agenda pack.

Grey Belt was defined in Annex 2 of the NPPF, also detailed on page 74 of the main agenda pack.

Officers briefly referred to the Council's 5 Year Land Supply Position.

It was considered that the site was Grey Belt and would meet the requirements of Paragraph 155 of the NPPF and that 9 dwellings was acceptable.

Therefore, the application was recommended for approval.

At the invitation of the Chairman, Ms. A. Brown addressed the Committee in objection to the application.

Due to unforeseen circumstances, the representative from Alvechurch Parish Council was unable to attend the meeting. Therefore, the Council's Legal Advisor read out their statement in objection to the application.

Councillor R. Bailes, Ward Councillor also addressed the Committee in objection to the application.

Members then considered the application which Officers had recommended be granted.

Members highlighted that the Recommendation on pages 69 and 79 should read:-

'RECOMMENDATION: that Permission in Principle be GRANTED.'

Some Members commented that due to policy changes, that Green Belt would become Grey Belt all over the District.

Members queried as to why a landscape assessment was not required, because a district-wide landscape assessment was undertaken on behalf of the Council by consultants in February 2022. Some Members had referred to their report prior to the meeting commencing. The report had included an assessment of the whole of that strip along the canal

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towpath and had concluded that a housing development there would have a high to medium impact. Why was this not referenced in the Officers report? Some Members also referred to encroachment and asked Officers to explain encroachment.

In response Officers explained that the reason why a landscape assessment was not required at this stage, was because the application was a PiP. A landscape assessment would be considered under Stage 2, technical stage, of the PiP process.

The Development Management Manager referred Members to page 75 of the main agenda pack, which covered encroachment.

Members commented that the application was very confusing, having been refused twice, both in 2021 and 2022, and further dismissed at appeal due to inappropriate development in Green Belt.

Members were aware of the recent changes to planning policies, which had changed quite considerably, but to build nine houses on what was still considered a green field for grazing was unacceptable and in Members opinion would have an impact.

In response Officers highlighted that the revised version of the NPPF was introduced in December 2024. There had been a shift in planning policy which Members needed to be mindful of and pay regard to when determining the application before the Committee. The Grey Belt was a concept that had been introduced by the NPPF change and that as highlighted in the report, was material and Members did need to take this into consideration as part of their decision making.

Some Members further commented that they were personally having great difficulty with PiPs, as they did not require detailed information, therefore the Committee were being asked to make very subjective views and that gave Members great cause for concern.

However, a decision had to be made and one of the core factors to be considered was location. This site was one of the call for sites which came forward in 2018; and was subsequently dismissed on high sensitivity landscaping ideas and it was not taken forward.

Hence Members having expressed their concerns that no detailed landscape assessment was being undertaken, since the location had a high landscape sensitivity, this site was not a suitable location for such a development. WCC Highways in their letter of 2022 had objected on two accounts, with the access layout being unacceptable and also on sustainability grounds. Unfortunately, highway access was not taken forward into a reason for refusal when the application went to appeal. If this had been taken into account, then the applicant would have had to submit an outline application, which Members could have looked at in detail.

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Members reiterated that the site was in an area of high landscape sensitivity.

Members were concerned with the PiP process, in that they were being asked to make a decision on the PiP application with no conditions, and having to leave it to the technical document stage was dangerous. Particularly with conditions, as Members were mindful that other applications had been presented which varied conditions and Members were concerned that there was no guarantee that amended conditions would not be applied for.

In response the Council's Legal Advisor stated that Members needed to consider and determine the application before them.

A detailed discussion took place on the PiP application and the two stages of a PiP application.

Some Members continued to express concerns with regard to the core factors to be considered, one of which was the suitability of the site. The site was not suitable because it was in high landscape sensitivity area, the access was not suitable in this location; and 9 dwellings was not suitable in this location.

Councillor A. Bailes proposed an alternative recommendation to refuse Permission in Principle.

Members were reminded that, as detailed in the report, that there was a previous application for nine houses which was refused, but the sole reason for refusal was inappropriate development in the green belt. That was back in October 2023 and since then there had been a policy change which was obviously the Grey Belt. The land in question was now classed as Grey Belt and not Green Belt. The Planning Inspectorate did not raise any concerns with regard to landscaping or nine dwellings.

Some Members sought clarification that WCC, Highways would be consulted with at Stage 2: Technical Details Consent (TDC), which would be more detailed; and as such if they had a problem with the access that this would be raised as an objection? The road under the railway bridge was very narrow, and that gave some Members cause for concern.

With regard to Officers referring to the Council's 5 Year Land Supply Position, 9 houses was not going to make a huge difference.

Whilst Members understood the need to approve this application under Grey Belt, with the recent policy changes in the NPPF, some Members were still concerned for the reasons detailed in the preamble above.

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Officers stated that a decision on this piece of land, was previously based on the Green Belt and Officers were trying to articulate this fact in the report, and that Members had to consider this.

Officers responded to questions on car parking spaces.

Further discussion took place on the reasons for refusal of the previous application, was it just for being in an unsustainable location and inappropriate development in the Green Belt, there were no highways reasons given?

Officers commented that that was correct for the outline application. A PiP application was similar to outline looking at the principal development for 9 dwellings, but access would be determined at Stage 2. The appeal decision did not have any highways issues raised by the Planning Inspectorate.

Members again encroachment and safeguarding the countryside, was it accepted that the spatial occupation of the site would clearly encroach into the countryside, as the site currently contained only a small number of modest buildings.

Members who had attended the Site Visit commented that having looked at the site, and having understand the Grey Belt definition, that the site did not fulfil purposes A, B, and D and that there was still a requirement to consider whether the development of the site would compromise the other purposes of the Green Belt, in particular, assisting in safeguarding the countryside from encroachment. Some Members had also looked through some of the documents and had discovered the landscape sensitivity analysis carried out in February 2022, as referred to during the course of the meeting.

The analysis described the natural heritage of the area in terms of the hedgerow and grassland clearly supporting a lot of wild wildlife alongside the canal. The cultural heritage of the area sandwiched between the canal and the tow path and the railway with the crown pub on the corner. It also referred to the distinctiveness of the landscape because of the undulating fields and the banks that go up and down from the canal to the railway. So some Members were struggling to understand how, given the kind of obvious harm to the natural heritage, cultural heritage and the distinctiveness of the landscape, as identified in the assessment, would now allow dwellings to appear on this site, that hasn't or doesn't already have a built form, could be considered to be safeguarding the countryside from encroachment and contributing to the wider Green Belt purpose.

Officers reiterated that the reasons for the refusal of the previous application and that with regard to access and highways matters, this was not actually taken into account in the Planning Inspectorate's decision because they were simply regarding it as inappropriate development in the Green Belt. And as highlighted during the course of

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the meeting, that this was now very different due to changes in the NPPF.

Stage 2 of the PiP process would provide more detailed information, in order for Committee Members to actually determine whether the development could proceed.

In response to a question from the Committee with regard to the application being 'Called In,' Officers confirmed that had the application not been 'Called In' then Officers would have determined the application under delegated powers.

Officers further clarified that Members were being asked to consider and determine Planning Permission in Principle, which was deciding purely on the location, the land use and the amount of development for nine dwellings.

With the agreement of the Chairman, a brief adjournment was agreed in order for Members to consider the alternative recommendation to refuse the application, as proposed during the course of the meeting.

Accordingly, the meeting stood adjourned from 20:20 hours to 20:24 hours.

Having reconvened, Councillor M. Marshall proposed an alternative recommendation to refuse Permission in Principle, on being put to the vote, it was

RESOLVED that Permission in Principle be refused for the following reasons:-

- Severe harm to the cultural heritage, natural heritage and distinctiveness of the landscape and consequent encroachment on the countryside representing unacceptable development in the green belt, and no special circumstances existed to outweigh this harm.

58/25

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.

The meeting closed at 8.40 p.m.

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Chairman

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Agenda Item 5

Name of Applicant	Proposal	Expiry Date	Plan Ref.
St Philips Homes Ltd	<p>Reserved matters application for the erection of 217 dwellings to include details of appearance and landscaping, layout, internal roads and scale of development pursuant to the approved hybrid planning permission (Ref: 16/0263) at land at Foxlydiate Lane and Pumphouse Lane, Webheath, Redditch ("Foxlydiate").</p> <p>Land to west Foxlydiate Lane and Pumphouse Lane, Bromsgrove</p>	21.08.2024	24/00533/REM

RECOMMENDATION:

- (a) **MINDED to APPROVE RESERVED MATTERS**
- (b) That **DELEGATED POWERS** be granted to the Assistant Director for Planning, Leisure and Cultural Services to determine the application following the receipt of amended play area details and layout
- (c) That **DELEGATED POWERS** be granted to the Assistant Director for Planning, Leisure and Cultural 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 - Bromsgrove

- Following submission of amended plans no objection.
- Recommend conditions: visibility splays, dropped kerbs/tactile paving, provision of car parking/cycle parking, protection measures to prevent pedestrian ingress to ponds.

National Highways

- No objection

Arboricultural Officer

- No objection. Previously recommended amendments to planting species adjacent to plots 205 and 217 along the site boundary with Longbarn and The Byre (now included on plans)
- The plans provided are clear and show the location, species and size of tree and shrub to be planted. I am happy there will be a mix of extra heavy standards, and standards and heavy standards, as the extra heavy standards will create a visual impact straight away.
- The species selection is good and will enhance the existing tree stock in the area.
- The specifications set out for planting and establishment are sufficient, with detailed descriptions of the requirements and references to the relevant British Standards the work must meet.

Leisure Services

- Recommend amendments to reposition the play area adjacent to the pathway and provide 2 entry points and to further improve inclusivity;
- Pedestrian gates to be self-closing and a contrasting colour (yellow)
- Proposed springer to include a back rest
- Play panel to be included

Urban Design (Place Services)

- Pedestrian and Cycle Permeability – earlier rectilinear path removed from south plots 52-55. More organic route leading north east offers links to Foxlydiate Lane and wider. Details currently lacking: overriding concerns are to ensure it is able to negotiate the gradient in the most contextual way possible. Suggest condition on materiality, gradient/accessibility and handrails
- Definition of Corners - corner dwellings have active frontage on both aspects.
- Vista Termination – 2.5 storey dwellings located at important vista
- Boundary Treatments - reiterate our concerns regarding the proposals for timber boundary walls between brick piers in public areas. Timber fences will be insufficiently robust, may become damaged, could be replaced unsympathetically, or be repainted without reference to neighbours.
- It is a missed opportunity to enact the recommendation to provide suitably robust brick walls across the public areas of the scheme, which may mean that the scheme will weather badly. In addition Section 9 of the Design Code makes it clear that masonry is required for **all** public facing garden walls and therefore the proposals are not consistent with the Design Code for this area
- Front to Back Relationships - The Design Code Is quite clear that regarding the Block Typologies is section 7 (Back to Back blocks, Mews Blocks and Edge Blocks) and that a front to back relationship as appears in plots 25 to 27 is therefore non-compliant. However it is positive that there is confirmation that the soft strip of planting including trees is possible as this will help to animate the rear boundary.
- Tripple Tandem Parking - note that triple tandem parking remains in the scheme, it does at least avoid more frontage parking which would undermine dwellings relationship to streets and spaces, including the ability to provide passive surveillance at ground floor.
- Corner Dwellings: Scale, Massing and Architecture - welcome the raising of the roof pitches to corners generally and the render to help define corners
- Architecture of the Cofton has been amended - the windows above pulled together to avoid the 'upside down' look and to properly ground the elevation.
- The Green Edge - It is positive that render has been added to plots 90, 100, 122 and 144 and timber has been specified for the porches and cladding of bays/gables. This should allow a more organic variety of materials which is appropriate overlooking landscaping
- Conclusion.
Much has improved over our consultation of this scheme and we commend the applicant for this. Mostly, this layout now conforms to a perimeter block structure, ensuring that the streets and spaces are well overlooked and are therefore better animated and safer. Parking dominance has been reduced

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throughout. The layout is more permeable than in early iterations with efforts being made to connect culs-de-sac together with pedestrian paths.

- Efforts have been made to improve the legibility, simplify detailing so design with human scale vertical proportions. Full height render or brickwork is now used. Corners are better emphasised with increased height, and full height render therefore providing a differentiation in materiality from their neighbours.

Community Safety Manager

- I note the changes to some tandem parking, preference for frontage parking that is directly overlooked.
- I note the re-arranged communal maisonette parking, this is positive and provides better natural surveillance.
- I note the change from straight roads to more meandering roads, this is generally positive.
- Preference that the hedge has been removed from around the play area to aid natural surveillance.

North Worcestershire Water Management

- The proposed development site is situated in the catchment of Spring Brook. This phase of the development falls within flood zone 1 and it is not considered that there is any significant fluvial flood risk to the site. The EA's flood mapping does however indicate that there is some medium to high risk to the site from surface water flooding. This is mostly along the existing watercourse that runs through the site and will sit within the green corridor where no residential properties are proposed. There is some additional low surface water flood risk across the site, but this can be mitigated with suitable drainage and the proposed finished floor levels that will be set at least 150mm above the surrounding ground levels.
- The wider development was commented on previously and at this stage we made recommendation and indications on what we expected to see at each reserved matters application. Having reviewed the Sustainable Drainage strategy and other submitted plans it would appear that all this information has been detailed as requested. In summary provided that works are completed in line with the plans referenced below NWWM considers the details covered in the application acceptable.

Severn Trent Water Ltd

- No objection
- I can advise that all drainage for this development has been agreed with STW

Redditch Borough Council

- No objection

Health and Safety Executive

- This application does not fall within any HSE consultation zones.

Bentley Pauncefoot Parish Council

- Cycle/footpath at north-east corner of site connecting to Foxlydiate Lane - BPPC is pleased that the applicant has confirmed that construction of the cycle/footpath is a pre-occupation requirement. BPPC request that the LPA make clear that it must be constructed, and completed, prior to the occupation of the first dwelling within this reserved matters application.
- Dwelling orientation - concerned dwellings not orientated to ensure maximum energy efficiency, and the commitment given in the Design Code, that states "an energy-reducing design process shall be considered at detailed design stage that considers buildings' form, orientation and massing to optimise solar gains".
- Other renewable energy technologies – concerned that Design Code reference to "Other renewable energy technologies such as solar thermal and solar PV to support heat pumps shall be considered during reserved matters and detailed design on an individual building basis" not adhered to.

Public Consultation

Site Notices displayed on 04.07.2024 (28.07.2024)

Press Notices published 14.06.2024 (01.07.2024)

Neighbour Consultation 37 letters 19.06.2024 (13.07.2024)

Representations have been received from 5 neighbouring properties raising the following concerns:

- Close proximity of Maisonettes to Brookside House
- Pedestrian footpaths need to be designated paths to prevent footfall.
- Retention of existing trees and hedges
- More tree planting
- Access is at a blindspot
- Road sweepers required to keep road clean / to be parked on site
- Proximity of proposed dwellings to The Longbarn and the Byre (NDHAs)
- Impact of headlights from proposed private road on rear of The Longbarn
- Request for 2m high brick wall to the NDHAs
- Impact on existing drainage and electrical infrastructure.

The Bromsgrove Society

- Neutral representation

Other issues have been raised but these are not material planning considerations and have not been reported.

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles

RCBD1: Redditch Cross Boundary Development

BDP19 High Quality Design

BDP20 Managing the Historic Environment

BDP21 Natural Environment

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BDP7 Housing Mix and Density
BDP24 Green Infrastructure

Others

National Planning Policy Framework (2024)
National Planning Practice Guidance
National Design Guide
Bromsgrove High Quality Design SPD

Relevant Planning History

The site is part of the allocated RCBD1 Redditch Cross Boundary Development Site (Site 1 Foxlydiate) and part of the cross boundary hybrid planning permission 16/0263/HYB (RBC: 16/00077/HYB) granted on 21/01/2022. Planning permission was granted subject to a S106 Legal Agreement.

The S106 Legal Agreement includes the following obligations/contributions: Travel Infrastructure including active travel, Passenger Transport Services, junction improvements, A38 BREP contribution, Barn House Farm link, Community Facilities including outdoor sport facilities, vehicle contribution, town centre realm improvements, community hall, healthcare contributions, affordable housing and education contribution.

16/0263	Hybrid application 16/0263 comprising: 1) Outline Application (with all matters reserved with the exception of vehicular points of access and principal routes within the site) for the demolition of existing buildings and the erection of : Up to 2,560 dwellings (Class C3); Local centre including retail floorspace up to 900 sq metres (Classes A1, A2, A3) health and community facilities of up to 900 sq metres (Class D1) ; A 3FE first school (Class D1) (up to 2.8Ha site area) including associated playing area and parking and all associated enabling and ancillary works. 2) Detailed application for the creation of a means of access off Birchfield Road, Cur Lane, Foxlydiate Lane and emergency, pedestrian and cycle access to Pumphouse Lane. The creation of a primary access road, including associated cut and fill works and other associated earthworks, landscaping, lighting, drainage and utilities, crossings and surface water attenuation/drainage measures.	Granted S106	21.01.2022
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Current application under consideration:

25/01272/REM	Reserved matters application for a pumping station pursuant to the approved hybrid planning permission 16/0263 at land at Foxlydiate Lane and Pumphouse Lane, Webheath, Redditch ('Foxlydiate').	Under consideration
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Background

The Hybrid planning permission requires specified conditions to be addressed as part of this Reserved Matters submission include the following:

Condition 5 - requires development to be carried out substantially in accordance with:

- Design and Access Statement,
- Landscape and Visual Impact Assessment,
- Environmental Statement,
- 23451 9414T - Land Use Masterplan
- 23451 9610I - Land Use Parameter Plan 23451 9601K - Access and Movement Parameter Plan
- 23451 9604O - Scale Parameter Plan
- 23451 9605P - Green Infrastructure Parameter Plan

Condition 7 – requires a Design Code to be submitted

Condition 8 – requires details of finished ground levels of all buildings

Condition 9 – requires details of refuse storage

Condition 10 – requires details of hard surfaces

Condition 11 – requires details of boundary treatments

Condition 12 – requires details of an External Lighting Strategy

Condition 24 - requires details of secure cycle parking

Condition 31 – requires details of soft landscaping and communal open space

Condition 35 – requires details of water efficiency

Condition 36 – requires drainage details of surface and foul water

Condition 37 – requires SuDS management plan

Assessment of Proposal

Site Description

This application relates to the first phase of the development of the wider Foxlydiate site and comprises approximately 10.03 hectares.

It is bounded to the south-east by Foxlydiate Lane and to the north-east by properties fronting onto Birchfield Road. This includes the Non-Designated Heritage Assets Longbarn and The Byre (converted former farm buildings) and the site of the former Foxlydiate Hotel. The south-west and north-west boundaries are formed by the remaining areas of the 136 hectare wider Foxlydiate development site. Part of the south-west boundary adjoins the recent Redrow Development at St Andrews Road.

Proposal Description

The hybrid planning permission granted detailed (full) planning permission for the means of access from Foxlydiate Lane to this Reserved Matters site and part of the access route which runs through the current application site (adjacent to plots 1-21 and 180-201). This Matter has been determined and is not for re-consideration as part of this Reserved Matters application

The current application seeks approval for the remaining Reserved Matters for this phase for development: Layout, Scale, Appearance and Landscaping and internal roads access (other than that granted under 16/0263). These are defined as:

Layout: the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development. This includes the internal road configuration.

Scale: the height, width and length of each building proposed within the development in relation to its surroundings.

Appearance: the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture; and

Landscaping: the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes-

- (a) screening by fences, walls or other means;
- (b) the planting of trees, hedges, shrubs or grass;
- (c) the formation of banks, terraces or other earthworks;
- (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
- (e) the provision of other amenity features

Internal Roads – Access: accessibility within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

The proposed scheme includes hard and soft landscaping, public open space including a village green element with play area and 217 dwellings (this has been reduced from an initial proposal for 222 dwellings).

Some properties feature garages (integral, single or double). All include off-street parking and cycle storage.

Some retaining structures are proposed to address changes in levels across the site

The application has been amended since first submission and now proposes 217 dwellings and 11 different house types providing 152 market units and 65 affordable units. The number of bedrooms and tenure are set out in Table 1.

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Plan reference

Table 1:

	Tenure	No. of Bedrooms	Total each Dwelling Size	Total Affordable Housing by type	Overall Total
Market	Private	2	14	-	152
		3	83		
		4	55		
Affordable	Social Rent	1	8	40	65
		2	20		
		3	12		
	Shared Ownership	2	16	25	
		3	9		

Total units:217

Assessment

Layout

Some comments from the public consultation have raised concern at the layout including an access on Foxlydiate Lane. The access onto Foxlydiate Lane was addressed as part of the hybrid application and granted planning permission. It is not a matter to be re-visited in the current Reserved Matters application.

The proposed layout generally follows that indicated on the masterplan and includes the road layout approved as part of the hybrid planning permission.

The 'village green' is positioned in accordance with the area of open space indicated on masterplan. The developer has responded positively to comments from the Council's Urban Design Consultant, Leisure Services and Community Safety in the design of this space. It is overlooked and includes pathways that are positioned to follow anticipated desire lines leading to the play area and through the space to the wider site. Leisure Services has provided further comments with regard to the design and layout of the play area to improve its functioning and inclusivity. At the time of writing this report amended plans are awaited. An update will be provided at the Planning Committee meeting.

Many of the plots achieve rear garden areas in excess of the minimum standard set out in the High Quality Design SPD. The rear garden lengths of a few plots are less than the minimum such that distances between rear elevations are marginally less than those set out in the guidelines. Three out of 217 plots have less than the minimum garden area and are shorter than the minimum garden length. It is important to consider the layout as a whole – and in this context the slight shortfall is not considered significant.

The layout does include one section with a front to back relationship between the terraces at plots 25-27 and 31-33. This is in part due to site levels. In this instance such a layout is considered acceptable because of the particular level difficulties and also that it has been mitigated by the distance between habitable rooms (over 24m) and the inclusion of a soft

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landscaping strip with trees that the Urban Design Consultant has confirmed will animate this area.

The layout shows spaces identified within the plots for refuse storage. It also includes some indicative bin collection points. Some of these are located within private drives whereas bin collection would usually occur within public areas. The detail of these can be addressed by planning condition.

Comments received from the Parish Council have queried the orientation of the dwellings in relation to solar gain. The internal layout of the dwelling types includes habitable rooms with windows on varied elevations with some rooms having a dual aspect. Balancing matters of architecture and urban design has resulted in a variety in the layout, in the position and orientation of the dwellings to provide direct sunlight at different times of day to offer the benefits of solar gain. The applicant has stated that electric efficient heat pumps are being used in lieu of fossil fuels gas solution. There are a variety of issues for consideration in achieving a high-quality layout and overall the layout is considered acceptable with regard to matters of solar gain.

The residents of Longbarn on Birchfield Road have expressed concern at the proximity of proposed dwellings to the rear of that property. Longbarn and its neighbour The Byre are considered to be Non-Designated Heritage Assets (NDHA). The proposed dwellings are set approximately 21.2m from the rear of Longbarn and a similar distance from The Byre, this is significantly more than the separation requirements of the High-Quality Design SPD (12.5m). The nearest proposed dwellings are also approximately 5m away from the shared boundary.

Paragraph 216 of the NPPF requires that effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Policy BDP20 is also relevant. The effect of the layout and proximity of the proposed dwellings to the NDHA has been discussed with the Conservation Officer and no concern has been identified. It is recognised that the proposal will represent a definite change in outlook to the rear of the NDHA, however this is not considered to be harmful.

Some comments have been received questioning the use of triple parking bays. There is no design policy to restrict this. In the context of the layout the inclusion of some triple parking plot meets the parking standards and also enables soft landscaping to frontages and aids surveillance of the street with associated safety benefits. Therefore, the parking arrangement is considered acceptable in this instance. Worcestershire Highways has raised no objection on parking layout matters.

Scale

The Perimeter Plan shows this phase of development as 2-storey. The scale of buildings is generally 2-storey in accordance with the perimeter plan. There are 2 blocks of semi-detached dwellings that are 2.5 storey by the inclusion of velux windows in the front roofslope. These are positioned at the end of 2 vistas, within the main body of the development and are set away from the site boundaries. These were added on the

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recommendation of the Council's Urban Design Consultant due to the important contribution these make to the quality of the vista, streetscene and sense of place and in this context are considered acceptable.

Condition 5 of the hybrid requires that the development is carried out 'substantially in accordance with' the Scale Parameter Plan. The introduction of two pairs of 2.5 storey semi-detached dwellings out of a total of 217 dwellings proposed in this phase is considered to be substantially in accordance with the planning condition.

Appearance

A limited palette of materials is proposed. Some plots have been amended to improve corners and now include rendering to help with definition in response to comments by the Council's Urban Design Consultant. This is considered to add to the legibility of the scheme. Some house types have also been amended such as the positioning of first floor windows on the Cofton house type which have been moved closer together to improve the external appearance. Overall, the architecture of the proposed dwellings is considered to form a positive streetscene and sense of place.

Overall, the submitted plans create a suitable visual impression. The appearance of the proposed dwellings is considered acceptable and is considered to accord with condition 5 of the hybrid planning permission.

Landscaping

The Design Code sets out information on proposed boundary treatments within the different character areas. Amendments have been submitted such that brick walls are now included along the Avenue frontage. This is considered acceptable.

Elsewhere external facing boundaries include walls with inset fence panels. The urban design comments raise the possibility of these being individually painted by residents which may affect the overall appearance and quality of the development going forward. The applicant has pointed out that brick wall / fence combinations exist within the vicinity of the site. These form part of the boundary treatment on the neighbouring St. Andrews Road development. In the character areas / streets where these are used the inclusion of inset panels would serve to break up the brickwork and avoid the possible creation of an overly hard appearance. It is noted also that both fence and walls could be individually painted without recourse to planning. In this instance, the inclusion of walls with inset panels is considered acceptable.

The residents of Longbarn have expressed concern regarding the proposed boundary treatment along the boundary with their property and have requested a wall be erected. Longbarn is a Non Designated Heritage Asset (NDHA).

These comments have been discussed with the applicant, the Tree Officer and the Conservation Officer. The landscaping proposals do not include a wall at this location. There is no planning requirement for a wall in this location. This has been confirmed by the Conservation Officer having regard to the NDHA. The existing boundary treatment is hedgerow and fence. The residents have confirmed that the existing hedgerow is within their garden.

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Policy BDP20 encourages green infrastructure networks that enhance the amenity value of the historic environment. Policy BDP20 states that the District Council will promote a positive interaction between historic sites and places and high quality modern developments which allows for evolution and positive change whilst preserving and respecting the significance and setting of existing Heritage Assets.

In this instance the developer is proposing additional hedge planting along the boundary. The species have been discussed with the Council's Tree Officer and have been amended to introduce trees which are compatible with the hard surfacing of the driveways/parking and have a lighter canopy. The hedge species are evergreen and will provide a dense planting buffer to maintain privacy and protect against Longbarn residents' concern that headlights from vehicles using the parking spaces outside plots 205 and 206 may shine into their dining room window. The proposed landscaping is considered acceptable with regard to Longbarn.

Some comments received as part of the public consultation have requested additional planting and retention of hedges/trees. A Tree Preservation Order protects trees on site. Consideration of retaining hedgerow was undertaken a part of the hybrid and condition 5 of that permission requires the application to be substantially in accordance with the Green Infrastructure Plan. The proposed Landscaping plans show new planting including trees. The Tree officer has been consulted and considers the proposals acceptable.

The proposed Landscaping is considered to be in general accordance with documents specified in condition 5 of the hybrid planning permission including the Design and Access Statement and Green Infrastructure Parameter Plan.

Internal Roads Access

The proposed plans have been amended to reflect the details of the access approved under the hybrid planning permission. The layout acknowledges and provides a link to the cycle route to be provided through the protected trees onto Foxlydiate Lane. This has been raised by the Parish Council. This route forms part of the detailed grant of planning permission and details will be addressed by condition 17 of the hybrid.

The layout also includes footpath links joining up to those on the approved layout for the former Foxlydiate Hotel site (19/00615/OUT) to ensure permeability between the sites.

A footway is shown through an area of open space close to the site entrance onto Foxlydiate Lane and plots 52-55. This part of the site is subject to a noticeable change in levels. The Council's Urban Design Consultant has suggested a planning condition requiring details – this is considered appropriate.

Adequate off-street parking and cycle parking is proposed within the individual plots.

The Highway Authority has been consulted on the application and has raised no objection and has recommended conditions (visibility splays, dropped kerbs/tactile paving, provision of car parking/cycle parking, protection measures to prevent pedestrian ingress to ponds). Therefore, the internal road access is considered acceptable subject to conditions.

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Affordable Housing

The S106 Legal Agreement includes the requirements for affordable housing. This requires Social Rent and Shared Ownership. The Housing Strategy Manager has confirmed this continues to be the case. The Strategic Housing Manager requested that gardens on affordable units be increased. Amended plans have been received and these revisions have increased the majority of gardens. This is considered acceptable.

The s106 also sets out that each phase must provide a minimum of 30% affordable housing and a maximum of 45%, with 40% affordable housing provision overall across the whole Foxlydiate site. This first phase proposes 30% affordable housing with a mix of 1, 2 and 3 bed units. The s106 does not require that each phase provides the mix in the tenure table but across the development site as a whole this will be required. Therefore, the current proposal is considered to be in accordance with the Legal Agreement. The required affordable housing mix is set out in table 2 in the s106 Legal Agreement copied below:

2. The Affordable Housing Tenure Mix is as follows:

Total Dwellings (assuming maximum no. of Dwellings permitted)		2560
Affordable		40%
Affordable Dwellings (assuming maximum no. of Dwellings permitted)		1024

	Social Rent	Shared Own
	60%	40%
1 Bed House/Maisonette	6.3%	4.5%
1 Bed Bung	1.4%	
2 Bed Flat		4.5%
2 Bed Bung	3.6%	
2 Bed House		20.5%
2 Bed House	26.8%	
3 Bed House		10.5%
3 Bed House	19.6%	
4 Bed House	2.3%	

The proposed affordable housing in this phase is proposed as follows:

	Social Rent 60%	Proposed affordable rent	Shared Own 40%	Proposed affordable intermediate
1 bed house/ maisonette	6.3% = 4.095	8	4.5% = 2.925	0
1 bed bungalow	1.4% = 0.91	0	N/A	
2 bed flat	N/A		4.5% = 2.925	0
2 bed bungalow	3.6% = 2.34	0	N/A	
2 bed house	26.8% = 17.42	20	20.5% = 13.325	16
3 bed house	19.6% = 12.75	12	10.5% = 6.825	9
4 bed house	2.3% = 1.495	0	N/A	
		TOTAL = 40		TOTAL = 25

Impact on Residential Amenity

The proposed development is considered acceptable with regard to the relationship and impact on existing residential properties adjoining the Reserved Matters site as a result of distance, orientation, layout and outlook.

The overall quality of the development is such that the residential amenity of future residents is considered acceptable.

Lighting and Ecology

A lighting strategy has been included with the RM application in accordance with condition 12. This is based on the lighting principles and protection of Dark Green and Blue Corridors identified in the Environment Statement Addendum appendix 8.4 and 8.5 and in accordance with condition 5 of the hybrid planning permission. The proposal includes the use of baffles and demonstrates the insignificant impact of proposed lighting on the sensitive areas identified.

Design Code

The site is identified as a part of the larger Monarch Green sub-area within the Foxlydiate site and largely reflects the Design and Access Statement submitted with the hybrid application. Condition 7 of the hybrid planning permission requires the submission of a Design Code with each Reserved Matters application. The Design Code submitted with the current RM application covers a wider area than the RM application site. The Code has been submitted with other RM applications within the Monarch Green area compliance statement has been submitted identifying 4 aspects of the development that deviate from the Code.

- With regard to 'Community Streets' the applicant has advised that Worcestershire County Council's design guide requires all properties be accessed by a 2m footway. Therefore, 5.5m-7.5m shared surfaces for dual use by pedestrians and vehicles have not been provided.
- Plots 81/82 (and plots 20/21) are located opposite a main road junction where a "vista stop end" is required and therefore dwelling types are 2.5 storey.
- Metal play equipment is proposed in accordance with local authority guidance in lieu of timber equipment.
- Rubber mulch is proposed at the play area in accordance with local authority guidance in lieu of bark mulch.

These aspects of the proposal are considered acceptable.

Conclusion

This Reserved Matters site is part of an allocated development site in the Bromsgrove District Plan. Hybrid planning permission has been granted under 16/0263. The application has been subject to negotiation and amendment such that, overall, the Reserved Matters are considered to comply with the relevant conditions and documents and when assessed against planning policy and material planning matters are now considered acceptable

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subject to receipt of the amended a play area details and layout and the conditions identified.

- (a) **MINDED to APPROVE RESERVED MATTERS**
- (b) That **DELEGATED POWERS** be granted to the Assistant Director for Planning, Leisure and Cultural Services to determine the application following the receipt of amended play area details and layout
- (c) That **DELEGATED POWERS** be granted to the Assistant Director for Planning, Leisure and Cultural Services to agree the final scope and detailed wording and numbering of conditions as set out at the end of this report.

Suggested Condition Topics

- List of approved plans
- Details of bin collection points
- Details of materiality, gradient/accessibility and handrails of path from plots 52-55 to site entrance at Foxlydiate Lane
- Visibility splays
- Dropped kerbs/tactile paving
- Provision of car parking/cycle parking
- Protection measures to prevent pedestrian ingress to ponds

Case Officer: Jo Chambers Tel: 01527 881408
Email: jo.chambers@bromsgroveandredditch.gov.uk

24/00533/REM

Land To The West Of Foxlydiate Lane And Pumphouse Lane,
Bromsgrove Highway, Bromsgrove, Worcestershire

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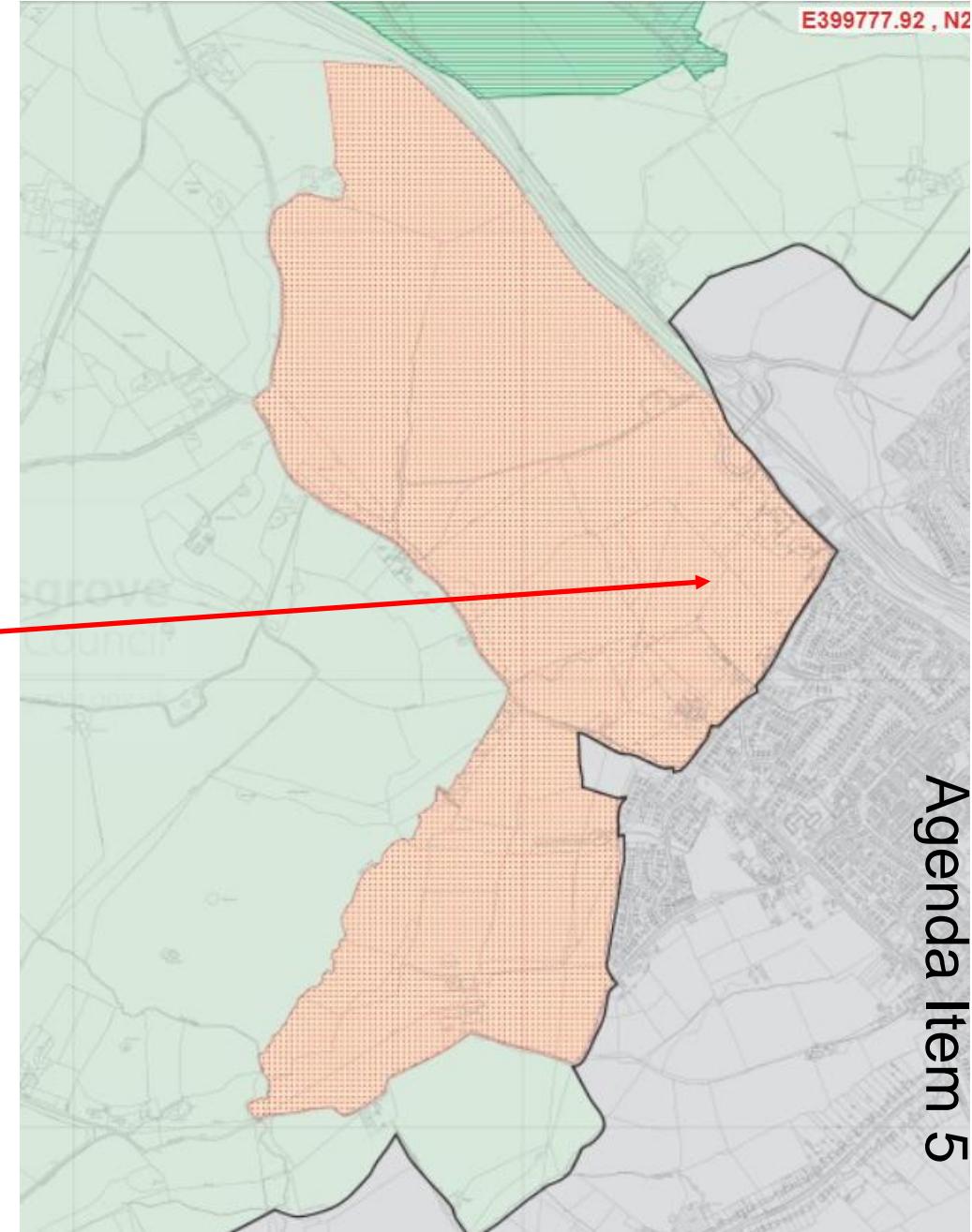
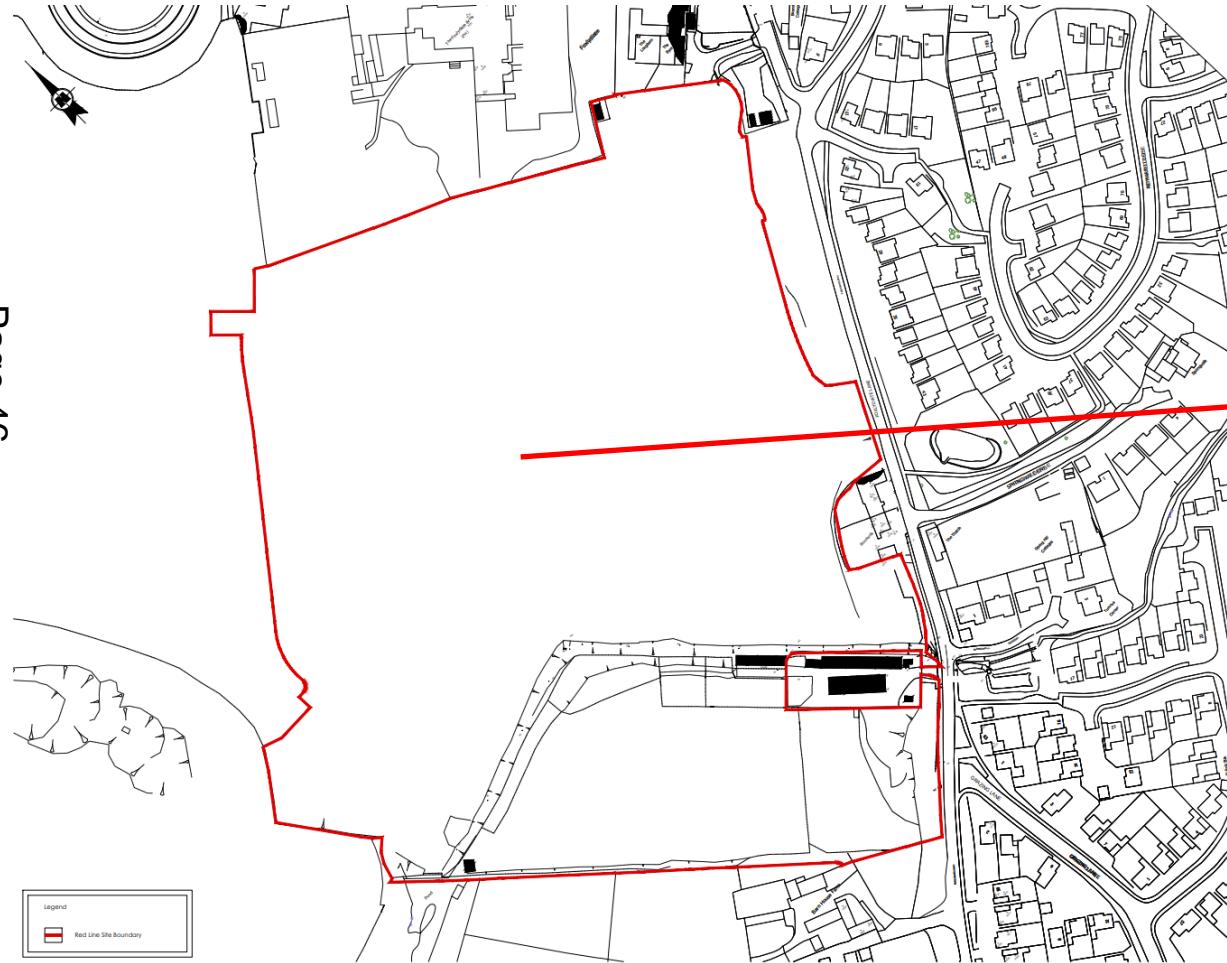
Reserved matters application for the erection of 217 dwellings to include details of appearance and landscaping, layout, internal roads and scale of development

Recommendation:
Delegated/Minded to Approve subject to conditions

Agenda Item 5

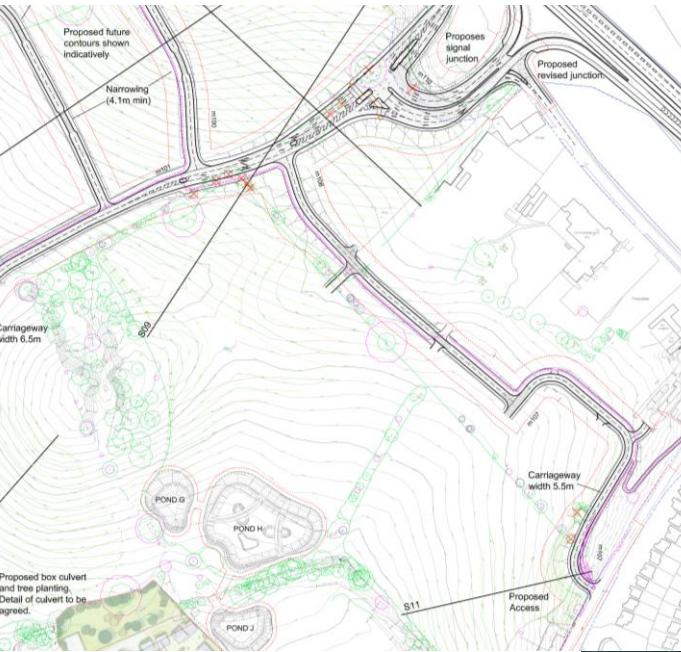
Site Location and Development Plan Allocation

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Context

Proposed layout



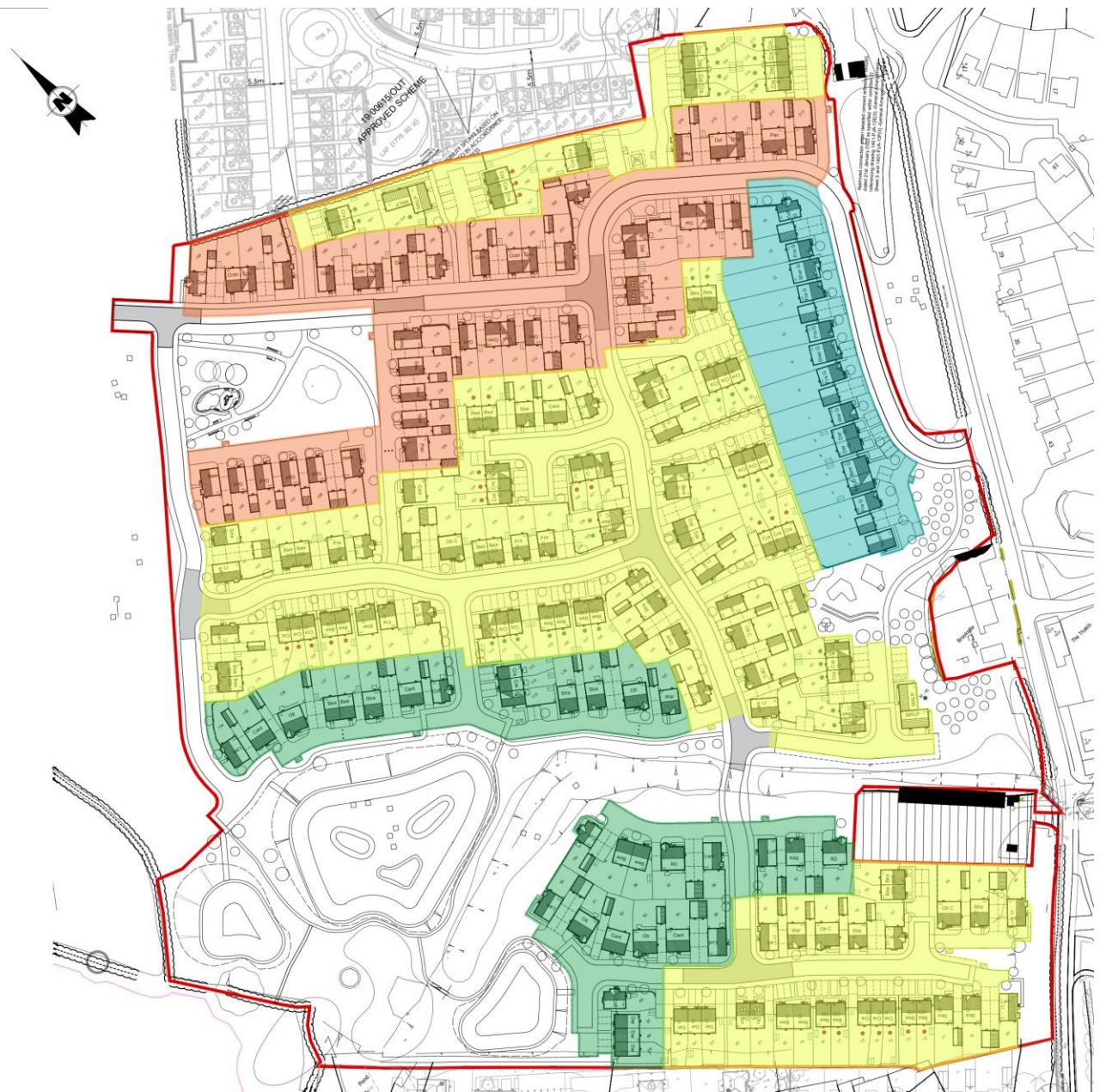
Access approved under 16/0263

Aerial View



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Character Areas



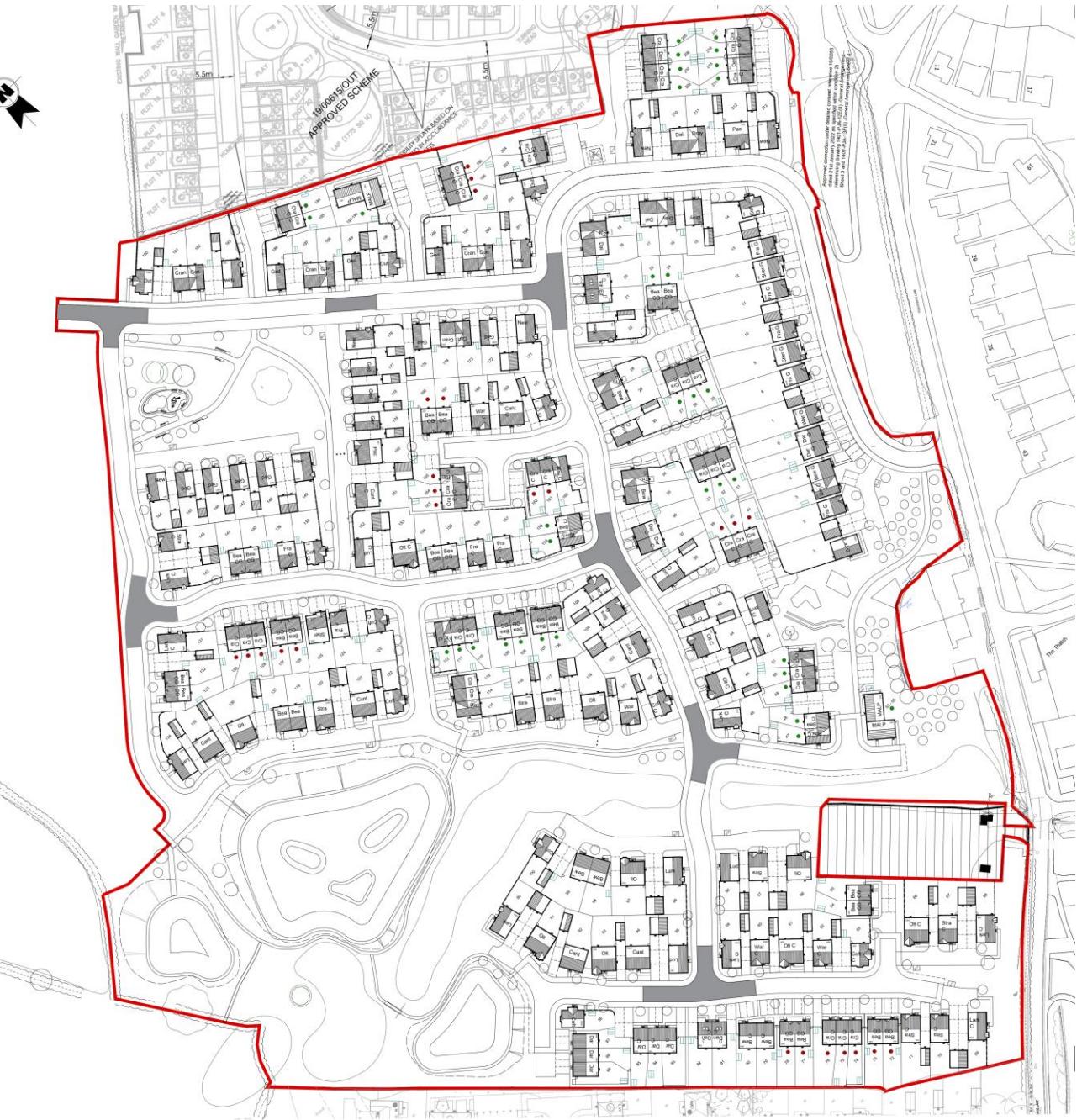
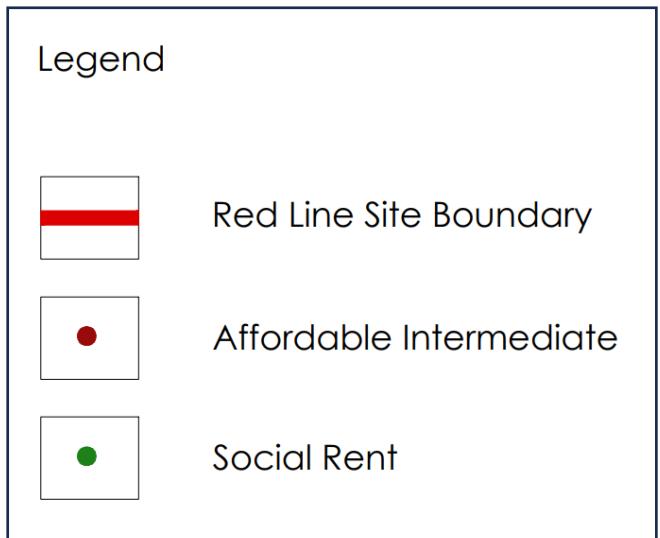
Legend

-  Avenue
-  Foxlydiate Gateway
-  Core
-  Green Edge

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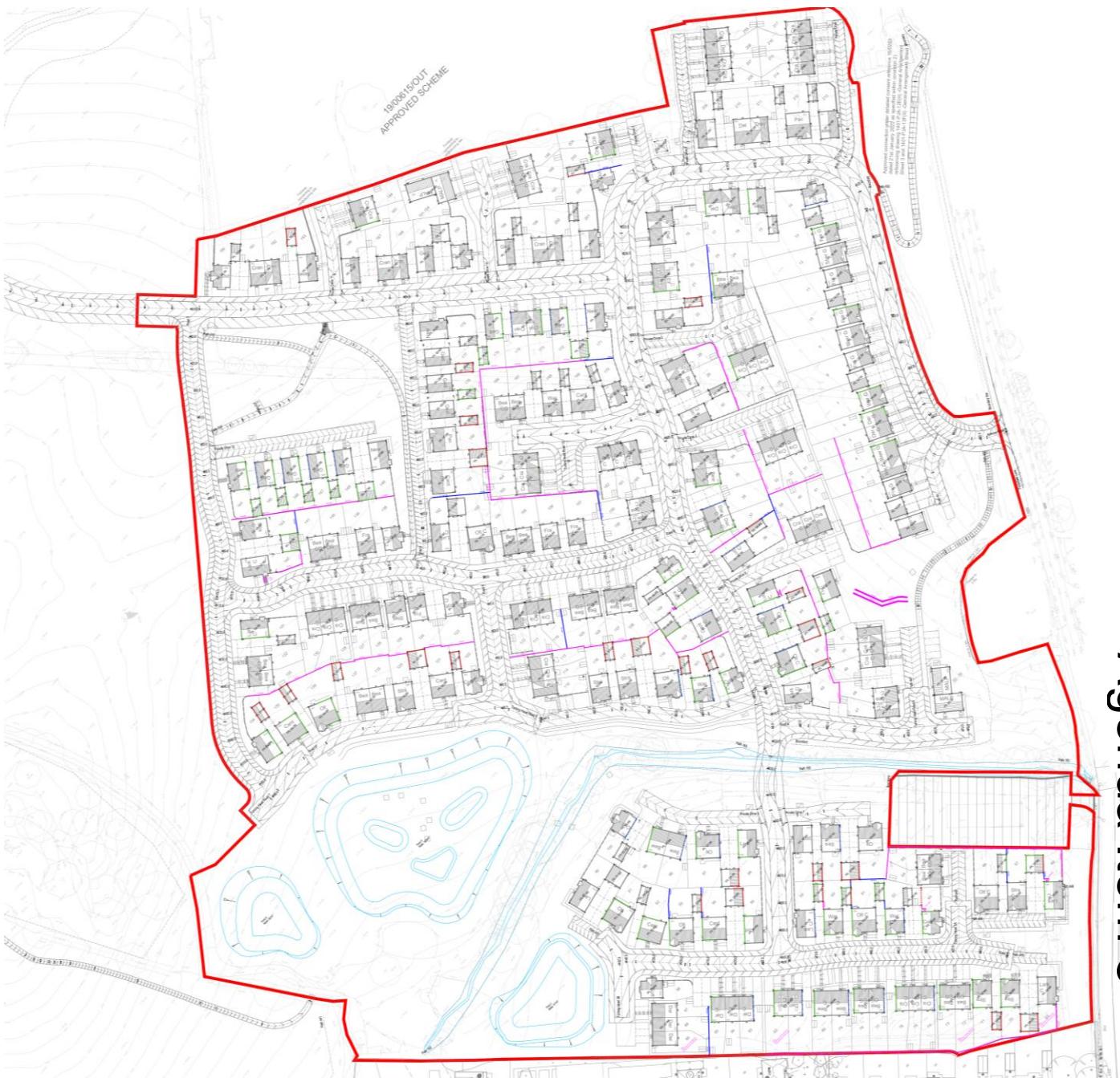
Agenda Item 5

Proposed site layout



Proposed Levels

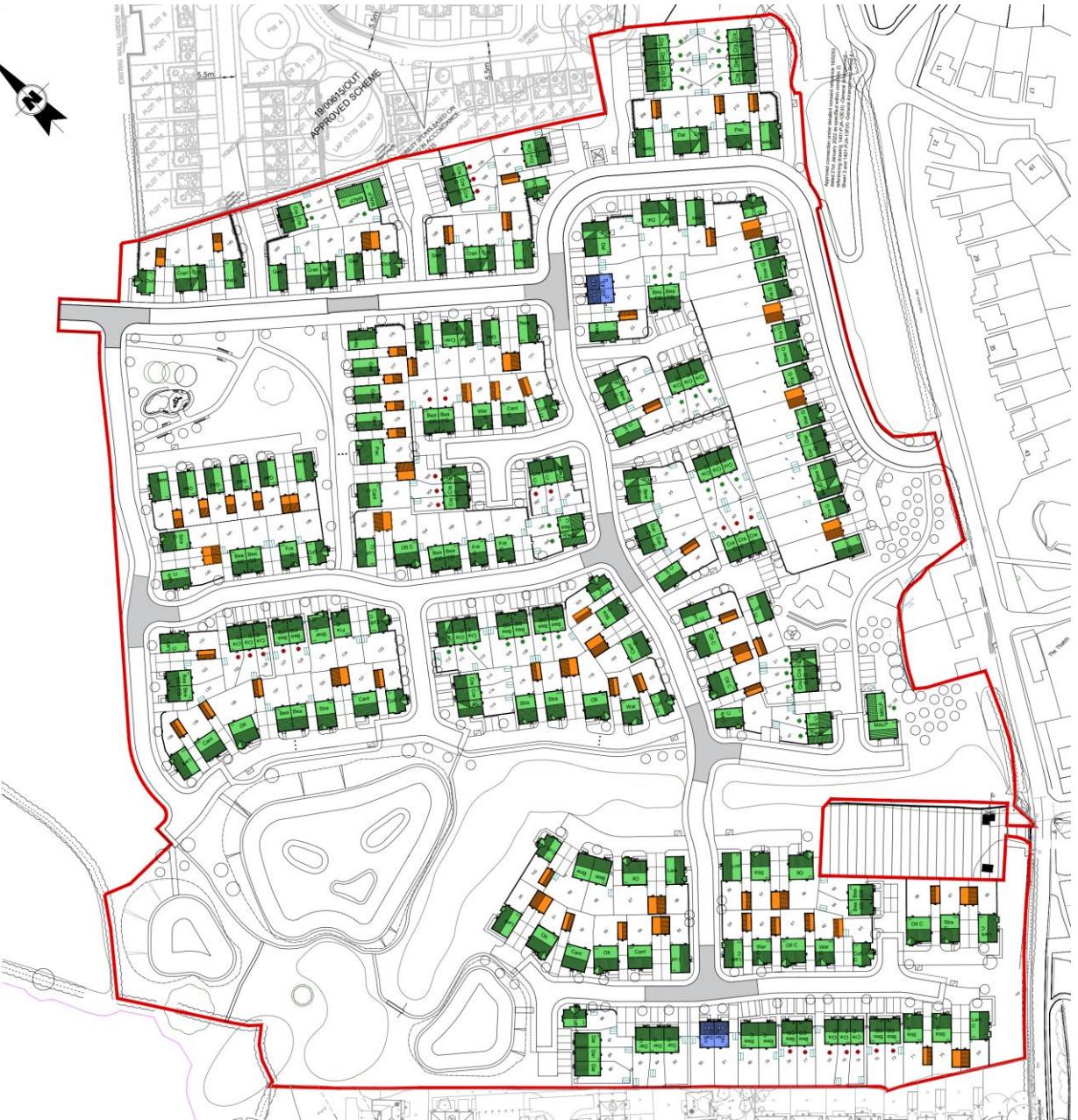
KEY	
FFL 125.775	Proposed FFL
◆	Proposed levels
—	Retaining feature (Type & height varies)
—	Gravel Board fence (450mm max height)
—	Exposed brickwork
—	Tanking
—	Double DPC
—	Existing contours
—	Proposed contours
◀ □	Level access
R ▾	Ramped access
S ▾	Stepped access



Building Heights



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Street Scene A-A
Foxlydiate Gateway



Street Scene B-B
The Avenue



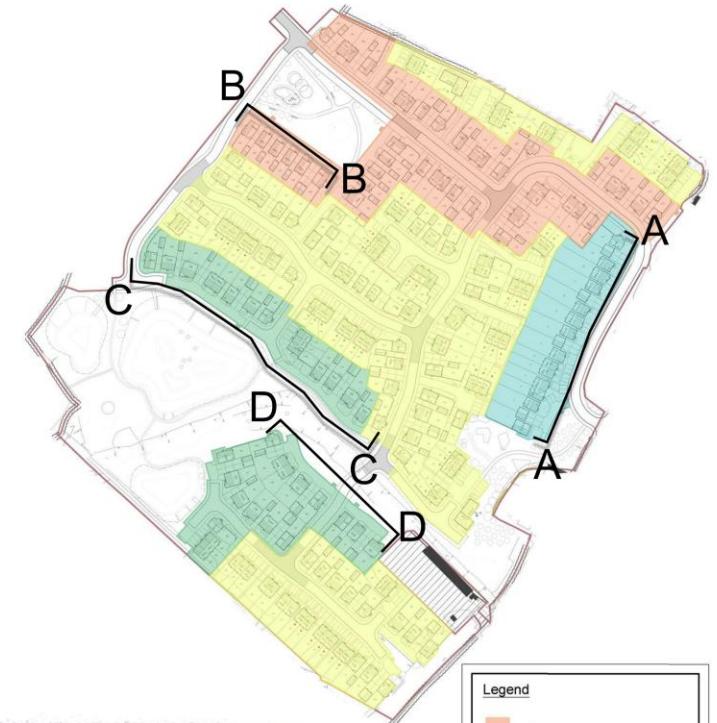
Street Scene C-C
The Green Edge



Street Scene D-D
The Green Edge



OLTON PLOT 56 STRATFORD PLOT 57 LUDGATE PLOT 58 LARKFIELD PLOT 96 OLTON PLOT 97 BEWDLEY PLOT 98&99 COFTON PLOT 100



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Streetscenes

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Street Scene E-E

The Core



Street Scene F-F

The Core



Street Scene G-G

The Core



Street Scene H-H

The Avenue



ROAD
DUTTON PLOT 180

CRANFORD & CONSETT PLOTS 181&182

NEWTON PLOT 183

GEDLING PLOT 186

CRANFORD & CONSETT PLOTS 187&188

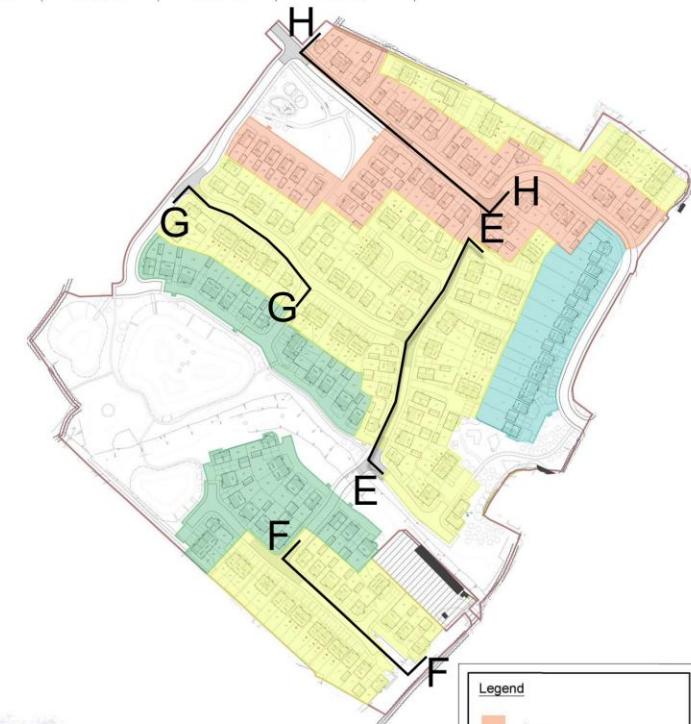
GEDLING PLOT 189

DUTTON PLOT 190

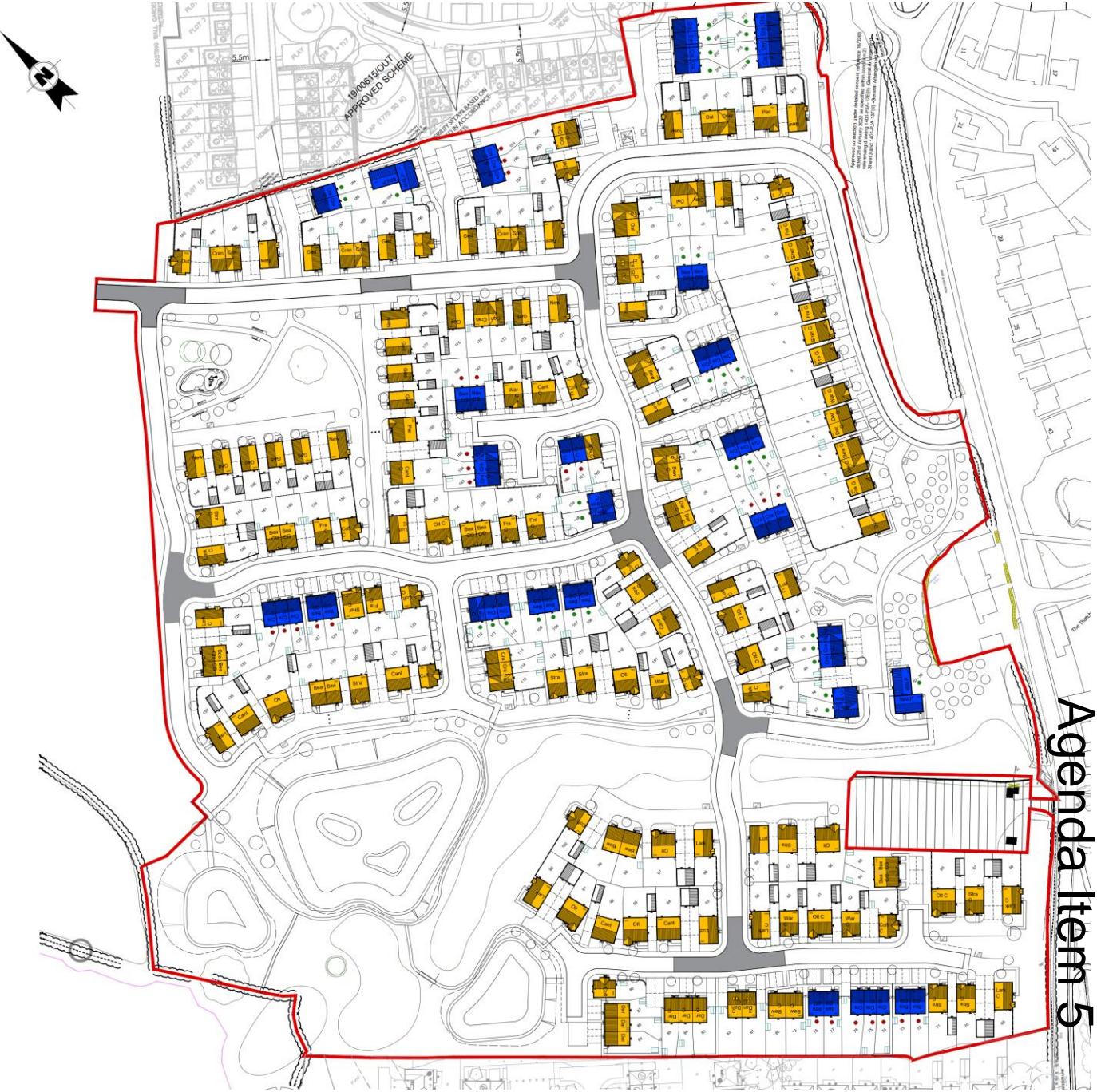
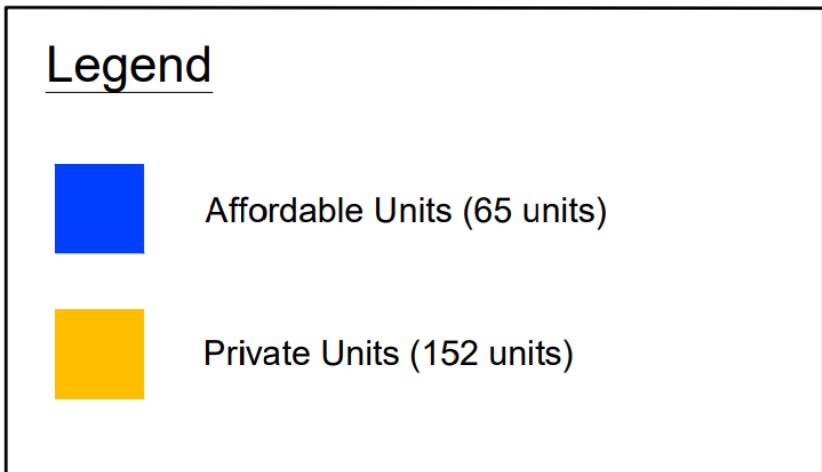
GEDLING PLOT 198

CRANFORD & CONSETT PLOTS 199&200

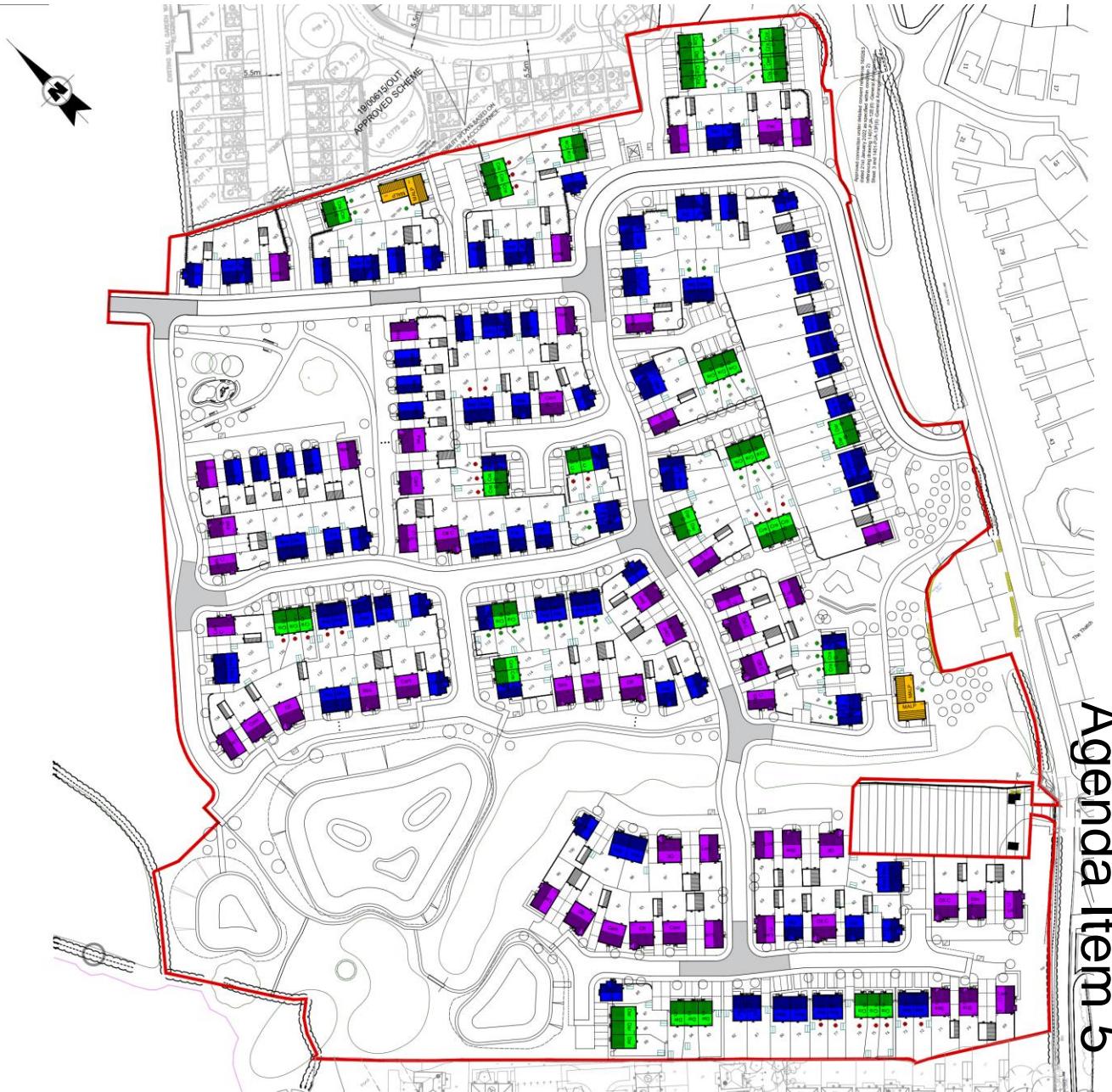
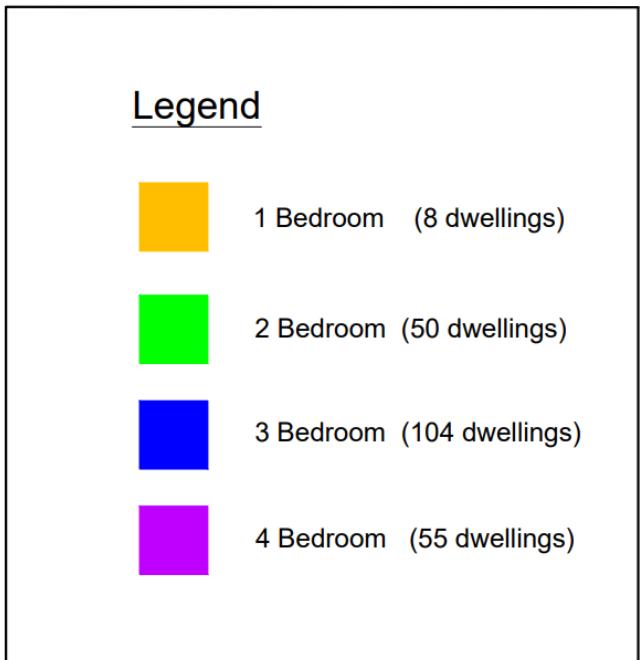
ROAD
NEWTON PLOT 201



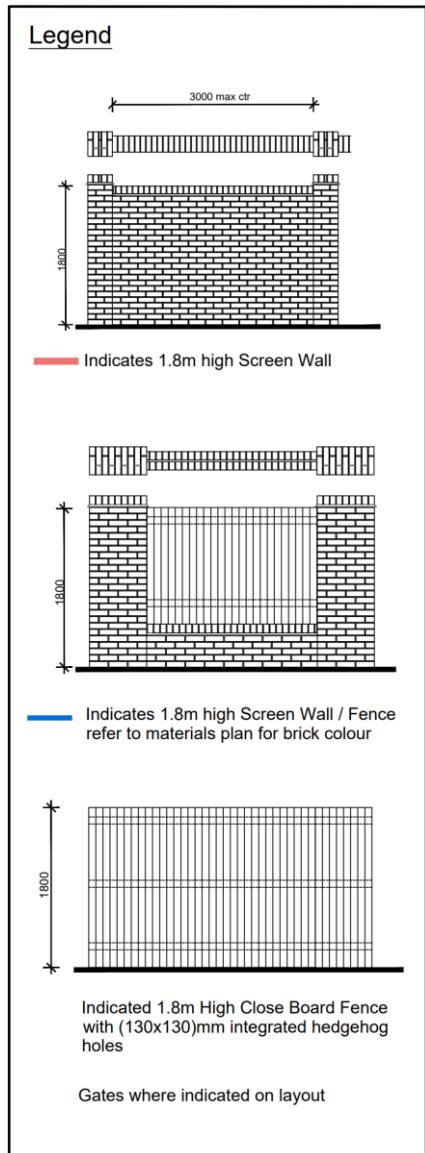
Tenure



Dwelling Size



Boundary Treatment



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Landscaping Masterplan

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Landscape Design Principles

The provision of a significant and connected green infrastructure is a key concept for the wider site proposals. This phase of the development is part of a wider green spine comprising a network of green spaces, paths and cycle routes that will provide a safe, accessible and attractive backdrop for new riverside walks and spaces to relax and enjoy. The proposals place a strong emphasis on wildlife habitat creation and biodiversity enhancement within public open spaces, especially along the Spring Brook corridor.

Key Landscape Design Areas

1 **Spring Brook and associated riparian buffer vegetation:** An important established green space forming part of the public open space. A diversity of trees and shrubs, dominated by willow, that provides habitats to many species of birds, bats, amphibians and insects while offering significant amenity to residents.

2 **Existing hedge and woodland along north eastern boundary:** Predominantly deciduous tree group with evergreen elements (Yew, Scots Pine and Holly) provide screening to old hotel building beyond. The woodland adjoins a Hawthorn and Elm hedge.

3 **Avenue:** A tree lined secondary movement route, with a formal and green character, facilitating easy and direct movement around the site for vehicles, pedestrians and cyclists. The Avenue is a key movement route for the site, connecting the Spring Brook corridor running along Avenue. The trees, selected to be native cultivars, provide a strong identity and vertical structure to the green route, welcoming residents and visitors alike. The road and paths are lined with berms, normally 1.5m tall, with reinforced surface treatment.

4 **Village Green:** An attractive, centrally located green space for open space for residents to relax, socialise and meet. This space offers significant visual amenity, shade and home to local wildlife. The existing group of hawthorns have also been retained and forms the backdrop of a new fenced play area. The play area is designed to be accessible for all, including children, parents and carers. This space offers alternative walking routes as well as resting areas with benches, bins and lighting encouraging people to spend time here. A variety of new ornamental trees and shrubs have been selected to define walking routes and spaces. Overlooked by sheltering on 3 sides offering natural screening.

5 **The Meadow:** Public Open Space adjacent to Spring Brook and its existing mature vegetation incorporating 3 proposed interpretation bins. Whilst this area is created primarily to accommodate large sustainable drainage features, they offer great opportunities for natural habitats to be created and enhanced for walking. This part of the site is a species rich meadow with the banks supporting wetland and riparian vegetation.

6 **Community Orchard:** An informal edible garden with spring bulbs and ground covers, forming part of the entrance landscape. This space provides an opportunity for residents to grow and eat fruit from the orchard trees. The trees are proposed to be heritage varieties local to the area.

7 **Meadow bank:** A species rich sloping meadow with low native scrub, providing habitat for a wide range of invertebrates.

8 **Streets and Community Streets:** These streets are planted with small to medium size trees to reinforce their character like Cherries and Whitebeams.

9 **Green Streets:** A tertiary street with less formal character than the Avenue, designed for traffic speed. Crimson leaved tree planting proposed on one side with medium size trees.

10 **Private Drives:** These spaces generally receive low levels of traffic and haven't got dedicated footpaths. They have a shared space character and enhanced surface treatment. Some of the private drives are located adjacent public open spaces and planted with transitional tree species. Timber bollards are used where required to control vehicular movement.

11 **New footpath links to neighbouring sites:** surfaced paved pedestrian links provided to the proposed development allowing permeability through the eastern boundary.

12 **Reinforced boundary planting:** existing hawthorn hedge completed along the south western boundary, and existing mature vegetation reinforced with additional native shrub blocks and trees to provide screening.

13 **Future development:** Beyond the north western boundary future development is planned. The landscape treatment of the other side of the green street is to form part of the proposals of the next phase of the development.

E	Site layout updated	21.01.26
D	Contours added	30.07.25
C	Site layout updated	10.07.25
B	Hard surfacing updated	11.04.24
A	Mown paths and bridge updated	20.03.24

Revisions:

Site: Webheath, Redditch, Phase DC1

Client: St Philips

Title: Landscape Masterplan

Drawing Ref: STP0885-02-601

Status: Planning

Revision: E

Scale: 1:500 @ A0

Drawn by: LG

Date of issue: 10.07.2025

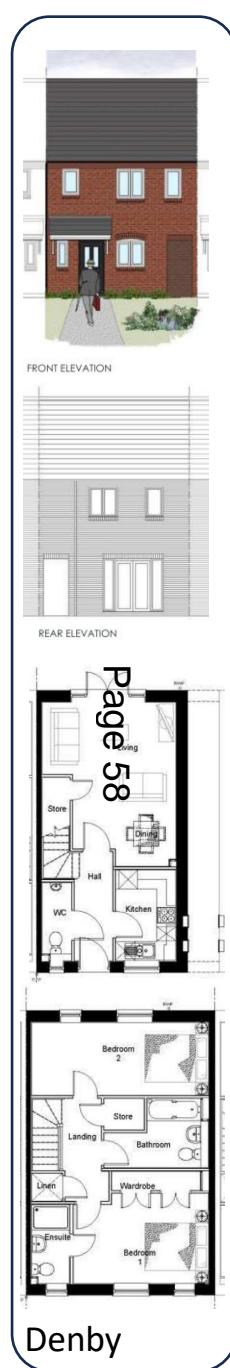
Node:

Imperial & Whitchall
23 Colmore Row
Birmingham
B3 2BS

thisisnode.com | 0121 667 9259



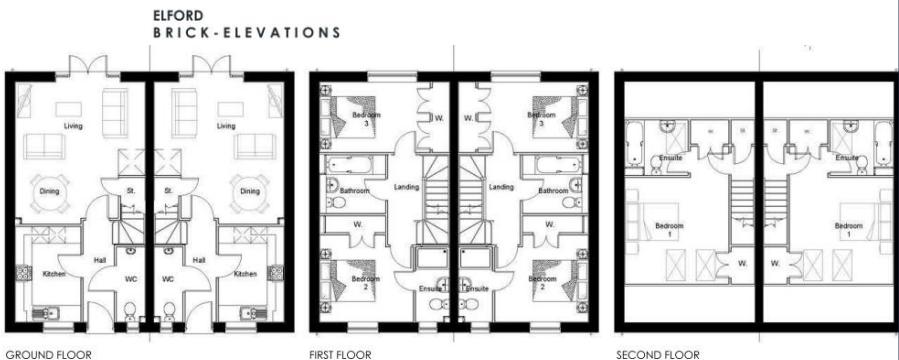
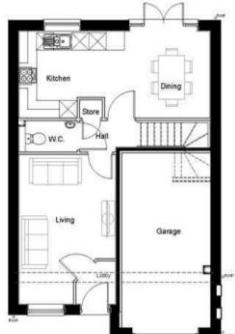
Selection of House Types



Selection of House Types



SHERBOURNE
BRICK-ELEVATIONS



Site Photos



View from frontage at entrance of Redrow development
St Andrews Road



View into site from Foxlydiate Lane access



View towards Foxlydiate Lane from within site



Agenda Item 6

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Elmsvyne Ltd.	Proposed demolition of existing buildings on site and development of 3 new dwellinghouses 7 Churchfields Road, Bromsgrove, Worcestershire, B61 8EB		25/00803/FUL

Councillor Marshall 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 – Bromsgrove

- No objection subject to conditions relating to:
 - Visibility splays
 - Vehicular access
 - Cycle parking
 - Access and parking facilities in conformity with submitted details
 - Residential Travel Welcome Pack
- The site is in a highly sustainable location off a unclassified road, the site has an existing vehicular access. Churchfields Road is a shared surface road used by pedestrians, vehicles and cyclists. It is closed off with bollards where it connects Churchfields (accesses for cyclists and pedestrians only). There is no street lighting, and no parking restrictions in force in the vicinity. The site is located within walking distance of all amenities and facilities, bus route and bus stops are also located within acceptable walking distance.
- WCCHA have not requested a speed survey in this instance to determine 85th percentile speeds due to the location of the proposed access and since the site already has an existing vehicular access. The proposed accesses are located off a narrow-shared surface, speeds of vehicles passing the proposed vehicular accesses would be below 20mph. Therefore, the visibility splays provided on the site plan are deemed to be acceptable.
- The applicant has included a Construction Management Plan which is deemed to be acceptable. It is noted there would be some disruption; however this is normal with these type builds.
- Based on the analysis of the information submitted, WCCHA concludes that there would not be an unacceptable impact and therefore there are no justifiable grounds on which an objection could be maintained

Conservation Officer

- Note Historic England's report regarding the application to list the property, and note HE refusal of the request;
- It is not considered that the building would meet the criteria for inclusion on the local heritage list, on the basis of the following:

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- Age, authenticity and rarity: the building dates from the post war period but would not appear to be one of the 'prefabs' constructed post war.
- Architectural interest: it is of little architectural interest and is not associated with a nationally or locally important architect.
- Historic interest: it is not associated with a locally important, family, group or event, or a phase of local history.
- Townscape value: it is not a distinctive feature in the streetscape or make a positive contribution to the distinctive character of the area.

Arboricultural Officer

- No objection
- Having consider the documentation provided with this application and having carried out a site inspection I do not envisage this application creating any detrimental impact or long-term sustainability issues with any trees.

WRS - Noise

- No objection

WRS - Contaminated Land

- No relevant concerns have been identified from records held. The site appears to have been an underdeveloped parcel of land until development of the residential property in the 1950s / 60s. Given the existing residential use, risks from contamination are considered unlikely and therefore have no adverse recommendations in this regard.

North Worcestershire Water Management

- No objection subject to condition relating to a scheme for surface water drainage submitted to the Local Planning Authority.

Publicity

15 letters sent 19.08.2025 (expired 12.09.2025)

1 letter of support has been received raising the following principal issues:

- The new dwellings will have a positive impact on the road
- Have their own parking spaces, and will not add to the problems on the road
- The loss of the two undesignated parking spaces will make the road more safe

13 objections received raising the following principal issues:

Highways

- Highway safety into Churchfields Road
- Lack of parking
- Increase in traffic and effect on pedestrians
- No turning space for vehicles
- Concerns over street furniture and the need for a Grampian condition
- Access into the site during works
- Visibility splays

Residential Amenity

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- Impact of the proposal on residents health and quality of life
- Dust and debris
- Noise impacts

Design

- Minor amendments make zero difference to ongoing and substantial concerns
- Design of the proposal
- Out of character and lacks architectural merit
- Impact on the streetscene
- Concerns over loss of light, overlooking, overshadowing and overbearance
- Impact on a historic and constrained location

Ecology and Trees

- A full ecological survey to address bat numbers in the locality should be undertaken.

Other matters have been raised but are not material planning considerations and therefore have not been published in this report.

The Bromsgrove Society

- Dimensions for the off-street parking have not been provided
- Concerns over incorrectly drawn visibility splays crossing third-party land
- Construction Environmental Management Plan should be submitted prior to the application determination
- Functional residential space
- Lack of a street scene drawing
- Possible breach of the 45-degree code
- Possibility of stud partition wall erection resulting in dwelling 3 no longer compliant with Nationally Described Space Standard.

Councillor Marshall

- Further to residents' comments on the proposed development, I would like to add my own objection as Ward Councillor to the application for demolishing the existing property at 7 Churchfields Road, Bromsgrove and constructing three new dwellings with additional parking spaces. I am especially concerned about overdevelopment in this constrained space and negative impacts on the local character and residents' quality of life.
- Incompatibility with local building character: The proposed new dwellings building line and design are out of character with the existing Victorian terraces and Nailer's Cottage, lacking architectural merit.
- Concerns about overdevelopment: The proposed scheme is poor quality and overdeveloped, threatening the character of the street and the quality of life for existing residents.
- Parking limitations and antisocial behaviour: Parking is already severely limited. The development would eliminate a crucial parking area used by residents and workmen, increasing traffic and making it difficult for pedestrians, including children and elderly residents using mobility aids, to safely navigate the road. this would add to existing incidence of antisocial behaviour such as inappropriate parking and blocked driveways, with residents facing verbal abuse and threats when requesting vehicles to move.

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- Road narrowing and safety hazards: Churchfields Road narrows to a single track with limited passing points, and the only passing point outside number 7 would be removed, creating dangerous conditions. The road is heavily used by pedestrians, including school children, and suffers from speeding motorbikes. Increased vehicle movements from new homes would exacerbate safety risks. Emergency vehicle access has been compromised, prompting intervention from the Fire and Rescue Service. Additional cars and road narrowing would worsen these issues.
- Land use and visibility splay concerns: The proposed pedestrian visibility splay appears to cross private property without consent, and there seems to have been no communication from the applicants regarding this or the development.
- Loss of a unique bungalow: The existing 1950s/1960s cedar bungalow is valued for its charm and character and is considered an irreplaceable asset that should be preserved.
- Housing needs for older persons: The proposed terraces do not address the demand for bungalows sought by older or accessibility-needing residents, especially in this highly sustainable location adjoining the town centre, as highlighted in the Local Plan.
- Ecological considerations: There is a significant presence of bats in the area, particularly in the rear garden of the site at No.7, warranting a full ecological survey before development.
- Failure to meet Local Plan objectives: The development contradicts Bromsgrove Local Plan objectives emphasizing balanced, sustainable development, quality of life and high-quality design.

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles

BDP2 Settlement Hierarchy

BDP3 Future Housing and Employment Development

BDP7 Housing Mix and Density

BDP12 Sustainable Communities

BDP19 High Quality Design

BDP20 Managing the Historic Environment

BDP21 Natural Environment

Others

Bromsgrove High Quality Design SPD

National Planning Policy Framework

National Planning Practice Guidance

Relevant Planning History

BU/641/1960	Proposed timber bungalow.	Granted 1960
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Assessment of Proposal

The Site

The site is located at 7 Churchfields Road and measures approximately 0.053 hectares. The surrounding properties are residential. The site is bound by No.5 and No.9 Churchfields Road to the either side of the existing dwelling, residential properties

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opposite the site, and residential properties on Spire View and Churchfields Close to the rear of the site.

The site is currently a pitched roof bungalow. There is a hardstanding driveway in the form of bricked paving, as well as a front garden and rear garden. There is a variety in architectural styles and material in the streetscene, varying from terraced properties, to detached properties and semi-detached properties. Built form in the vicinity of the site is predominantly of a two-storey form.

The site is located within the residential area of Sidemoor, immediately adjacent to the west of Bromsgrove Town Centre. The site has good access to a small area of local shops along Broad Street (5-minute walk to the west), and Bromsgrove Town Centre is a 10-minute walk to the south-east of the site. Parkside Middle School and Churchfields Day Nursery are approximately 10-minute walk and 3-minute walk respectively.

Proposal

This planning application is for the demolition of the existing bungalow at No.7 Churchfields Road and erection of 3 dwellings (3 x 2 bedroom), with associated external works and car parking.

The three dwellings would form a terraced block.

The proposal consists of 3 x 2 bedroom dwellings, and the measurements are below as follows:

- Dwelling 1 (2-bed): Height – 7.72 metres, width – 4.5 metres, amenity space – 60 metres;
- Dwelling 2 (2-bed): Height – 7.72 metres, width – 4.2 metres, amenity space – 60 metres;
- Dwelling 3 (2-bed): height – 7.72 metres, width – 5.4 metres, amenity space – 109 metres.

Principle of Development

Policy BDP2 of the Bromsgrove District Plan supports development on previously developed land/buildings within existing settlements. The application site lies within the residential area and is previously developed land in a sustainable location. The principle of redeveloping the site for residential development has been accepted previously onsite and remains acceptable.

The residential properties that are proposed would provide 3 2-bedroom dwellings, all of which would meet the national spacing standards for dwellings.

As of April 2025, the Council can demonstrate a housing land supply of 2.24 years. Therefore, despite progress which has been made in identifying sites and granting planning permissions, the Council considers that it cannot demonstrate a five-year housing land supply.

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Paragraph 11(d) of the National Planning Policy Framework (NPPF) states that where policies that are most important for determining the application are out-of-date, planning permission for new housing 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;
- (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.

Point (i) does not apply to this site.

With regard to Point (ii), the proposal would result in two additional dwellings to the housing supply, which would provide a limited contribution. There would be limited economic benefits during the construction phase and further limited economic and social benefits arising from the future occupiers using the local facilities. There is policy support for 2 bed dwellings and the re-development of previously developed land in a sustainable, residential area.

Paragraph 8 of the NPPF defines sustainable development as having three dimensions: economic, social and environmental. In terms of social benefits, the proposal would make a contribution to the Council's supply of housing. It is also acknowledged that there would be some economic benefits associated with the proposal during the construction phase and from occupants supporting local shops and services. The proposal would also fulfil the environmental and social dimensions of sustainable development because the site is in a sustainable location, therefore reducing the requirement to travel by private vehicle. The proposals would also contribute to supporting a sustainable community.

The proposed location of the proposal is located within the residential area of Sidemoor, Bromsgrove. Bus stops are located approximately 300 metres to the northwest of the site and Bromsgrove Bus Station located approximately 384 metres south of the site, the nearest footpaths are located approximately 77 metres east and 118 metres north, nearest shops located approximately 307 metres to the north, or a variety of day to day services in Bromsgrove Town Centre (420 metres to the south), and the nearest schools are located approximately 200 metres east.

Overall, it is considered that the principle of the demolition of the bungalow and erection of three dwellings is acceptable.

Character, Design, and Appearance

Policy BDP7 of the BDP requires the density of new housing make the most efficient use of land whilst maintaining character and local distinctiveness. The proposal is for 3 x 2-bedroom dwellings, which is supported by Policy BDP7. Policy BDP19 of the Bromsgrove Local Plan sets out the importance of high-quality design. This local adopted policy reflect the requirement for high quality design set out in the National Planning Policy Framework (NPPF) and the Council's High Quality Design SPD which requires new development to

respect and enhance the local character through the use of appropriate materials, siting, scale and mass.

The dwellings would be located on the site of the existing bungalow. The height of the dwellings would be approximately 7.72 metres in height and 10 metres in length (plot 3) and 8.8 metres (plots 1 and 2). There are 2 proposed parking spaces for each dwelling.

Materials have been submitted via the plans submitted, as shown on drawing no: 25-10-12A (Amended Elevations 1). This has been controlled via condition. For the avoidance of doubt, they include:

- Facing brickwork: Tuscan red multi bricks
- Rooftiles: Grey

The streetscene along Churchfields Road is varied in terms of age, design, size and materials. There is also a variation in terms of the proximity to the road. The proposed dwellings would be positioned adjacent to number 9. Furthermore, as the new dwellings would largely reflect the size of properties along the road, it would integrate within the varied streetscene.

The proposal would continue the varied layout of the road and the design would be acceptable in the residential area and provide a local enhancement to character in accordance with policy BDP19.

Residential Amenity

Policy BDP1(e) of the District Plan states that regard should be had to residential amenity and paragraph 135(f) of the National Planning Policy Framework (NPPF) states that planning decisions should seek a high standard of amenity for existing and future occupants. Further to this, the Council's High Quality Design SPD outlines a number of standards for new development, including separation distances between dwellings. Paragraph 4.2.49 states that a minimum separation distance of 21 metres is required between opposing faces of two storey dwellings, in order to achieve privacy.

Having regard to the above, the front elevation of the proposed dwelling which include habitable windows would be approximately 30 metres from the front elevation of number 14 Churchfields Road. The rear elevation of the new dwellings, also containing habitable windows would be approximately 33 metres from the rear elevation of 12 Churchfields Close to the south of the application site. Whilst the west side elevation would only be approximately 2.5 metres from the side elevation of number 9 Churchfields Road, there are no windows proposed. Furthermore, there is one window proposed to the east side elevation towards the existing wall of number 9 Churchfields Road, which is a first-floor non-habitable bathroom window. Overall, given the relationship of the proposed dwellings to existing dwellings and the location of existing and proposed habitable windows, the development would provide adequate light, outlook and privacy for the occupiers of the proposed development as well as existing neighbouring properties.

With regards to the proposed garden area for the future occupiers of the development the Council's High Quality Design SPD recommends a minimum garden area of 70 square metres for all dwellings and a minimum garden length of 10.5 metres for two storey dwellings.

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The length of the proposed garden area for each plot would be approximately:

- Plot 1: 13.28 metres
- Plot 2: 13.86 metres
- Plot 3: 17 metres

The garden spaces for Plot 1 and 2 would measure approximately 60 sqm. The garden space for Plot 3 would be approximately 109 sqm. Plot 1 and 2 would fall slightly short of the 70 square metre standard set out in the SPD. Notwithstanding this, the SPD also states that the private amenity spaces should be suitably sited and should be in scale with the plot and existing local density. Having regard to these additional matters, the rear garden area would be appropriately sited and would be in proportion to the proposed modest, two bedroom dwellings. Whilst density does vary within the local area, overall, the proposed garden areas would be acceptable based on the specifics of the site. The dwellings are also in close proximity to Bromsgrove recreation ground.

A representation has been made in relation to separation distances. The agent has provided an updated Site Plan drawing, demonstrating the proposal is approximately 12.9m away from the existing approximate location of windows on both levels when a 45-degree line is drawn from the closest edge of the nearest window. This is acceptable as it is longer than an acceptable flank wall distance is considered to be (12.5m).

A representation has been made in relation to air pollution, noise and dust during the works. This is noted; however, works would be temporary in nature during the construction period, and other legislative processes are available should a statutory nuisance occur. To assist with the construction period given the site-specific, a CEMP is proposed and thus has been suitably conditioned.

Subject to the imposition of suitable conditions, the impact of the development on the amenity of residential properties is considered acceptable and in accordance with Policy BDP19 of the Bromsgrove District Plan.

Highways Matters

Information submitted within the application form and submitted documents have been supplemented by additional information submitted by the applicant in response to local concerns and Highway Authority comments.

Objections have been raised regarding Highways, including traffic, parking and general concerns on highway safety, as well as concerns over street furniture, the requirement for a Grampian condition.

The access arrangements, traffic generation, manoeuvring, parking provision, visibility splays and the matters of highway and pedestrian safety are all considered to be acceptable and suitable. All three dwellings would each have 2 designated parking spaces, as well as cycle storage and electric vehicle charging points, as required by the Streetscape Design Guide. The electric vehicle charging points would be secured through the Building Regulations process.

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WCCHA comments are in full above in this report, and confirm the proposal is acceptable on highways grounds subject to the imposition of appropriate highways conditions.

In relation to the use of a Grampian condition, WCCHA comments conclude that the department have assessed the existing street furniture identified in the picture submitted and considers that it does not interfere with the proposed parking space. Consequently, a Grampian condition is not deemed necessary in this instance, and the site layout plan submitted by the applicant is considered acceptable.

The block plan indicates the location and detail of a cycle store within the site.

WCCHA have included a condition in regard to Travel Welcome Packs, in order to encourage sustainable modes of travel to and from the site to local facilities and everyday amenities.

Regarding objectors' comments in relation to construction traffic in the site, these works would be temporary in nature and any impact would be time limited. In this instance, and because of the layout of the site and the location of the development, the applicant has submitted a Construction Environmental Management Plan to ensure the implementation of the development minimises any local highways impact. WCCHA have deemed this Plan to be acceptable, and note there might be some disruption, however this is normal with development. The Plan has been conditioned.

WCCHA have advised that the proposal is acceptable and there are no highway grounds to refuse the application. Officers agree with this conclusion and have no reasons to take a contrary view to the Highway Authority.

Drainage

North Worcestershire Water Management (NWWM) have no objection, subject to a suitable surface water drainage condition. NWWM have confirmed the site is in an area of low risk of flooding from all sources.

Historic Environment

Objections have been raised in regard to the historic environment of the site, and for the building to be included within the Local Heritage List and be a Listed Building (subject to an application to Historic England).

Historic England had been consulted and state based on the current information, there is no statutory need to inform or consult them on this application.

The Conservation Officer has been consulted and notes Historic England have refused a request for the dwelling to be a Listed Building. The Conservation Officer also notes that it is not considered that the building would meet the criteria for inclusion on the local heritage list, on the basis of:

Age, authenticity and rarity – the building dates from the post war period, but would not appear to be one of the 'prefabs' constructed post war.

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Architectural interest – it is of little architectural interest and is not associated with a nationally or locally important architect. It does not illustrate distinctive artistic, craftsmanship, design, construction or landscaping qualities of interest.

Historic interest – it is not associated with a locally important, family, group or event, or a phase of local history.

Townscape value – it is not a distinctive feature in the streetscape or make a positive contribution to the distinctive character of the area.

The site is not located within a designated Conservation Area.

Taking the comments from Historic England and the Conservation Officer into account, I do not consider the existing dwelling to be of historic significance. I am therefore of the view that the demolition of the dwelling to be acceptable.

Ecology and Biodiversity Net Gain

The submitted Daytime Bat Assessment raises no concerns in respect of bats in the area of the application site. A planning condition can be secured to ensure the applicant carries out the recommendations set out within the Assessment to be carried out, and a condition relating to the installation of bird or bat boxes has been imposed.

There are no known protected species or irreplaceable habitat on site and an enhancement can be secured by the inclusion of bat and bird boxes and the proposed landscaping.

Biodiversity Net Gain (BNG) of 10% for developments is a mandatory requirement in England under the Environment Act 2021, subject to some limited exceptions. Unless exempt, every planning permission granted pursuant to an application submitted after 12 February 2024 is deemed to have been granted subject to a pre-commencement condition requiring a Biodiversity Gain Plan to be submitted and approved by the local planning authority prior to commencement of the development.

It has been found that the proposal triggers the need to provide a minimum 10% BNG. A BNG metric has been submitted which shows a net loss in habitat units and that post development BNG cannot be secured on site and a net loss is recorded. Off-site credits are therefore required to secure the uplift in BNG. It is considered reasonable that this is the only viable option and these credits can be secured via the market.

The development is therefore acceptable in this regard and the pre-commencement condition will be set out within the informatics section attached to any approval.

Trees

The Council's Tree Officer has no objection to the proposed development.

Conclusion

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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, 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 to this site.

Limb ii would result in three additional dwellings to the housing supply. The site is located within a sustainable location and is of a suitable land use and amount.

It has been demonstrated above that the scheme complies with the policies of the Bromsgrove District Plan, the Council's High Quality Design SPD and the NPPF. As such, the proposal would represent a sustainable form of development and contribute to the District's housing supply, and should be granted permission subject to conditions listed below.

RECOMMENDATION: That planning permission be **GRANTED**.

Conditions

1) The development must be begun no later than 3 years beginning with the date of this permission.

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

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

- Drawing number: 25-10-00, titled: Location Map, dated July 2025;
- Drawing number: 25-10-01, Rev B, titled: Scheme Block Plan, dated July 2025;
- Drawing number: 25-10-12A, titled: Scheme Elevations (1), dated March 2025;
- Drawing number: 25-10-13A, titled: Scheme Elevations (2), dated March 2025;
- Drawing number: 25-10-11A, titled: Scheme First Floor Plans, dated March 2025;
- Drawing number: 25-10-10A, titled: Scheme Ground Floor Plan, dated March 2025.

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

- 3) The development hereby approved shall not be occupied until pedestrian visibility splays of 2m x 2m measured perpendicularly back from the edge of carriageway shall be provided on both sides of the access. The splays shall thereafter be maintained free of obstruction exceeding a height of 0.6m above the adjacent ground level.

Reason: In the interests of highway safety.

- 4) The development hereby approved shall not be occupied until the first 5 metres of the access into the development, measured from the edge of the carriageway, has been surfaced in a bound material.

Reason: In the interests of highway safety.

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

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

- 6) The development hereby approved shall not be occupied until the access and parking facilities have been provided as shown on drawing 25-10-01.

Reason: To ensure conformity with submitted details.

- 7) The development hereby approved shall not be occupied until the visibility splays shown on drawing 25-10-01 have been provided. The splays shall at all times be maintained free of level obstruction exceeding a height of 0.6m above adjacent highway.

Reason: In the interests of highway safety.

- 8) The development hereby approved shall not be occupied until a residential 'Travel Welcome Pack' promoting and encouraging sustainable journeys to and from the development has been prepared and distributed to each resident at the point of site occupation. The content of the Travel Welcome Pack is to be approved in writing by the Local Planning Authority in conjunction with the Local Highway Authority.

Reason: To ensure residents of the development site are offered a genuine choice of sustainable travel modes and to promote sustainable access to the development site.

- 9) No works in connection with site drainage shall commence until a scheme for surface water drainage has been submitted to, and approved in writing by the Local Planning Authority. This scheme shall be indicated on a drainage plan. Infiltration techniques are to be used and the plan shall include the details and results of field percolation tests. If infiltration drainage is not possible on this site, an alternative method of

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surface water disposal should be submitted for approval. There shall be no increase in runoff from the site compared to the pre-development situation up to the 1 in 100 year event plus an allowance for climate change. The drainage scheme shall be implemented prior to the first use of the development and thereafter maintained.

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

10) The development hereby approved shall be carried out in accordance with the document titled: Construction Environment Management Plan, WE/Churchfields/2025//V1.0, dated November 2025. The measures set out in the document shall be carried out and complied with in full during the construction of the development hereby approved.

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

11) Prior to first occupation a detailed scheme of soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall be completed within the first available planting season from the date of occupation or completion of the development, whichever is the earlier.

For a period of five years after the completion of the approved landscaping scheme, the trees, hedges and shrubs shall be protected and maintained in a healthy condition. Any trees, hedges or shrubs that cease to grow or are felled, removed, uprooted, destroyed or die, or become in the opinion of the Local Planning Authority seriously damaged, diseased, or defective, shall be replaced by trees, hedges, or shrubs as may be approved in writing by the Local Planning Authority. This replacement planting shall be undertaken before the end of the first available planting season (October to March inclusive for bare root plants), following the removal, uprooting, destruction or death of the original trees or plants.

Reason: To safeguard and enhance the landscape character and visual amenity of the area; to help assimilate the development into its immediate surrounds; and to provide ecological, environmental and biodiversity benefits, in the interests of a net biodiversity gain.

12) The recommendations and actions required stated on pages 1 – 2 of the document titled *7 Churchfields Road, Daytime Bat Assessment*, dated October 2025 shall be carried out in full.

Reason: To ensure that the proposal results in a net gain of biodiversity having regard to Policy BDP21 of the Bromsgrove District Plan and Section 15 of the National Planning Policy Framework.

13) Prior to first occupation, in order to provide a net gain in biodiversity for protected species, two schwegler bat and/or bird boxes or equivalent per dwelling shall be placed on site in suitable locations at least 3 metres above ground level facing to the south or east and kept thereafter in perpetuity.

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Reason: To ensure that the proposal results in a net gain of biodiversity having regard to Policy BDP21 of the Bromsgrove District Plan and Paragraph 187 of the National Planning Policy Framework

Case Officer: Emily Cox Tel: 01527 881699 EXT 1699
Email: emily.cox@bromsgroveandredditch.gov.uk

25/00803/FUL

7 Churchfields Road, Bromsgrove

Proposed demolition of existing buildings on site and
development of 3 new dwellinghouses

Recommendation: That planning permission be
GRANTED

Site Location

LOCATION MAP SCALE 1:1250

Based on Ordnance Survey 1:1250 scale mapping
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B61 8EF	
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Sheet Location Map	
Project Proposed Development 7 Churchfields Road BROMSGROVE B61 8EB	
Drawn Elmseyne Ltd Drawn By GG Pugh Date JULY 2025	Drawing Number 25-10-00 Sheet Size A3

Block Plan

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BLOCK PLAN SCALE 1:500

Based on Ordnance Survey 1:250 scale mapping
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0 10 20 30 Metres



KEY

- 2 2 BED 2 STOREY DWELLING
- 1 2 BED 2 STOREY DWELLING
- DEMOLITION OF EXISTING DWELLING
- CAR PARKING SPACES
- PROPOSED CYCLE STORE
- PROPOSED BIN STORE
- PROPOSED ELECTRIC VEHICLE CHARGING POINT
- PEDESTRIAN VISIBILITY SPLAY 2M X 2M
- VISIBILITY SPLAY 2M X 20M
- PROPOSED PLANTING
- PROPOSED TIMBER FENCING

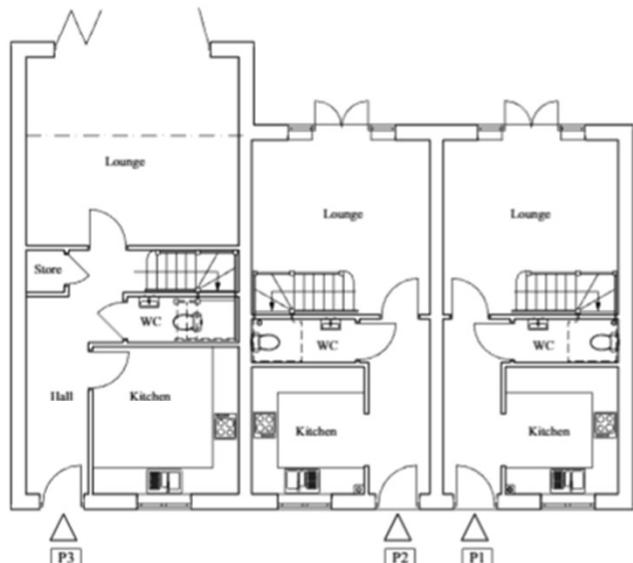
Revisions: A - Key amended to reflect the change from the 3-bed dwelling to 2-bed dwelling			
GGP 08/01/2026			
Steve Haskey Design Ltd.			
22-24 High Street	0121 455 8200		
Bromsgrove	E-mail: steve@haskey.co.uk		
Worcestershire	Website: www.haskey.co.uk		
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Sheet SCHEME Block Plan			
Project Proposed Development 7 Churchfields Road BROMSGROVE B61 8EB			
Client Elmsyne Ltd	Drawn By GG Pugh	Drawing Number 72 10 01A	Sheet Size A2

Proposed Ground Floor Plans

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GROUND FLOOR PLAN
SCALE 1:100

0 1 2 3 4 5 Metres

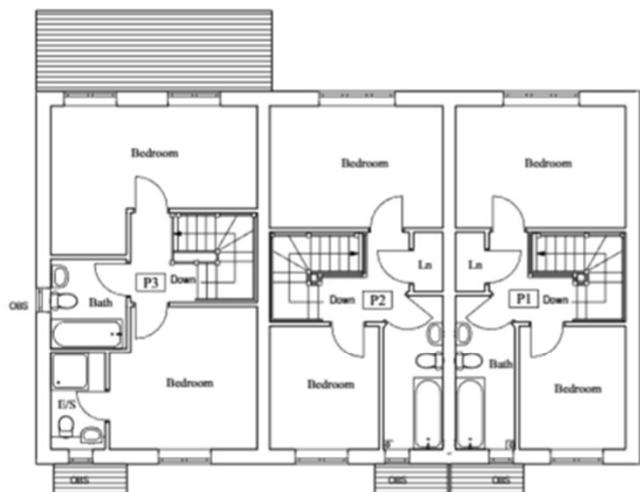


REVISIONS:	
A - Layout amended to ensure bedrooms comply with 'Nationally described space standards'. Front elevation amended and improved to keep in with neighbouring properties. Details about proposed materials added to drawing.	GGP 16/09/2025
Steve Haskey Design Ltd.	
20 St John Street Bromsgrove Worcs B61 8EP	
TEL: 01527 805817 E-MAIL: chris@shdesign.co.uk	
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Sheet SCHEME - Ground Floor Plan	
Project Proposed Development 7 Churchfields BROMSGROVE B61 8EB	
Client ELMSVYNE LTD	
Drawn By G.G. Pugh	Drawing Number 25-10-10A
Date MAR 2025	Sheet Size A3

Proposed First Floor Plans

FIRST FLOOR PLAN
SCALE 1:100

0 1 2 3 4 5



REVISIONS:
A - Layout amended to ensure bedrooms comply with 'Nationally described space standards'. Front elevation amended and improved to keep in with neighbouring properties. Details about proposed materials added to drawing.

GGP 16/09/2025

Steve Haskey Design Ltd.
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Sheet: SCHEME - First Floor Plan

Project: Proposed Development
7 Churchfields
BROMSGROVE
B61 8EB

Client: ELMSVYNE LTD

Drawn By: G.G. Pugh

Drawing Number: 25-10-11A

Date: MAR 2025

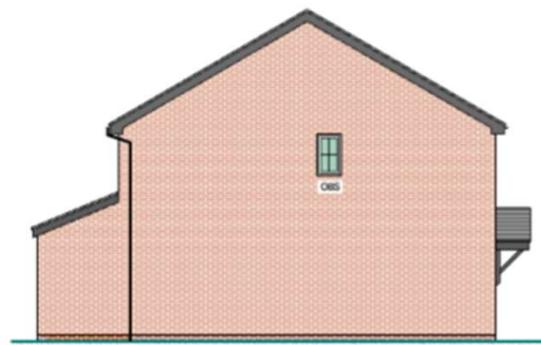
Proposed Elevations

Page 80



NORTH EAST ELEVATION
SCALE 1:100

0 1 2 3 4 5 Metres



SOUTH EAST ELEVATION
SCALE 1:100

MATERIALS TO BE USED:

Facing Brickwork :
Wienerberger Tuscan Red
Multi Bricks



Marley Ashmore Roof Tiles -
Grey



REVISIONS:
A - Layout amended to ensure bedrooms comply with 'Nationally described space standards'. Front elevation amended and improved to keep in with neighbouring properties. Details about proposed materials added to drawing.

GGP 16/09/2025

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Sheet SCHEME - Elevations (1)

Project Proposed Development
7 Churchfields
BROMSGROVE
B61 1EB

Client ELMSVYNE LTD

Drawn By	G.G. Pugh	Drawing Number	25-10-12A
Date	MAR 2025		A3

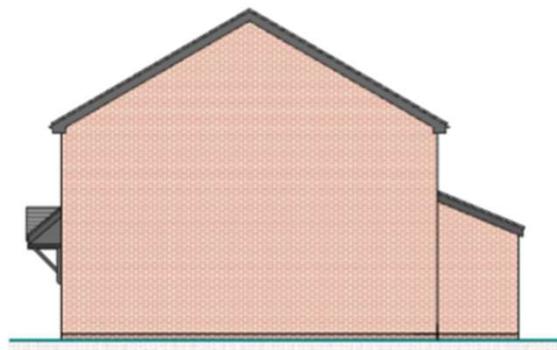
Proposed Elevations

Page 81



SOUTH WEST ELEVATION
SCALE 1:100

0 1 2 3 4 5 Metres



NORTH WEST ELEVATION
SCALE 1:100

REVISIONS:	
A - Layout amended to ensure bedrooms comply with 'Nationally described space standards'. Front elevation amended and improved to keep in with neighbouring properties. Details about proposed materials added to drawing.	GGP 16/09/2025
Steve Haskey Design Ltd.	
30 St John Street London EC1V 4AY Telephone: 020 7240 4447 Fax: 020 7240 4448 E-mail: steve@shdesign.co.uk	
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Sheet SCHEME - Elevations (2)	
Project Proposed Development 7 Churchfields BROMSGROVE B61 1EB	
Client ELMSVYNE LTD	
Drawn By G.G. Pugh	Drawing Number 25-10-13A
Date MAR 2025	Sheet Size A3

Site Photographs

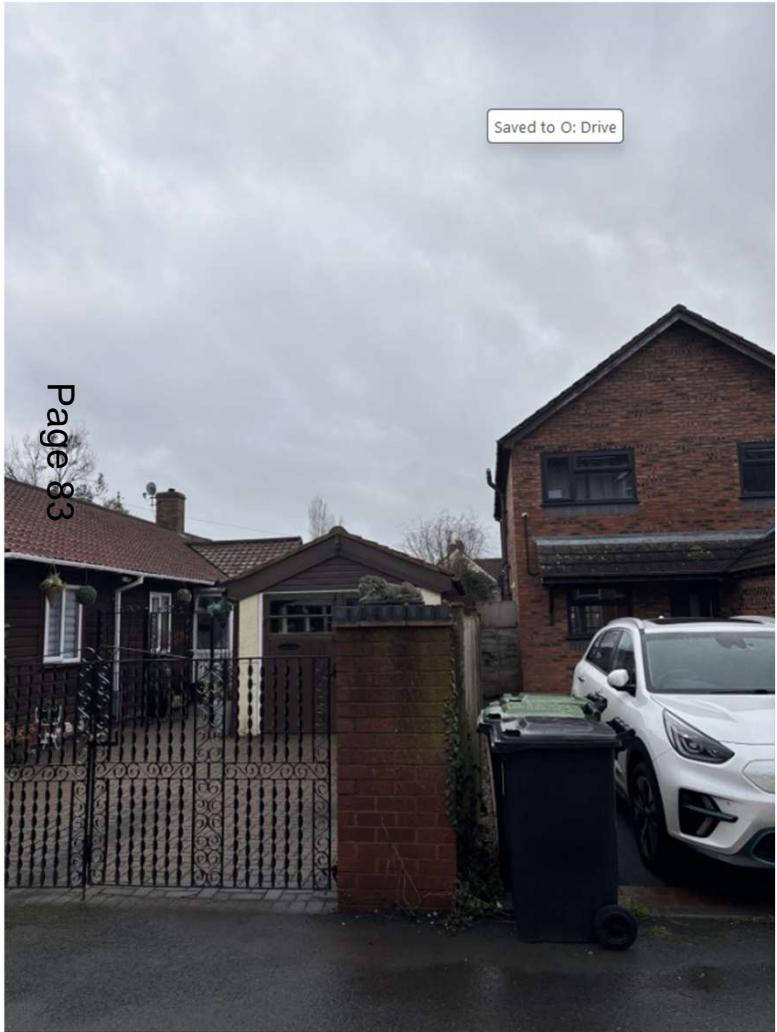


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Agenda Item 6

Site Photographs



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Agenda Item 7

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Mr David Guest	Construction of new 3-bedroom dwelling on land adjacent to 18 Broadfields.	25.09.2025	25/00872/FUL

Councillor Lambert 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

- The Highway Authority has undertaken an assessment of the planning application.
- Based on the analysis of the information submitted the Highway Authority concludes that there would not be an unacceptable highway impact and therefore there are no justifiable grounds on which an objection could be maintained.
- Recommend conditions relating to:
 - Vehicle access
 - Access and parking facilities in conformity with submitted details
 - Visibility splays
 - Cycle parking

Worcestershire Regulatory Services (Contaminated Land)

- No objection

North Worcestershire Water Management

- No objection subject to conditions relating to:
- Surface water drainage
- Permeable surfacing

Hagley Parish Council

- Objection

Highway safety

- As this is a corner site, it is important that the view of each road from the other should be kept clear and unobstructed. It is also only 30m from the junction of Broadfields and Harberrow Close.
- The precedents cited in the applicant's Design and Access Statement are in Winds Point, where they are deeper into the estate. Winds Point and its adjoining closes have become a separate character area from Broadfields.
- Winds Point is a cul-de-sac with two others leading off it, so that there will be no through traffic going beyond them. This contrasts with Broadfields, which is the access route to Winds Point in one direction and Harberrow Close and Long Compton Drive in the other.

Plot size and design

Agenda Item 7

- The proposed house fails to conform to the Bromsgrove High Quality Design SPD 2019. The Statement cites several similar developments within the same estate. But these date from before the adoption of the SPD, which will accordingly, have overridden any such precedents.
- The Design Code resists the subdivision of plot and requires houses to be "sited comfortably within their plot", which this proposal does not.
- There is a clear building line in Eton Walk, which this proposed house offends against. The plan shows two parking spaces, but one of those two at the back of the house is behind the other and is thus unlikely to be used. This is liable to lead to a car being parked on the highway, which should be unacceptable for one of the two access roads to the estate.
- The house is designed with a dormer window in the roof. If there are dormer windows elsewhere on the estate they are at the back of a house where they are not visible from the road, as this one must be, since it is on a corner site. By being built almost up to the rear of the pavement, this will adversely affect the outlook from the front of the houses on the opposite side of Eton Walk.

Publicity

22 letters sent 04.11.2025 (expired 21.11.2025)

Objections letters from 5 individuals have been received, raising the following principal matters (in summary):

- The existing access is already hazardous.
- On corner of a busy junction and will remove visibility thus endangering life. Really busy school rat run too. Many pupils being driven in from outside catchment
- Construction on the said corner would endanger pedestrians trying to cross the road as the building itself reduces visibility, as would the surrounding fence
- Parking at the back would be in tandem on a really busy hill
- Area is already saturated with cars and houses. No room to keep building in corner gardens.
- This area was built for a certain number of homes, re electricity, water etc. Developer keeps buying homes and squeezing others into gardens which are for children.
- No space for a house in the said garden
- Little green space as it is
- Noise and no doubt vibration to our row or houses will be dreadful.
- Concerns regarding the dormer window.

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 Lambert

- Concerns relating to lack of amenity space.
- The proposed property would have a detrimental impact on the street scene in terms of being forward of the existing building line on Eton Walk
- Highways would not support the proposal

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles
BDP2 Settlement Hierarchy
BDP19 High Quality Design

Others

National Planning Policy Framework (2024)
Bromsgrove High Quality Design SPD
National Design Guide

Relevant Planning History

- 24/01080/FUL: Construction of 1No 4-bedroom dwelling with associated car parking and private amenity space on land adjacent to 18 Broadfields, Hagley. Withdrawn 01.07.25.

The Site

The site falls within the development boundary of Hagley. It currently forms a side garden to 18 Broadfields and is located adjacent to the north facing side elevation of 18 Broadfields. The site fronts onto Broadfields and runs parallel to Eton Walk, it is located on the corner of these two roads. The area is residential in nature.

The proposed site has a maximum of width of 9.2m and maximum length of 29.2m. Topographically the site slopes upwards from west to east. The majority of the site is laid to turf containing hedges and shrubs forming domestic landscaping to No 18. Currently, a 1.8m high fence forms the garden boundary to No18 fronting Eton Walk.

Proposal

The proposed development would provide 1x 3-bedroom dwelling. The dwelling will be attached to the existing dwelling. The proposed materials will match the existing dwelling. The proposal will have two parking spaces to the rear of the property. The proposal includes a garden shed for cycle storage.

Assessment of Proposal

Principle

The proposed dwelling would be located within Hagley and Policies BDP1, BDP7 and BDP19 of the Bromsgrove District Plan would be relevant in considering the proposal. Policy is supportive of the proposal so long as it respects the character and appearance of the surroundings and does not impinge on residential amenities enjoyed by occupiers of existing development nearby. Policy is supportive of housing mix where 2- and 3-bedroom properties are encouraged to be delivered.

The site is designated as residential in the Bromsgrove District Plan (2017), where in principle, subject to certain considerations, residential development is considered to be acceptable. Furthermore, the Council cannot demonstrate a five-year housing land supply (5YHLS). In the context of paragraph 11(d) and footnote 7 of the National Planning Policy Framework (NPPF), the lack of 5YHLS means that planning

Agenda Item 7

permission for residential development should be granted unless any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework as a whole. The provision of 1 dwelling weighs in favour of the proposal.

Sustainability

The application site is located in Hagley in the urban area. Policy BDP2 sets out the Settlement Hierarchy, where residential development will be supported.

The site is located on Broadfields, and the nearest day to day services and functions are found 350 metres broadly south of the site. Hagley Train Station is approximately 300 metres to the southwest of the site. To access services, pedestrians and cyclists travelling from the proposal site would use Worcester Road, which is paved and features street lighting. I consider this site to be in a sustainable location.

Design Policy

BDP19 of the Bromsgrove District Plan, Bromsgrove High Quality Design SPD and the NPPF are most relevance in considering the proposal.

The current site is a corner plot, with Broadfields and Eton Walk. No18 Broadfields is located within a typical 1970 built housing estate. Generally, the surrounding dwellings all take the same form with regards to design, scale and mass, with some variation between areas of the estate dependant on original plots sizes and recent alterations brought about by extensions and conversions.

No 18 Broadfields is at the end of a row of 6 terraced houses. The ridge and eaves height match that of the existing dwellings. An attached design ensures that the pattern of the arrangements of street blocks is continued, ensuring the development will integrate neatly into the existing urban fabric. The proposal is seen to adhere to the building line along Broadfields and Eton Walk. It should be noted that Eton Walk does not have a consistent unified building line running through it.

The materials for the new dwelling will match that of 18 Broadfields ensuring that the proposed development will not look out of place in its surroundings and will blend in well as have all of the other new developments that have taken place on this estate and used matching materials.

Therefore, the proposal would respect the character and distinctiveness of the local area in accordance with Policy BDP19 of the Bromsgrove District Plan and the Bromsgrove High Quality Design SPD.

It is proposed that the current rear amenity space afforded to 18 Broadfields is divided between the two properties to provide one area of rear private amenity space to each plot. Section 4.2.29 of the SPD states that the Private amenity space and spacing standards, states gardens should be of a minimum size of 70sqm.

The new dwelling will have 73sqm of private amenity space and 18 Broadfields will have 91sqm of private amenity space. The amount of private amenity space for both the host dwelling and the proposed is acceptable.

Residential Amenity

The closest end gable of No. 9 Eton Walk is a flank wall with a bathroom window facing the application site. The window is not a habitable room and is approximately 10m from the proposed dwelling's rear elevation.

Regarding any excess construction noise, this would be controlled by statutory noise nuisance regulation if excessive.

Having regard to this, and the fact the proposed dwelling will not be closer than the existing dwelling (No18) and the side elevation window of No9 Eton Walk serves a non-habitable room, the privacy of No9 Eton Walk will be maintained. Sufficient distance is achieved from other surrounding dwellings. Taking these into account, the proposal would not result in any adverse harm to residential amenity.

Highways

Members will note the objections from third parties and Councillor Lambert on highway grounds. Worcestershire County Council Highway Authority (WCCHA) have raised no objection to the scheme subject to conditions.

Ecology and Biodiversity Net Gain

Biodiversity Net Gain (BNG) of 10% for developments is a mandatory requirement in England under the Environment Act 2021, subject to some limited exceptions. Unless exempt, every planning permission granted pursuant to an application submitted after 12 February 2024 is deemed to have been granted subject to a pre-commencement condition requiring a Biodiversity Gain Plan to be submitted and approved by the local planning authority prior to commencement of the development. It has been found that the proposal triggers the need to provide a minimum 10% biodiversity net gain (BNG).

A statutory metric has been submitted alongside an BIA Biodiversity Impact Assessment. The metric shows a baseline of habitat units, and the report confirms the development will seek to retain the most valuable habitats onsite including trees and the boundary hedges. The report/metric outlines onsite habitat creation and outlines it is possible to achieve the 10% onsite. This matter will be agreed via condition. The development is therefore acceptable in this regard, and the pre-commencement condition will be set out within the informative section attached to any approval. A planning condition to secure bat/bird boxes can also be attached.

Other Matters

Letters of objection have been received from 5 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.

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Concern raised	Response
The dwelling on this corner plot is out of keeping with the overall pattern of development in the area.	It is considered the dwelling follows the development pattern of the area.
The proposed access is too close to the junction and is dangerous 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 has raised no objection to the application.
No benefit to the local community	There would be some economic benefits arising, primarily relating to direct and indirect jobs, and the longer-term boost to local spending power. This development would offer such benefits, some of which would be temporary and short term, but others would be longer lasting and permanent. There is also a demand for additional dwellings locally and nationally.

Conclusion

Currently, the Council cannot demonstrate a 5-year housing land supply. Paragraph 11 of the NPPF is therefore engaged. It has been demonstrated above that the scheme complies with the policies of the Bromsgrove District Plan, the Council's High Quality Design SPD and the NPPF. As such, the proposal would represent a sustainable form of development which would contribute to the district's housing supply and should be granted permission subject to conditions. There are no technical concerns with the proposal that would significantly and demonstrably outweigh the benefits of the proposal as a whole.

RECOMMENDATION: That planning permission be **GRANTED**

Conditions:

- 1) The development must be begun no later than 3 years beginning with the date of this permission.

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

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

Drawing No: BF 02.25: Elevations, Block Plan, Site location Plan (Amended Plans).

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

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- 3) The form, colour and finish of the materials to be used externally on the walls and roofs of the development hereby approved shall be carried out in accordance with document titled: Design and Access Statement, submitted July 2025.

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

- 4) No works in connection with site drainage shall commence until a scheme for surface water drainage has been submitted to and approved in writing by the Local Planning Authority. This scheme shall be indicated on a drainage plan. Infiltration techniques are to be used, and the plan shall include the details and results of field percolation tests. If infiltration drainage is not possible on this site, an alternative method of surface water disposal should be submitted for approval. There shall be no increase in runoff from the site compared to the pre-development situation up to the 1 in 100-year event plus an allowance for climate change. The drainage scheme shall be implemented prior to the first use of the development and thereafter maintained.

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

- 5) The permeable surfaced driveway shall not be replaced by impermeable surfaces without prior written approval from the Local Planning Authority.

Reason: To ensure permeable surfaced surfaces remain permeable to not exacerbate flood risk on the site or elsewhere for the lifetime of the development.

- 6) The Development hereby approved shall not be occupied until the first 5 metres of the access to serve the dwelling, measured from the edge of the carriageway, has been surfaced in a permeable bound material.

Reason: In the interests of highway safety.

- 7) The Development hereby approved shall not be brought into use until the access and parking facilities have been provided as shown on drawing BF.02.25

Reason: To ensure conformity with submitted details.

- 8) Development shall not begin until visibility splays are provided from a point of 1.05m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 43 metres measured along the nearside edge of the adjoining carriageway, to a vertical offset distance of 0.6m from the edge of the carriageway. Nothing shall be planted, erected and/or allowed to grow on the triangular area of land so formed which would obstruct the visibility described above.

Reason: In the interests of highway safety.

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

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

10) Prior to installation details of the boundary treatments to be provided on site shall be submitted to and approved in writing by the Local Planning Authority. Prior to first occupation of the hereby approved dwellings the boundary treatments as approved shall be installed.

Reason: To ensure the development is afforded privacy and security between neighbours and the public realm

11) Prior to first occupation, in order to provide a net gain in biodiversity for protected species, two schwegler bat and/or bird boxes or equivalent per dwelling shall be placed on site in suitable locations at least 3 metres above ground level facing to the south or east and kept thereafter in perpetuity.

Reason: To ensure that the proposal results in a net gain of biodiversity having regard to Policy BDP21 of the Bromsgrove District Plan and Paragraph 187 of the National Planning Policy Framework.

12) Prior to first occupation a detailed scheme of soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall be completed within the first available planting season from the date of occupation or completion of the development, whichever is the earlier.

For a period of five years after the completion of the approved landscaping scheme, the trees, hedges and shrubs shall be protected and maintained in a healthy condition. Any trees, hedges or shrubs that cease to grow or are felled, removed, uprooted, destroyed or die, or become in the opinion of the Local Planning Authority seriously damaged, diseased, or defective, shall be replaced by trees, hedges, or shrubs as may be approved in writing by the Local Planning Authority. This replacement planting shall be undertaken before the end of the first available planting season (October to March inclusive for bare root plants), following the removal, uprooting, destruction or death of the original trees or plants.

Reason: To safeguard and enhance the landscape character and visual amenity of the area; to help assimilate the development into its immediate surrounds; and to provide ecological, environmental and biodiversity benefits, in the interests of a net biodiversity gain.

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

25/00872/FUL

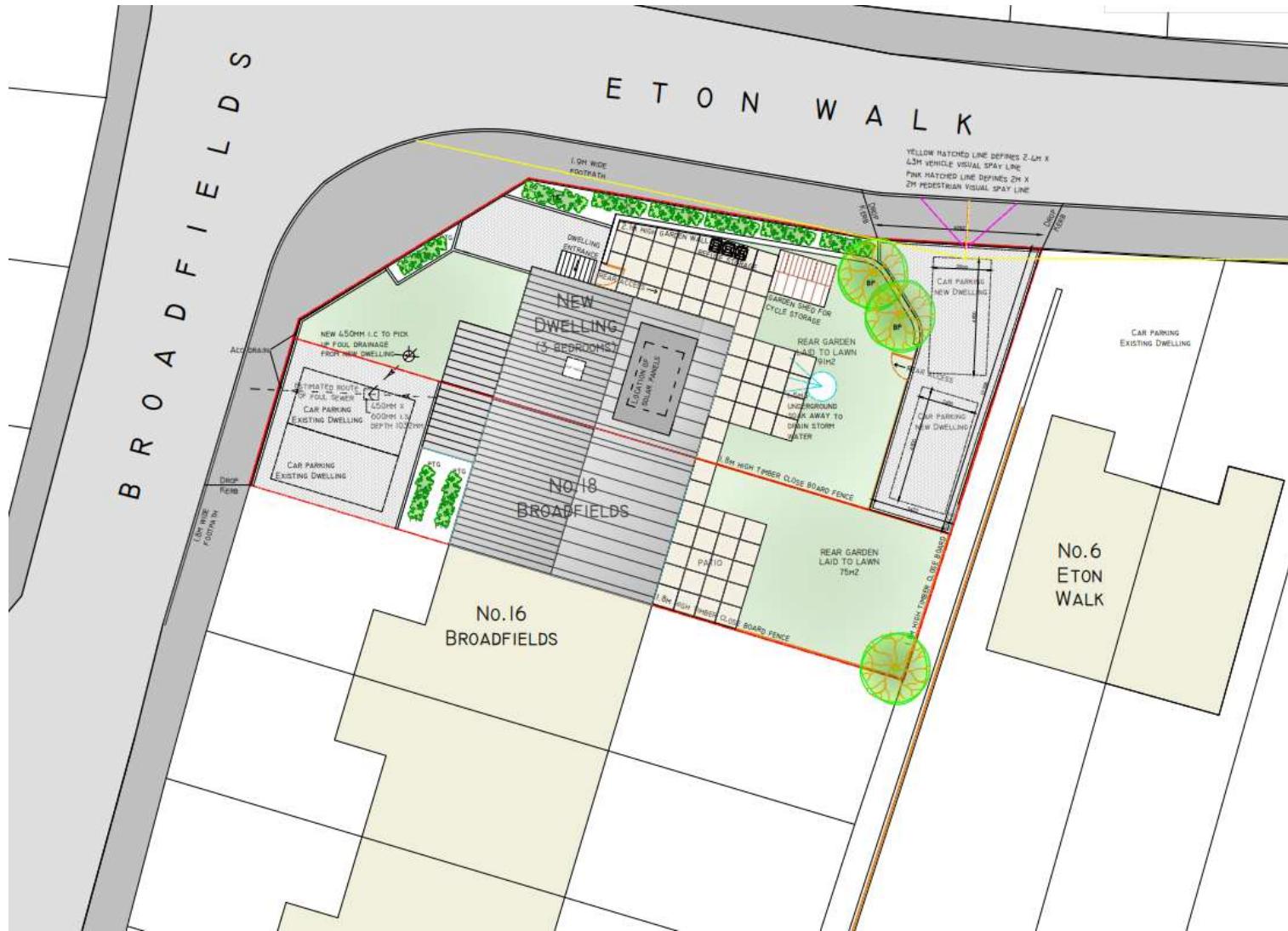
18 Broadfields Hagley Worcestershire DY9 0PH

Construction of new 3-bedroom dwelling on land adjacent to
18 Broadfields.

Recommendation: Approval

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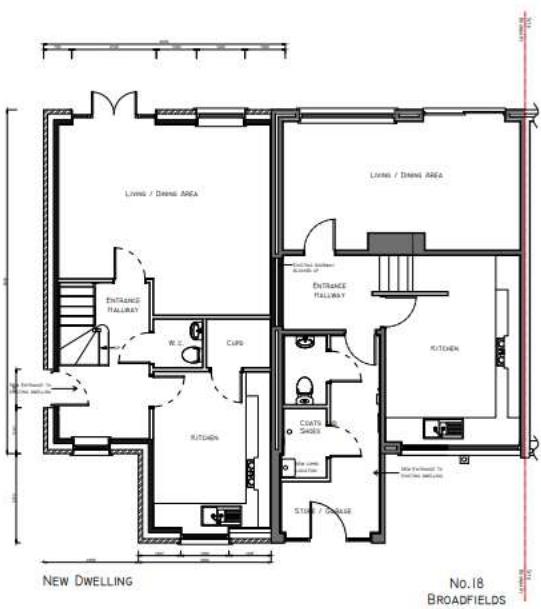
(A) PROPOSED FRONT ELEVATION (WEST FACING)
SCALES 1/100
BF . 02 . 25



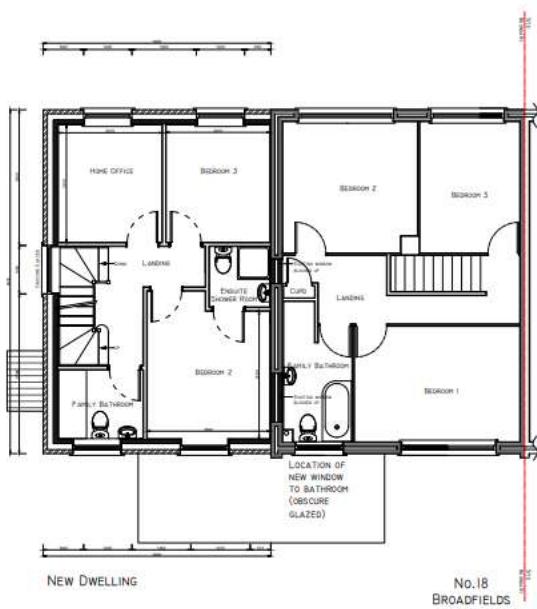
(B) PROPOSED REAR ELEVATION (EAST FACING)
SCALES 1/100
BF . 02 . 25



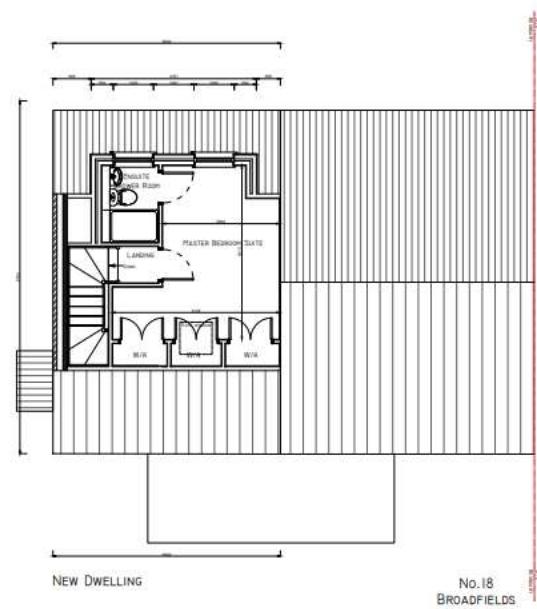
(C) PROPOSED LH SIDE ELEVATION (NORTH FACING)
SCALES 1/100



D PROPOSED GROUND FLOOR PLAN SCALES 1/100
BF . 02 . 25



E PROPOSED FIRST FLOOR PLAN SCALES 1/100
BF . 02 . 25



F PROPOSED SECOND FLOOR PLAN SCALES 1/100
BF . 02 . 25







Planning Performance Information
Quarter Three (1 October 2025 – 31 December 2025)

Responsible Portfolio Holder	Councillor Kit Taylor
Responsible Assistant Director	Ruth Bamford

1.0 Purpose of Report

1.1 To receive an item of information in relation to planning performance and the outcomes of recent planning appeal decisions and planning appeal cost awards. Officers will answer any related questions at the meeting as necessary.

2.0 Recommendation

2.1 The Committee is asked to **RESOLVE** that this item of information is noted.

3.0 Report

3.1 This report provides details on the determination timescales for planning applications and planning appeals at Bromsgrove District Council when tested against the Government set timescales. This paper seeks to provide Members with a quarterly breakdown where applicable. Appendix One to this report contains a list of planning appeals determined in the relevant quarter.

4.0 Planning Statistics

4.1 On a quarterly basis, Local Planning Authorities supply information to the Ministry of Housing, Communities and Local Government (MHCLG) on planning application type, volume, the speed of determination and other matters such as the number of planning Enforcement Notices, Breach of Condition Notices, Certificates of Lawfulness and Notification applications. The Government then use this information to publish planning performance data for each Local Authority that assesses the speed of decision making and the quality of decision making for major and non-major applications.

4.2 The Ministry of Housing, Communities and Local Government publishes the document 'Improving Planning Performance'. This sets out that a local planning authorities' performance is based on two measures, that of the speed and the quality of their decisions on planning applications for major and non-major development. The document sets out the relevant performance targets and the concept of being designated if targets are not met.

5.0 Speed of Decision-Making

5.1 Planning performance is based on a one-year rolling assessment period and measures the speed of decision-making.

- 5.2 Speed of decision-making is measured by the proportion of applications that are decided within the statutory determination period (8 weeks for non-major applications and 13 weeks for major applications), or an agreed extended period of time.
- 5.3 The Government requires a minimum of **60%** of major and **70%** of non-major applications to be determined in time, or within an agreed extension of time.
- 5.4 Underperformance for speed of decision-making is when a Local Planning Authority determines a lesser proportion of applications in time compared to the required threshold.

6.0 Bromsgrove District Council Speed of Decision-Making Figures

- Speed of decision-making for major applications over the rolling one-year period = **93.8%**
- Speed of decision-making for non-major applications over the rolling one-year period = **89%**

NB: The Government requires 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.

Source: These are internal Officer level calculations.

7.0 Quality of Decision-Making

- 7.1 The information on the quality of decision making looks at the Local Planning Authority's performance over a two-year period. The performance data looks at the number of major and non-major applications determined by the District Council, how many have been refused, how many decisions have been appealed and how many appeals have been allowed. It then expresses the result of a percentage of the total applications in those categories.
- 7.2 Quality of decision-making is measured by the proportion of total decisions, or non-determinations, that are allowed at appeal. Fundamentally the performance measure is assessing how many applications the Authority has refused that have gone to appeal and the decision has been overturned by the Planning Inspectorate. The Government have set the maximum threshold that no Authority should exceed **10%** of decisions overturned at appeal.
- 7.3 The data is intentionally nine months behind the date of publication to allow a time lag for appeals in the pipeline to be determined.
- 7.4 Underperformance for quality of decision-making (represented by the proportion of applications that are subsequently overturned at appeal) is when

an Authority achieves a higher proportion of applications overturned at appeal compared to the required threshold.

8.0 Bromsgrove District Council Quality of Decision-Making Figures

- Quality of decision-making for major applications for the most recent period available (January 2023 – December 2024) = **6.2%**
- Quality of decision-making for non-major applications for the most recent period available (January 2023 – December 2024) = **2.4%**

NB: The Government requires that no Local Planning Authority should exceed 10% of decisions overturned at appeal.

Source: Table 152a and 154

9.0 Further Statistical Information

- 9.1 Members can access further information relating specifically to applications received and determined, application types, outcomes and those relating to a particular geographical area of the District, by using the Public Access advanced search and completing the relevant drop-down options. Guidance on how to use the advanced search function of Public Access can be found in the Public Access User Guide.
- 9.2 Planning Application statistics for all Local Planning Authorities across England are also published on a quarterly basis by MHCLG. Information on planning application statistical performance is available on the GOV.UK live tables. The tables can be accessed here: Live tables on planning application statistics - GOV.UK (www.gov.uk).
- 9.3 The Planning Inspectorate also publishes statistics in relation to their timeliness with planning appeals, which can be accessed here: [Statistics at The Planning Inspectorate - Planning Inspectorate - GOV.UK \(www.gov.uk\)](http://Statistics at The Planning Inspectorate - Planning Inspectorate - GOV.UK (www.gov.uk))
- 9.4 The Government is also promoting the 'Planning Performance Dashboard' Planning Performance Dashboard Table Final.xlsx which shows the proportion of decisions made by a local planning authority with, and without, the use of Extension of Time agreements. The Government considers providing this level of information enhances the transparency of planning performance data.

10.0 Bromsgrove District Council Appeal Decisions

- Number of major appeals allowed in Quarter 3 and dismissed in Quarter 3:
Allowed = 0
Dismissed = 0

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- Number of non-major appeals allowed in Quarter 3 and dismissed in Quarter 3:
Allowed = 1
Dismissed = 3

10.1 A list of appeal decisions received in Quarter 3 are provided in Appendix One attached to this report.

11.0 Planning Appeal Cost Awards

11.1 There are no cost award outcomes relating to recent planning appeals to report.

12.0 Financial, Legal, Policy and Risk Implications

12.1 It is important to manage and monitor the speed of decision-making, the quality of decision-making and cost awards.

13.0 Consultation

13.1 There has been no consultation other than with relevant District Council Officers.

14.0 Author of Report

14.1 The author of this report is Dale Birch (Development Management Manager) who can be contacted on 01527 881341 or d.birch@bromsgroveandredditch.gov.uk for more information.

14.2 Date of Report

3 February 2026

15.0 Appendices

15.1 Appendix One
Appeal Decisions: Quarter Three

Appendix One Appeal Decisions: Quarter Three

Major Appeal Decisions Quarter Three (0)

Non-Major Appeal Decisions Quarter Three (4)

Application Reference	24/00342/FUL
Decision Status	Committee
Appeal Reference	APP/P1805/W/25/3360244
Site	Land junction of Blackwell Road/Alcester Road, Burcot
Proposal	Part-retrospective change of use of land for the creation of 2no. Gypsy/Traveller pitches, comprising the siting of 1 mobile home, 1 touring caravan and 1 dayroom per pitch, alongside the formation of an access road and associated landscaping
Inspectorate Decision	Allowed insofar as it relates to change of use of land creation of 2no. Gypsy/Traveller pitches, comprising the siting of 1 mobile home and 1 touring caravan per pitch, alongside the formation of an access road and associated landscaping
Date of Decision	24 October 2025

Application Reference	25/00364/FUL
Decision Status	Delegated
Appeal Reference	APP/P1805/D/25/3372022
Site	124 Bromsgrove Road, Romsley
Proposal	First floor extension over the existing single storey side extension
Inspectorate Decision	Dismissed
Date of Decision	5 November 2025

Application Reference	21/01749/FUL
Decision Status	Delegated
Appeal Reference	APP/P1805/W/25/3372794
Site	7 Rock Hill, Bromsgrove
Proposal	Two-storey rear and side extension and internal changes to existing first-floor layout to create 4 additional flats and separate ground floor shop (Use Class E(a)).
Inspectorate Decision	Dismissed
Date of Decision	20 November 2025

Application Reference 25/00599/FUL

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Decision Status	APP/P1805/D/25/3371694
Appeal Reference	Delegated
Site	179 Worcester Road, Hagley
Proposal	Two storey side extension over existing garage
Inspectorate Decision	Dismissed
Date of Decision	25 November 2025
