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BROMSGROVE DISTRICT COUNCIL

MEETING OF THE PLANNING COMMITTEE

THURSDAY 6TH AUGUST 2026
AT 6.00 P.M.

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

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

AGENDA

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

To invite Councillors to declare any Disclosable Pecuniary Interests or Other Disclosable Interests they may have in items on the agenda, and to confirm the nature of those interests.
3. To confirm the accuracy of the minutes of the meeting of the Planning Committee held on 4th June 2026. (Pages 7 - 18)
4. Updates to planning applications reported at the meeting (to be circulated prior to the start of the meeting)
5. 26/00446/PIP - Erection of up to 5 dwellings. Land at Dagnell End Road, Redditch. Mr P Bubb. (Pages 19 - 32)

6. 26/00608/PIP - Permission in principle for the erection of between 6no. and 8no. dwellings. Land at Littleheath Lane, Lickey End. H2Land Ltd. (Pages 33 - 52)
7. 26/00610/PIP - Development of up to 9 dwellings with associated infrastructure. Land south of Callow Hill Road, Alvechurch. Mr S Field. (Pages 53 - 74)
8. Planning Performance Report - Quarter One. (Pages 75 - 82)
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.

John Leach
Chief Executive

Parkside
Market Street
BROMSGROVE
Worcestershire
B61 8DA

29th July 2026

**If you have any queries on this Agenda please contact
John Swann
Democratic Services Officer**

**Parkside, Market Street, Bromsgrove, B61 8DA
Tel: 01527 64252 ext 3443
Email: john.swann@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 64252 ext 3443 or by email to john.swann@bromsgroveandredditch.gov.uk before 12 noon on Tuesday 4th August 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 4th August 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.



INFORMATION FOR THE PUBLIC

Access to Information

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

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

You can access the following documents:

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

at www.bromsgrove.gov.uk

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BROMSGROVE DISTRICT COUNCIL

MEETING OF THE PLANNING COMMITTEE

MONDAY 4TH JUNE 2026, AT 6.01 P.M.

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

Officers: Ms. R. Bamford, Mr. D. M. Birch, Ms. S. Hazlewood, Mr. D. Kelly, Ms. S. Williams, Mr. G. Day and Mr. J. Swann.
Also Present: Mr. M. Howarth (Legal Advisor - Anthony Collins Solicitors) and Mr. B. Simm (Highways Development Management and Control Manager - Worcestershire County Council).

The Democratic Services Officer addressed the Committee and outlined that Councillor D. J. Nicholl had been appointed to the Planning Committee in lieu of Councillor J. W. Robinson, for the 2026/ 27 municipal year.

1/26

ELECTION OF CHAIRMAN

As this meeting of the Planning Committee was the first held during the municipal year of 2026/ 27, Members present were required to elect a Chairman.

RESOLVED that Councillor M. Marshall be elected as Chairman of the Committee for the municipal year of 2026/ 27.

2/26

ELECTION OF VICE- CHAIRMAN

As this meeting of the Planning Committee was the first held during the municipal year of 2026/ 27, Members present were required to elect a Vice- Chairman.

RESOLVED that Councillor B. Kumar be elected as Vice- Chairman of the Committee for the municipal year of 2026/ 27.

3/26

APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTES

Apologies for absence were received from Councillors A. Bailes, H. J. Jones, R. E. Lambert.

Councillor B. M. McEldowney was in attendance as the substitute Member for Councillor A. Bailes and Councillor S. T. Nock was in attendance as the substitute Member for Councillor H. J. Jones.

4/26

DECLARATIONS OF INTEREST

There were no declarations of interest.

5/26

MINUTES

The minutes of the Planning Committee meetings held on 9th April and 11th May 2026 were received.

RESOLVED that the minutes of the Planning Committee meetings held on 9th April and 11th May 2026 be approved as a correct record.

6/26

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

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

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

7/26

17/01468/FUL - CONSTRUCTION OF FREESTANDING RESTAURANT WITH ASSOCIATED DRIVE THRU, CAR PARKING AND LANDSCAPING AND ASSOCIATED WORKS. ALTERATIONS TO ACCESS. LAND AT STOURBRIDGE ROAD, BROMSGROVE. MCDONALD'S RESTAURANTS LTD AND CORDWELL LEISURE DEVELOPMENTS LTD.

Further to Minute No. 72/26 (meeting held on 9th April 2026) the Planning Committee considered the application.

It was being reported to the Planning Committee for consideration due to the land being owned by Bromsgrove District Council, in accordance with the Council's constitution.

Further information was included in the Committee Update, which detailed that further representations had been received in relation to the impact upon the highways network and residential amenity, as well as health and wellbeing concerns.

It was acknowledged that a further objection had been received after the publication of the Committee Update.

The Committee Update also detailed that a consultation response had been received from Worcestershire County Council Public Health, as detailed within the Committee Update.

Furthermore, with respect to the impact upon residential amenity, in particular the noise and activities associated with deliveries to the site, officers had given the matter revised consideration. Accordingly, an additional Condition was laid out in the Committee Update, that 'Deliveries to the store shall only take place between 20.00 to 00.00 and not at any other time', to protect the amenities of adjacent occupiers.

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

Officers presented the report and in doing so highlighted that the application was for the construction of a freestanding restaurant with associated drive thru, car parking, landscaping and works.

The reasons for deferment at the meeting of the 9th April 2026 were highlighted by officers, namely, confirmation that the highways modelling was based on up-to-date base data, and evidence that the scheme had been tested against all reasonable future scenarios. The full response and further information in relation to these reasons was detailed in the report.

Officers presented the presentation slides, as detailed on pages 53 to 62 of the main agenda pack which detailed the proposed location of the restaurant, access points to the carriageway and a digital rendering of the restaurant.

The presentation slides detailed the main matters for consideration, namely, principle of development, public health, design and historic environment, highways matters and trees on page 62 of the main agenda pack.

479 representations had been received, of which 541 were in objection and 27 in support.

A wide number of partner agencies had been consulted as part of the planning process, with the majority of consultees raising no objections to the proposal. Furthermore, no objections subject to Conditions, had been received by Worcestershire County Council as the highways authority.

Further information, including relevant planning history, the Bromsgrove District Plan (BDP) and the National Planning Policy Framework (NPPF) was relayed to the Committee.

It was noted that the planning application was recommended to be granted, subject to conditions. In addition, it was recommended that delegated powers be granted to the Assistant Director for Planning, Leisure and Culture Services to determine the application following the receipt of a suitable and satisfactory legal mechanism in relation to the following matter, namely, £10,000 for the revalidation and optimisation of the Microprocessor Optimised Vehicle Actuation signal timings specification at the Parkside Junction.

At the invitation of the Chairman, Carol Bennett, an objector living in the locality spoke in opposition to the application. John Gerner, objecting to the application on behalf of the Bromsgrove Society also addressed the Committee. Councillor J. Robinson, Ward Councillor, also addressed the Committee in opposition to the application. Having addressed the Committee, Councillor J. Robinson then left the room.

Members then debated the application. From the comments and questions by members of the Committee, the following responses were made, and issues highlighted:

- It was noted that West Mercia Police had made no representations in relation to the application.
- The application was in compliance with Policy BDP25.7 which applied a 400m buffer around schools, parks and youth centred facilities for hot food takeaways.
- Worcestershire County Council as the highways authority were satisfied that sufficient on-site parking had been proposed by the applicant.
- Members agreed that at present the junction on Stourbridge Road incurred heavy congestion at peak times.
- The NPPF set out a series of criteria for assessing capacity and congestion on the highways network. It stated that development should only be refused on highways grounds, should the impact on highway safety or residual cumulative impacts on the road network have been assessed as severe.
- It was noted by Members that any proposal seeking planning permission can only seek to address highways matters directly arising from the proposed development and cannot address pre-existing highways issues.
- It was proposed that a yellow box and keep clear markings be placed on the carriageway on the access point to Stourbridge Road.
- Proposed Condition 10 outlined that a detailed schedule of works including signage, pedestrian crossings and visibility splays must be approved by the Council prior to development commencing.
- Further traffic monitoring reports would be reviewed by the highways authority on a regular basis.

- Enforcement of the highways network and road traffic violations was the responsibility of West Mercia Police.
- It was questioned whether the proposed design of the restaurant was in keeping with the character of the local area.

The Committee discussed the proposal for the provision of £10,000 for the revalidation and optimisation of the Microprocessor Optimised Vehicle Actuation signal timings specification at the Parkside Junction. Members sought further clarity on how the legal mechanism in relation to this would work in practice and technical advice was provided to the Committee.

Councillor J. Clarke proposed an additional condition, namely that: 'Within 6 months of the first use of the development, and thereafter at 18 months, a Traffic Monitoring Report shall be submitted to and approved in writing by the Local Planning Authority.

The report shall include:

- a) Surveys of traffic flows and queue lengths on Stourbridge Road, Birmingham Road and at the Parkside Junction;
- b) Assessment of right-turn movements into the site and any blocking back impacts;
- c) Review of the operational performance of the Parkside junction, including signal timing efficiency;
- d) Comparison of observed impacts against those predicted within the approved Transport Assessment.

Where the report identifies that the development has resulted in materially greater traffic impacts than forecast, a scheme of additional mitigation measures shall be submitted to and approved in writing by the Local Planning Authority.

The approved mitigation measures shall thereafter be implemented in full within a timetable to be agreed and retained thereafter.'

Following receipt of the technical advice and the proposed condition the meeting was adjourned between 19.08 hours to 19.21 hours to enable Committee Members to consider the information before them.

The Committee consented that the additional Condition proposed by Councillor J. Clarke be accepted in principle, with the final wording, scope and detail to be agreed by the Assistant Director for Planning, Leisure and Culture Services, in consultation with the Chairman of the Planning Committee.

On being put to the vote it was

RESOLVED that having had regard to all the information before them and all other material considerations

(a) that planning permission be granted;

- (i) subject to the Conditions as laid out on page 46 of the main reports pack;

- (ii) subject to Deliveries to the store only taking place between 20.00 to 00.00 and not at any other time;
 - (iii) subject to a Traffic Monitoring Report submitted in writing to and approved by the Local Planning Authority within the six months of the first use of the development, and thereafter at 18 months, the final scope and detail of which to be agreed by the Assistant Director for Planning, Leisure and Culture Services, in consultation with the Chairman of the Planning Committee;
- (b) that delegated powers be granted to the Assistant Director for Planning, Leisure and Culture Services to determine the application following the receipt of a suitable and satisfactory legal mechanism in relation to the following matter:
- (i) £10,000 for the revalidation and optimisation of the Microprocessor Optimised Vehicle Actuation signal timings specification at the Parkside Junction.

Following consideration of the above matter referred to at Minute No. 90/26 the meeting was adjourned between the hours of 19.28 hours and 19.30 hours.

8/26

25/00118/FUL - CHANGE OF USE FROM BULKY GOODS RETAIL TO A MIX OF CONVENIENCE AND COMPARISON GOODS RETAILING. UNIT 1, BROOK RETAIL PARK, SHERWOOD ROAD, BROMSGROVE. SAINSBURY'S SUPERMARKETS LIMITED

It was being reported to the Planning Committee for consideration due to its classification as a major planning application.

Further information was included in the Committee Update, which detailed that further representations had been received from Firstplan Limited on behalf of Waitrose and Partners and Councillor J. Elledge

Further detail in relation to the securing of funding towards town centre mitigation measures were provided in the Committee Update. A scheme had been proposed by the Bromsgrove Centres Manager for a festoon lighting scheme costed at £25,000 along the high street, the scheme would replace the current surface- level lighting which was nearing the end of its lifespan.

It was noted that the applicant had confirmed their agreement to the proposed town centre mitigation measures, and the scheme had received no objections from Officers.

It was acknowledged that a briefing note from the applicant had been circulated to Committee Members, it was noted that this had been placed in the public domain and was available for inspection by either the public or the press via Public Access.

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

Officers presented the report and in doing so highlighted that the application was for change of use from bulky goods retail to a mix of convenience goods retailing in relation to a commercial unit.

Officers presented the presentation slides, as detailed on pages 81 to 88 of the main agenda pack which detailed the proposed floorplan and site overview which was located at Brook Retail Park, Sherwood Road, Bromsgrove.

220 representations had been received, of which the overwhelming majority were in support of the application and an extensive public consultation exercise had been conducted.

The Retail and Planning Statement outlined that the proposal would generate up to 100 new full and part- time jobs for people living in the Bromsgrove locality.

It was noted that the applicant had engaged constructively with the Council throughout the Planning process and that the proposed Argos comparison goods concession had been removed from the application.

It was outlined by Officers that Worcestershire County Council Travel Planning Team had raised no objection to the Travel Plan submitted with the application, subject to Condition 9 at Page 79 of the main agenda pack.

Further information, including relevant planning history, the Bromsgrove District Plan (including policy BDP17 – Town Centre Regeneration) and the National Planning Practice Guidance was relayed to Committee Members.

It was noted that the planning application was recommended to be granted. In addition, it was recommended that delegated powers be granted to the Assistant Director for Planning, Leisure and Culture Services to determine the application following the receipt and completion of a suitable and satisfactory legal mechanism in relation to the following matter, namely, the securing of secure funding towards town centre mitigation measures.

It was also recommended 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 laid out in the report.

At the invitation of the Chairman, Christian Wakelin, representing Sainsbury's Supermarkets Limited and Sarah Hawkins, representing Alder King (the Applicant's Planning Agent), addressed the Committee in

support of the application. Councillor S. Ammar also addressed the Committee in support of the application, before leaving the room. Councillor J. Elledge also addressed the Committee in her capacity as Ward Councillor, in opposition to the application. Having addressed the Committee, Councillor J. Elledge then left the room.

Members then debated the application. From the comments and questions by members of the Committee, the following responses were made, and issues highlighted:

- The Transport Statement, which was reviewed by Worcestershire County Council as the highways authority, had demonstrated that the change of occupier type would not have a severe impact to the local road network.
- A parking survey undertaken at the site in combination with surveyed occupancy data at existing Sainsbury's sites had concluded that there was sufficient parking to meeting customer demand.
- Works which were being undertaken as part of the A38 Bromsgrove Route Enhancement Programme would support the flow of traffic and would improve cycling and walking infrastructure within the locality.

The Committee discussed the town mitigation aspects of the proposal for the festoon lighting scheme costed at £25,000 along the high street. It was outlined that this project would enhance the visual quality of the town centre and support footfall, occupation time and the evening economy. Members sought further clarity on how the legal mechanism in relation to this would work in practice and technical advice was provided to the Committee.

The meeting was adjourned between 19.56 hours to 20.01 hours to enable Committee Members to consider the information before them.

On being put to the vote it was

RESOLVED that having had regard to all the information before them and all other material considerations

(a) that planning permission be granted;

- (i) subject to the Conditions as laid out on page 78 of the main reports pack;

(b) that delegated powers be granted to the Assistant Director for Planning, Leisure and Culture Services, following consultation with the Planning Committee Chairman, to determine the application following the receipt and completion of a suitable and satisfactory legal mechanism in relation to the following matter:

- (i) the securing of secure funding towards Town Centre mitigation measures;

- (c) 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 on page 78 of the main agenda pack.

9/26

25/00798/S73 - APPLICATION FOR THE VARIATION OF PART OF THE WORDING OF CONDITIONS 32 AND 33 OF OUTLINE PLANNING APPLICATION 16/0335 (ALLOWED AT APPEAL (APPEAL REFERENCE: APP/P1805/W/20/3265948)) TO AMEND THE OCCUPATION TRIGGER NUMBERS INCLUDED WITHIN THE AFOREMENTIONED CONDITIONS COMPRISING THE FOLLOWING: CONDITION 32 AMENDING THE OCCUPATION TRIGGER FOR A ROUNDABOUT AT THE JUNCTION OF ROCK HILL / FOX LANE FROM 100 DWELLINGS TO 398 DWELLINGS ; AMENDING THE OCCUPATION TRIGGER FOR CYCLE IMPROVEMENTS ALONG STOURBRIDGE ROAD FROM 100 DWELLINGS TO 153 DWELLINGS; AMENDING THE OCCUPATION TRIGGER FOR IMPROVEMENTS AT THE WORCESTER ROAD/ SHRUBBERY ROAD JUNCTION FROM 100 DWELLINGS TO 550 DWELLINGS AND; CONDITION 33 AMENDING THE OCCUPATION TRIGGER FOR A SIGNAL-CONTROLLED JUNCTION ON THE A448 KIDDERMINSTER ROAD FROM 200 DWELLINGS TO 396 DWELLINGS; AND ROUNDABOUT WORKS ON THE A448 KIDDERMINSTER ROAD FROM 200 DWELLINGS TO 332 DWELLINGS. LAND AT PERRYFIELDS ROAD, BROMSGROVE. TAYLOR WIMPEY UK LTD.

It was being reported to the Planning Committee for consideration due to its classification as a major planning application.

Further information was included in the Committee Update, which contained updated and revised presentation slides.

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

Officers presented the report and in doing so highlighted that the application was for a variation of part of the wording of Conditions 32 and 33 of Outline Planning Application 16/0335, which was permitted on appeal.

Officers presented the presentation slides as detailed within the Committee Update and outlined that permission had been sought by the developer to increase the house occupation trigger points that are associated with the delivery of road and highway improvements.

Taylor Wimpey Ltd had experienced a delay in securing road space on the local highway network to enable them to complete and implement the offsite highways works. This was as a result of major works taking place as part of the A38 Bromsgrove Route Enhancement Programme

and other improvements to the highways requiring road space on the highways network.

As a result of this, the request to vary the conditions to increase trigger points of house occupations would prevent delays in the delivery of required housing in the area.

It was reported that the applicant had provided supporting information and data modelling, as well as entering into discussions with the Council, Worcestershire County Council as the highways authority and Mott MacDonald.

Mott MacDonald as the Council's independent transport advisor had reviewed the proposals and concluded that whilst traffic disruption could be expected, that the proposals and strategy were appropriate to enable the delivery of the residential dwellings to be brought forward.

Worcestershire County Council as the highways authority had also reviewed the application and had raised no objection. Furthermore, they had concluded that the proposals would not result in a severe impact on capacity or congestion or result in an unacceptable impact on highway safety.

The proposal would support continued housing delivery in the District.

It was noted that a public consultation had taken place.

Further information, including relevant planning history, the Bromsgrove District Plan, and housing availability considerations was relayed to the Committee.

It was noted that the application for variation of conditions was recommended to be granted. In addition, it was recommended that delegated powers be granted to the Assistant Director for Planning, Leisure and Culture Services, following consultation with the Planning Committee Chairman, to agree the final scope and detailed wording and numbering of Conditions as laid out in the report.

At the invitation of the Chairman, Gemma Johnson, representing Marrons (the Applicant's Planning Agent), addressed the Committee in support of the application.

Members then debated the application. From the comments and questions by members of the Committee, the following responses were made, and issues highlighted:

- A hybrid approach had been recommended in respect of splitting the timings of the highways works on the A448 Kidderminster Road as covered under Condition 33.
- Permission for the development had originally been granted in 2021, and this was the first variation that Taylor Wimpey Ltd had sought approval for.

Agenda Item 3

Planning Committee
4th June 2026

- It was reported that the interim scheme was supporting the flow of traffic effectively.

Members discussed the impact of the proposed variation upon the highways network in the locality.

On being put to the vote it was

RESOLVED that having had regard to all the information before them and all other material considerations

(a) that planning permission be granted;

(b) that delegated powers be granted to the Assistant Director for Planning, Leisure and Culture Services, following consultation with the Planning Committee Chairman, to agree the final scope and detailed wording and numbering of conditions, as set out in the report.

The meeting closed at 8.37 p.m.

Chairman

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Name of Applicant	Proposal	Expiry Date	Plan Ref.
Mr P Bubb	Erection of up to 5 dwellings Land at Dagnell End Road, Redditch	02.06.2026	26/00446/PIP

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

RECOMMENDATION: That the planning in principle stage be **GRANTED**

Consultations

Worcestershire Highways - Bromsgrove

- No objection.
- WCCHA comment the site is located on the B4101 Dagnell End Road on the outskirts of Redditch and it is noted that the application for the proposed residential development has been made in accordance with the Town and Country Planning (Permission in Principle) Order 2018 (amended).
- At the 'in principle' stage, the scope of considerations is limited to location, land use and amount of development.
- All other matter including access, are considered as part of a subsequent technical details consent application, should permission in principle be granted.

North Worcestershire Water Management

- The proposed development site is situated within the catchment of the River Arrow. The site comprises an area of 0.3 ha, with current land use noted as paddock land. The site 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 indicates that there is no immediate surface water flood risk to the site, however there is a medium risk of flooding to the southeast and southwest of the site. Additionally, records show that flooding has been reported along Dagnell End Road previously. For this reason, a detailed drainage strategy must be submitted at the technical matters stage of application to ensure flood risk is not created or exacerbated to the site or surrounding area.
- Soilscales (accessible at: <https://www.landis.org.uk/soilscales/>) indicates that the underlying soil is likely to be loamy and clayey, meaning that the site could be seasonally wet with impeded drainage. If a soakaway is proposed a porosity test would be needed to determine if this is suitable. If not suitable, other options may need to be considered. Based on Severn Trent Water records, there are no nearby public sewers to connect to. An alternative option could be to discharge to the waterbody to the south of the site. But as this appears to be outside of the ownership boundary identified within the application, connecting to this waterbody will require landowner permission and an easement across third party land. Where surface water runoff cannot be kept on site an appropriate level of attenuation should be included. It would be required that surface water runoff from the site is restricted to greenfield runoff rates up to the 1 in 100 return period, including an additional 40% allowance for climate change, which should be supported by calculations.

- While in principle I have no issues with the proposed development from a flood risk perspective, no drainage details have been provided with this application. I would therefore suggest the applicant at the technical matters stage of the application include a comprehensive drainage strategy to avoid the need for conditions. This should be in the form of a drainage plan and should include the means to manage surface water from the site appropriately. It should identify where surface water will be discharged to, as well as detailing the extent of any new buildings and any new hard standing and what materials will be used to finish these areas.

Alvechurch Parish Council – consulted 29 April 2026.

Publicity

11 letters sent 29.04.2026 (expired 23.05.2026)

No representations received to date.

Councillor A Bailes

- Has called in the application for the reasons that the site is in a rural location and setting, and was rejected through the Local Plan site selection process.

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles

BDP2 Settlement Hierarchy

BDP4 Green Belt

BDP12 Sustainable Communities

BDP16 Sustainable Transport

Others

National Planning Policy Framework (2024)

Alvechurch Neighbourhood Plan

National Planning Practice Guidance

Relevant Planning History

No relevant planning history.

Assessment of Proposal

The Site

The site comprises a field measuring 0.3 hectares and is located within the Green Belt, outside the Alvechurch Village settlement as defined on the Bromsgrove District Plan Policies Map.

There is a sporadic run of development on Dagnell End Road, approximately 257 metres to the west. On the other side of Dagnell End Road opposite the site entrance is The Abbey Hotel, and to the west of the Abbey Hotel lies a parcel of land which was subject of an allowed appeal for 214 homes and supporting infrastructure (Appeal Ref: APP/Q1825/W/24/3350905).

To the north of the application site lies open fields, an access track lies immediately adjacent to the application site to the east, with open fields beyond that. Having regard to the modest scale and location of the existing development, the site has a predominately open and rural character.

Proposal

The application relates to a Permission in Principle for up to 5 no. dwellings.

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

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

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

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

Assessment of Proposal

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

5 Year Land Supply Position

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

- (i) the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Location

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

The site is located within the Green Belt, on the edge of Redditch which is considered a Large Built Up Urban Area (LBUA) and a Town. The site lies within the Green Belt and the proposal does not comprise one of the closed list of exceptions at paragraph 154 of the NPPF and Policy BDP4 of the Bromsgrove District Plan.

The applicant has submitted a Grey Belt Assessment as part of the application.

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

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

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

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

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

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

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

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

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

a) To check the unrestricted sprawl of large built-up areas; the proposal does not strongly contribute to the unrestricted sprawl of large built-up areas of Redditch due to the fact the site has physical features in reasonable proximity that could restrict and contain development, and the proposal would not result in an incongruous pattern of development. This is due to the existing development to the west and the road to the east. These features mean the site only makes a moderate contribution to checking unrestricted sprawl as the site is partially enclosed by existing development, such that new development would not result in an incongruous pattern of development and there also being subject to other urbanising influences. Therefore this site only makes a moderate contribution to checking the unrestricted sprawl of a large built-up urban area.

b) To prevent neighbouring towns from merging into one another; the site does not strongly or moderately contribute to preventing neighbouring towns from merging into one another because the nearest town is Bromsgrove, which sits to the northwest of Redditch, this site is on the northern edge of Redditch so therefore in relation to Bromsgrove this site does form part of a gap between towns. The nearest town to the north of Redditch is Birmingham, this site forms only a very small part of this gap and makes no contribution to visual separation. Therefore, the site makes a weak contribution to this purpose.

d) To preserve the setting and special character of historic towns; the nearby town of Redditch not considered to be a historic town, and as such the site makes no contribution to purpose d).

Would the application of non-Green Belt NPPF footnote 7 policies to the scheme proposed on the Green Belt part of the site provide a strong reason for refusing development? Footnote 7 states "*The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 194) and/or designated as Sites of Special Scientific Interest; land*

designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 75); and areas at risk of flooding or coastal change."

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

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

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

c) Safeguard the countryside from encroachment. There is a small row of development to the west of the application site, and a wedding venue located to the east of the site. The Abbey Hotel and Hither Green Lane (residential development) is located to the south of the application site. To the north of the application site lies open countryside. In relation to the wider function of the Green Belt, the site does not fundamentally undermine the remaining Green Belt across the area of the plan.

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

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

The Council cannot demonstrate a 5-year land supply of housing having regards to the Government's targets.

Would the development in the Grey Belt be in a sustainable location?

In the appeal decision dated 13 February 2025 (APP/Q1825/W/24/33509095), the Inspector stated:

From where access would be taken into the proposal from Hither Green Lane, the junction with Dagnell End Road lies a short distance away. Dagnell End Road joins the A441 Birmingham Road (A441) to the west at a traffic light controlled junction. To the south the A441 provides a major route into Redditch, and to the north towards the M42 and Birmingham.

This in turn provides access to a number of services in Redditch, the closest of which is the Abbey Stadium, as well as bus stops. Other services accessed in this direction include a roadside hotel/restaurant and a business park. Redditch town centre, which has a good range of services and a railway station, lies approximately 2 miles away from the site on foot. A large supermarket lies in between. The adjacent Meadow Farm site includes a hotel and restaurant. The Abbey Hotel incorporates a number of leisure facilities. Dagnell End Road does not contain a footway along the vast majority of its length. To the north of the Dagnell End Road and the A441 junction lies a petrol station/garage site, which incorporates a moderate sized foodstore.

A copy of APP/Q1825/W/24/33509095 is attached to this report as Appendix 1.

It is noted that the area is within the Alvechurch Neighbourhood Plan. The Neighbourhood Plan is a material planning consideration. Attention should be given to Policy H1 regarding the proposed site. The site lies some distance (3.5km) outside of the defined development boundary for Alvechurch, therefore does not comply with Part (a) of Policy H1 as it is outside of the designated Alvechurch Village settlement boundary. Nevertheless, the 13 February 2025 appeal decision deemed the location of the Hither Green Lane appeal site to be suitable for new development given the access to relevant services nearby to the site, and accessibility to services within Redditch.

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

Conclusion on Green Belt Matters

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

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

Amount

The amount of development (up to 5 dwellings) is considered acceptable given the area of land shown within the red line boundary on the location plan.

Other Matters

Councillor Alan Bailes: wishes for the application to be determined by the Planning Committee as the site is located in a rural location and setting, and was rejected through the local plan site selection process.

Bromsgrove District Council Strategic Planning: confirm the application site itself was not submitted to BDC under the Call for Sites, however site 237 to the north, east and west of the application was submitted, and is a large site that covers the southern half of the Bordesley area.

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

Worcestershire Highways has raised no objection to the scheme. It is acknowledged that this is the first stage in a two-part process to obtaining planning permission. Information

will be required to be presented at the Technical Detail Consent stage to demonstrate that the access arrangements are safe.

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

Conclusion

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

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Limb i) does not apply.

In view of limb (ii), the proposal would make a contribution of up to 5 dwellings to the Council's housing supply, offering some employment opportunities during construction and post development spend. The site is located within a sustainable location and is of suitable land use and amount.

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

RECOMMENDATION: That the planning in principle stage be **GRANTED**

Conditions:

No conditions can be imposed.

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

Appendix 1: Appeal [APP/Q1825/W/24/3350905](#)

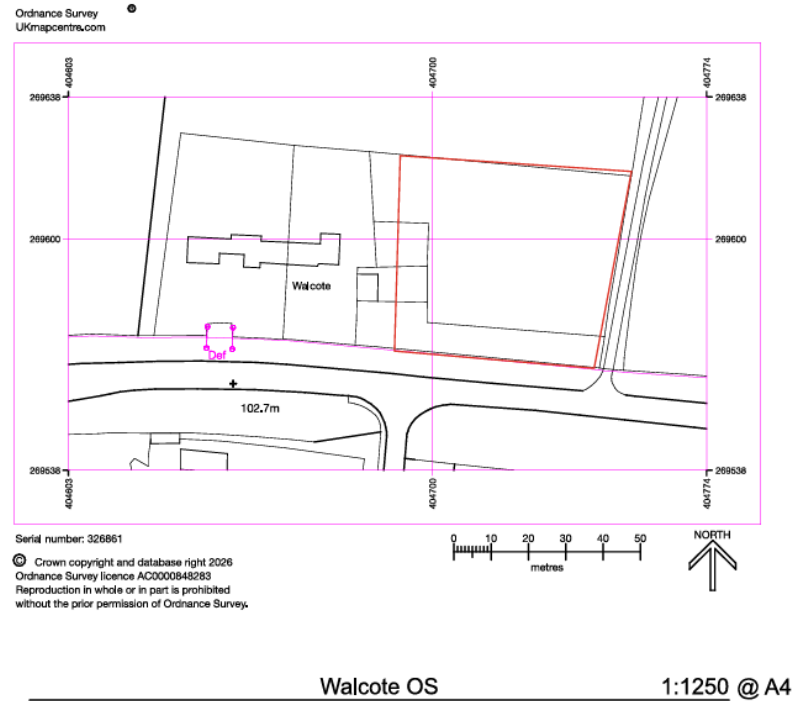
26/00446/PIP

Land at Dagnell End Road, Redditch

Erection of up to 5 dwellings

Recommendation: That permission in principle be
GRANTED

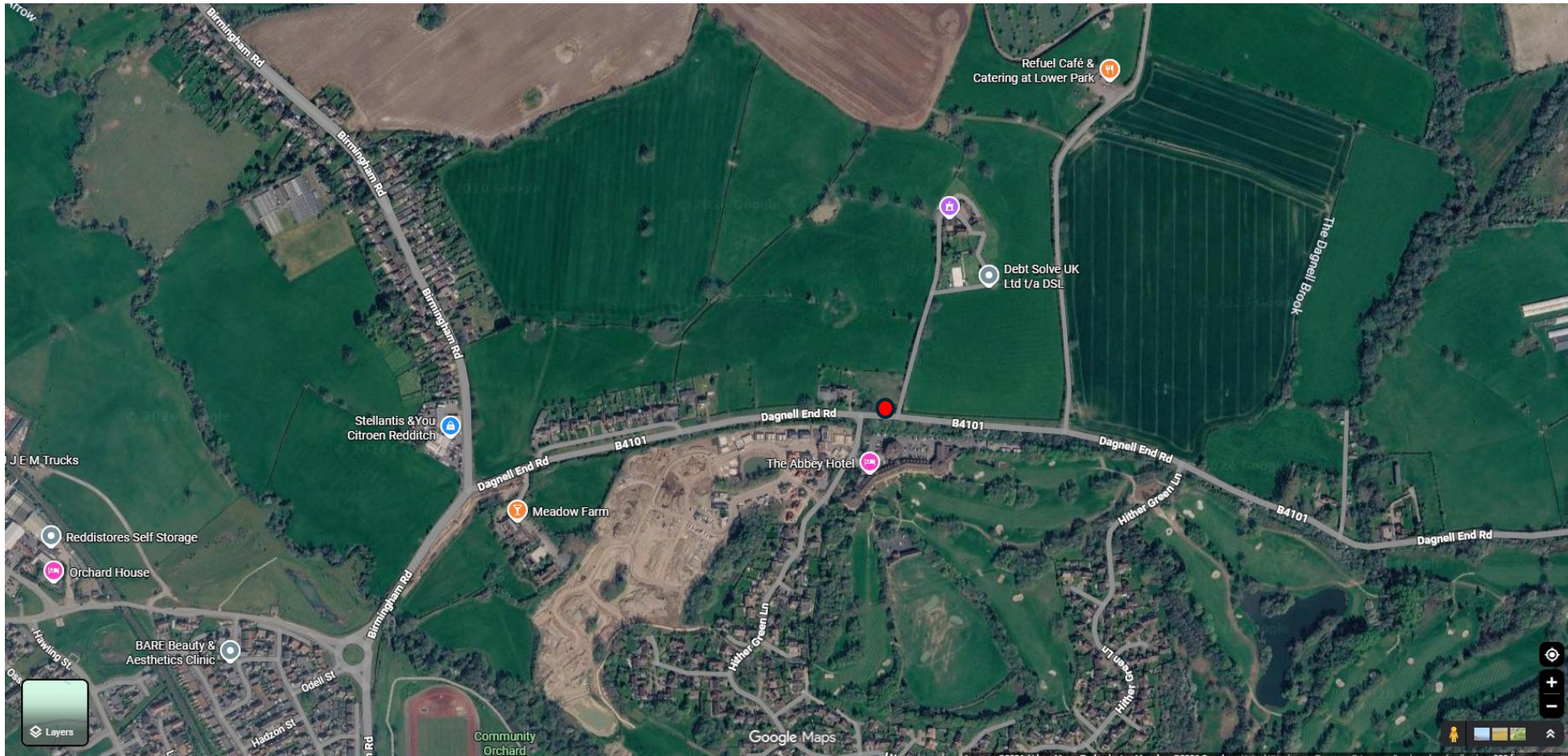
Site Location Plan



Block Plan



Google Maps Location



26/00446/PIP

Land at Dagnell End Road, Redditch

Erection of up to 5 dwellings

Main Issues:

- Location (inc. Green Belt, Grey Belt and Call for Sites)
- Land Use
- Amount of Development

Recommendation: That permission in principle be **GRANTED**

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Name of Applicant	Proposal	Expiry Date	Plan Ref.
H2Land Ltd	Permission in principle for the erection of between 6no. and 8no. dwellings Land at Littleheath Lane, Lickey End	24.06.2026	26/00608/PIP

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

RECOMMENDATION: That the planning in principle stage be **GRANTED**

Consultations

Worcestershire Highways – Bromsgrove

- No objection
- WCCHA comment that all other matters, including access are considered as part of the Technical Details Consent application;
- It is further noted that where development comprises 7 or more dwellings, access would be required to be constructed to adoptable standards in accordance with the Worcestershire County Council Streetscape Design Guide, and would be addressed at the Technical Details Consent stage.

North Worcestershire Water Management

- I am aware that permission in principle application only considers location, land use and amount of development. I believe that due to the potential flood risk and potential issues with draining the site, further detail is required to confirm that the location and land use in particular are appropriate. I therefore suggest that this application for permission in principle is refused
- The site falls within flood zone 1 (low risk of fluvial flooding) but lies adjacent to an area of flood zone 3 associated with the Spadesbourne Brook. There is a low-risk and shallow surface water flow path passing through the site from North East to South West. We are aware of reports of flooding in the nearby vicinity, including water flowing off this parcel of land. We are aware of a boundary ditch to the North of the site which we believe drains part of Littleheath Lane. Immediately to the North of this site is a flood storage area, created during the construction of the M42.
- The site is undeveloped / greenfield; the proposals are likely to result in an overall increase in the amount of hardstanding on site which may lead to additional surface water runoff being generated; this must be retained on site to greenfield rates and volumes to ensure no increase in flood risk off site.
- According to Soilscales, the site is underlain with loamy and clayey soils with impeded drainage, therefore infiltration drainage is unlikely to be feasible; on-site investigations must be carried out to verify this and to inform the detailed drainage design of the site. It is my understanding that there is no storm water sewer present at this point, although the applicant would need to undertake their own investigations to confirm this. No storm water may discharge into the highway drainage system or a foul sewer.

Publicity

10 letters sent 02.06.2026 (expired 26.06.2026)

11 letters of objection have been received to date. The comments are available in full on Public Access and are summarised below:

- The area has a high number of applications in for housing development and without the infrastructure in place to support it;
- Disturbance of wildlife habitats destroyed;
- Planning statement does not address recurring flooding in the area;
- The site is within the Green Belt;
- Access onto Little Heath Lane would be on a blind bend and highways concerns;
- Concerns over overlooking and privacy;
- No footpaths for pedestrians;
- Change in character of the area;
- Construction impact;
- Reduction of the open buffer between Little Heath Lane and the M42 motorway

Councillor R Hunter

- Has called in the application as he believes it is contrary to the Green Belt protections that have historically been in place and the interpretation of the new Grey Belt policy is subjective.

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles

BDP2 Settlement Hierarchy

BDP4 Green Belt

BDP12 Sustainable Communities

BDP16 Sustainable Transport

Others

National Planning Policy Framework (2024)

National Planning Practice Guidance

Relevant Planning History

No relevant planning history.

Assessment of Proposal

The Site

The site comprises an uncultivated agricultural field measuring approximately 0.48 hectares and is located within the Green Belt, outside of the Lickey End Village settlement as defined on the Bromsgrove District Plan Policies Map.

There is a run of development opposite the application site on Littleheath Lane, approximately 19 metres south. The defined settlement boundary of Lickey End is located 19 metres to the south and 50 metres west of the application site.

To the north of the application site lies open fields, with the M42 motorway beyond that. To the east lies a hedged row, with a garden centre beyond. Having regard to the modest scale and location of the existing development, the site has a predominately open and rural character.

Proposal

The application relates to a Permission in Principle for up to 8 no. dwellings.

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

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

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

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

Assessment of Proposal

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

5 Year Land Supply Position

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

- (i) the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Location

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

The site is located within the Green Belt, on the edge of Lickey End which is considered a village. The site lies within the Green Belt and the proposal does not comprise one of the closed lists of exceptions at paragraph 154 of the NPPF and Policy BDP4 of the Bromsgrove District Plan.

The applicant has submitted a Grey Belt Assessment as part of the application.

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

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

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

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

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

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

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

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

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

a) To check the unrestricted sprawl of large built up areas; the proposal does not strongly contribute to the unrestricted sprawl of large built-up areas, as Lickey End is a village, and not a LBUA, and the proposal site has some physical features in reasonable proximity that could restrict and contain development. This is due to the existing development to the west, Littleheath Lane to the south, as well as Bromsgrove Garden Centre to the east and the M42 motorway to the north of the site. These features mean the site only makes a moderate contribution to checking unrestricted sprawl as the site is partially enclosed by existing development, such that new development would not result in an incongruous pattern of development and there also being subject to other urbanising influences. Therefore, this site only makes a moderate contribution to checking the unrestricted sprawl of a large built up area.

b) To prevent neighbouring towns from merging into one another; the site does not strongly or moderately contribute to preventing neighbouring towns from merging into one another because of the nearest town is Bromsgrove, which sits to the south-west of the application site. The A38 is a physical barrier preventing Lickey End from merging with Bromsgrove. This site is located to the opposite end of where the A38 is located, and would make no contribution to visual separation. Therefore, the site makes a weak contribution to this purpose.

d) To preserve the setting and special character of historic towns; the nearby town of Bromsgrove is not considered to be a historic town, and as such the site makes no contribution to purpose d).

Would the application of non-Green Belt NPPF footnote 7 policies to the scheme proposed on the Green Belt part of the site provide a strong reason for refusing development? Footnote 7 states "*The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 194) and/or designated as Sites of Special Scientific Interest; land*

designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 75); and areas at risk of flooding or coastal change."

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

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

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

c) Safeguard the countryside from encroachment; there is a row of development opposite the application site on Little Heath Lane, and the settlement boundary of Lickey End beyond that. To the north of the application site lies an open field, with the M42 motorway beyond. To the east of the site lies Bromsgrove Garden Centre. In relation to the wider function of the Green Belt, the site does not fundamentally undermine the remaining Green Belt across the area of the plan.

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

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

The Council cannot demonstrate a 5-year land supply of housing having regards to the Government's targets.

Would the development in the Grey Belt be in a sustainable location?

The application site is located immediately (but outside) of the settlement boundary for Lickey End, as identified on the Council's Proposals Map. Lickey End is considered to be a 'village', and has a variety of services and amenities, including a school, convenience store and public house. Whilst the application site is just outside of the settlement boundary, there is housing along Little Heath Lane, and immediately to the west of the application site, and a bus stop approximately 400 metres south with regular services to Bromsgrove and Droitwich. There is street lighting and footpaths along Little Heath Lane towards Meadowvale Road.

Through established case law (*Wood v Secretary of State for Communities and Local Government*, *Gravesham Borough Council* [2015]), it is considered that the physical circumstances of a site and its relationship to a settlement are relevant in considering whether a site should be deemed infill for the purposes of Green Belt policy. Within the settlement boundary of Lickey End, there are footpaths with street lighting along Little Heath Lane and Meadowvale Road.

Whilst I note the application site is not within a defined settlement boundary, I take the above into account and the day to day services provided in Lickey End and further

beyond in Bromsgrove, the application site would be in a sustainable location, having regard to paragraphs 110 and 115 of the NPPF, as despite the semi-rural nature of the location, future occupiers would be able to access bus services on Little Heath Lane using footpaths to access Lickey End, Bromsgrove Town Centre and Birmingham. Those services would provide an alternative to using private vehicles to access a range of facilities for future occupiers day to day needs.

Does the proposal include major development involving housing?

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

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

Conclusion on Green Belt Matters

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

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

Land Use

The application site is currently a undeveloped piece of land. There could be potential for conflict in terms of land use with its immediate surroundings. In principle the land use may be acceptable, subject to a landscape character assessment at the TDC stage.

Amount

The amount of development (up to 8 dwellings) is considered acceptable given the area of land shown within the red line boundary on the location plan.

Other Matters

North Worcestershire Water Management: recommend refusal of the application. The applicant has submitted a Water Management Statement for further review by NWWM.

I believe that whilst the application site could have an impact upon flooding in the locality, it would not be warranted at the PIP stage to recommend refusal, as the matters for consideration under a PIP are location, land use and amount. In the recent Appeal Ref: 6004489 (9 Bromsgrove Road, Romsley, B62 0ET), dated 15 June 2026, the Inspector noted that Worcestershire County Council Highway Authority recommended refusal for the site, and the Inspector raised the fact that the Planning Practice Guidance (PPG) makes it clear that the only matters for consideration at the PIP stage are the location, land use and the amount of development, and all other matters are considered at the TDC stage (Decision at Appendix 1).

Worcestershire Highways have raised no objection to the scheme. At the 'in principle' stage, the scope of the considerations is limited to location, land use and the amount of development. All other matters including access, are considered as part of a subsequent technical details consent application, should permission in principle be granted.

It would be for the applicant to take the comments into account at a subsequent Technical Details Consent Stage.

Conclusion

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

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Limb i) does not apply.

In view of limb (ii), the proposal would make a contribution of up to 8 dwellings to the Council's housing supply, offering some employment opportunities during construction and post development spend. The site is located within a sustainable location and is of suitable land use and amount.

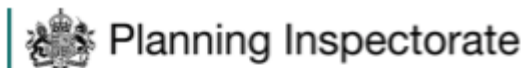
This is a two-stage approach, and the Technical Details Consent will consider the detailed development proposals. On this basis, there are some adverse impacts in regarding to flooding, however it would be for the applicant to demonstrate this during the TDC process. This impact would not significantly and demonstrably outweigh the benefits as set out in limb ii) and it is recommended that Permission in Principle is granted.

RECOMMENDATION: That the planning in principle stage be **GRANTED**

Conditions:

No conditions can be imposed.

Case Officer: Emily Cox Tel: 01527 881699
Email: emily.cox@bromsgroveandredditch.gov.uk
Appendix 1: Appeal [6004489](#)



Appeal Decision

Site visit made on 18 May 2026

by **D R Kay BA Dip.Arch RIBA**

an Inspector appointed by the Secretary of State

Decision date: 15 June 2026

Appeal Ref: 6004489

9 Bromsgrove Road, Romsley, Worcestershire B62 0ET

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant permission in principle.
- The appeal is made by Mr M Buckley against the decision of Bromsgrove District Council.
- The application Ref is 25/01094/PIP.
- The development proposed is for the demolition of the existing house and the construction of up to 4no. bungalows (a minimum of 2 and a maximum of 4).

Decision

1. The appeal is allowed and permission in principle is granted for the demolition of the existing house and the construction of a minimum of 2 and a maximum of 4 bungalows at 9 Bromsgrove Road, Romsley, Worcestershire B62 0ET in accordance with the terms of the application, Ref 25/01094/PIP.

Applications for costs

2. An application for costs was made by Mr M Buckley against Bromsgrove District Council. That application is the subject of a different decision.

Preliminary Matters

3. The proposal is for permission in principle. The Planning Practice Guidance (PPG) advises that this is an alternative way of obtaining planning permission for housing-led development. The permission in principle (PIP) consent route has two stages: the first establishes whether a site is suitable in-principle and the second (technical details consent - TDC) is when the detailed development proposals are assessed. This appeal relates to the first of these two stages.
4. The scope of the considerations for permission in principle is limited to location, land use and the amount of development permitted. All other matters are considered as part of a subsequent TDC application, if permission in principle is granted. I have determined the appeal on this basis.

Main Issue

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

Reasons

6. The appeal site (the site) is a roughly oblong parcel of land, though its width narrows to its southern end, and is described as being around 0.35 hectares in area. It is located to the west side of the B4551 Bromsgrove Road, from which it

<https://www.gov.uk/planning-inspectorate>

takes its vehicular access via two separate gated access positions. A substantial two-storey dwelling occupies the northern section of the site, which is noted as having planning permission for enlargement to an area of 767 sq.m.

7. The site's eastern boundary with the road has a dense belt of substantially evergreen trees running along much of its length, behind and above a high close boarded timber fence on the southern section of the site, and a high render and brick masonry wall for the remaining section of the boundary, with the exception of the two access points, where gate pillars and gates provide access from the highway to the site. This boundary wall and fence is set several metres back from the highway providing visibility for exiting vehicles, whilst the gates on the northern-most access position are set further back from the highway, to allow a vehicle to fully pull off the road whilst waiting for the gates to open.
8. The site's southern boundary has a timber fence with an evergreen tree and shrub belt behind it, whilst the site's northern boundary is defined by a fence which separates a former section of the site which received approval in 2018 for the erection of a large bungalow. The site's western boundary consists of a mix of lower hedge and fences, allowing views into open farmland beyond.
9. The appeal site is located to the south of the village of Romsley, though is not within the built-up area of the village identified on the Bromsgrove District Plan 2011-2030 (adopted 2017) (the District Plan) Policies Map. The appeal site and the village are located within the West Midlands Green Belt. As the site is not within the defined village boundary, its land use is therefore that of an existing residential dwelling within the Green Belt, with development subject to the controls of national Green Belt policy along with Policies BDP1, BDP2 and BDP4 of the District Plan.
10. The Council have examined the effect of the proposal on the Green Belt. They determined that the appeal proposal did not meet the exceptions to inappropriate development contained in paragraph 154 of the National Planning Policy Framework (the Framework). However, they determined the site constituted Grey Belt land and met criteria a) to d) of paragraph 155 of the Framework. Therefore, it met this exception to inappropriate development in the Green Belt.
11. Having examined the evidence before me, I have reached the same conclusion. The proposal would therefore not be inappropriate development in the Green Belt and should therefore not be regarded as being harmful to the openness of the Green Belt. Therefore, in relation to its location and land use, I find the proposal would accord with National and development plan Green Belt policy.
12. Whilst the site is located outside the defined boundary of the village, it is located within a satellite area of development immediately to the south, around the junction of Bromsgrove Road with Farley Lane, where there are a significant number of residential properties. The site is bounded to the north and south by other such properties and contains a substantial sized existing residential dwelling. Its proposed land use would therefore be consistent with the established use and that of neighbouring properties and is therefore acceptable.
13. The site is located outside the defined Policies Map boundary for Romsley and would, therefore, not represent infilling which would have gained support from policy BDP2 of the District Plan. It therefore conflicts with policy BDP2 of the District Plan in this regard. However, the site is within existing residential use in an area with other such uses adjacent to it.

14. The site is within walking distance of the main section of the village via a continuous public footpath located opposite the site, on the eastern side of Bromsgrove Road. The village contains a primary school, a public house, a church, a village hall and several shops. The site would also have access to public transport, the Council confirming that a bus stop is located a short distance to the north of the site. Accordingly, the site would be in a sustainable location and would, therefore, be supported by policy BDP1 of the District Plan.
15. For the above reasons I find the proposal would conflict with Policy BDP2 of the District Plan but would accord with policy BDP1 of the District Plan. It would, therefore, be acceptable in terms of its location and land use.
16. With regards to the amount of development, in terms of the extent of development proposed relative to the size of the site, I find that it would provide sufficient space to accommodate the range of development proposed, though the final extent of development and its form would be for determination at the TDC stage, were the appeal allowed.
17. There is dispute between the parties in relation to the locational suitability of the site with regards to safe vehicular access to the site. Worcestershire County Council acting as the Highway Authority (WCCHA), raised objection to the proposal, recommending its refusal. Their concerns were related to the speed of vehicles within this section of road, the visibility from the existing access points and the width of the existing access points being insufficient to meet the intensified use that would result from the proposal. The Council has accepted the comments of the WCCHA, refusing the proposal by reason of its location and a lack of demonstration of safe access to the highway for future occupiers of the site, with consequent effects on highway safety.
18. The Planning Practice Guidance (the PPG) makes it clear that the only matters for consideration at the PIP stage are the location, the land use and the amount of development. All other matters are for consideration at the TDC stage. Whilst the accessibility of a site can be considered in relation to its location, this should relate to a high-level assessment as to whether safe access to the site could be achieved at the TDC stage. It should not be assessing the technical suitability of existing means of access to the site, as the detailed proposed means of access, including geometry and level of visibility are neither proposed within, nor for consideration at, the PIP application stage.
19. The WCCHA have raised concerns over the speed of traffic within this section of the road. At my visit, it was evident that the southern-most point of the application site was around 100 metres north of the point where the speed limit on Bromsgrove Road transitions from the National speed limit to a 30mph speed limit. If the WCCHA have concerns regarding persistent breaches of the speed limit within this section of the road, then this is a separate matter that should be addressed directly by WCCHA, as the relevant highway authority, in conjunction with the Police to enforce the defined speed limit.
20. Notwithstanding the 30mph speed limit of this section of road, the evidence before me indicates that the increased visibility of 2.4m x 79m recommended by WCCHA, for the increased speed that they suggest vehicles are regularly travelling within this section of the road, can be met by both of the existing access points on the site. This was also clearly evident at my site visit. It would, therefore, be possible

for a future access to be located at any point between the position of the two existing accesses, which would have a visibility much greater in either direction, than the increased distance recommended by the WCCHA. It is thus clearly demonstrated, at high level, that safe access from the site to the highway could be provided for occupiers of the proposed development, which would be fully detailed at the TDC stage.

21. For the above reasons, I therefore find the appeal proposal would accord with Policies BDP1 and BDP16 of the District Plan.

Planning Balance

22. The Council have identified that they cannot currently demonstrate a 5-year housing land supply as required by the Framework. The position has been identified as being at 2.24 years housing land supply, which is a significant deficit. Accordingly, paragraph 11(d) of the Framework is engaged for decision making purposes. As the site is within the Green Belt, the policies within paragraph 11(d)(i) and Footnote 7 of the Framework are of relevance. However, the proposal would utilise grey belt land and would accord with the provision of paragraph 155 of the Framework. I have therefore found the proposal would not be inappropriate development in the Green Belt. As such, it would not provide a strong reason for refusing the proposed development.
23. Accordingly, paragraph 11(d)(ii) of the Framework is engaged, which indicates that permission should be granted unless any adverse impacts of doing so would significantly outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
24. The proposal would provide additional housing in a sustainable location which would support the government's objective of significantly boosting the supply of homes. The proposal is for between two and four dwellings, which in the context of the Council's significant housing land supply deficit, would make an important contribution towards overall housing supply. I therefore attach significant weight to this matter.
25. The proposal would provide local economic benefit, both in the construction phase and in the longer term with future occupiers supporting local businesses and contributing to Local Authority rates for services within the area. The properties would also be CIL liable, providing further public benefit. The new dwellings would be bungalows, providing housing choice and would be energy efficient. Cumulatively, these are benefits that attract significant weight.
26. I have found that harm would arise from conflict with policy BDP2 of the spatial strategy in the development plan. However, owing to the Council's significant deficit of 5-year housing land supply, the weight I attribute to this conflict is substantially reduced.
27. Consequently, I conclude that the adverse impacts of the proposal, would not significantly and demonstrably outweigh the benefits when assessed against the policies of the Framework taken as a whole. Therefore, the presumption in favour of sustainable development applies, which is a material consideration that weighs heavily in favour of allowing the appeal.

Appeal Decision 6004489

Conditions

28. The PPG makes clear that conditions cannot be attached to a grant of permission in principle. Where permission in principle is granted by application, the default duration of that permission is 3 years. Applications for technical details consent must be determined within the duration of the permission granted. Therefore, no conditions have been imposed.

Conclusion

29. The proposed development would conflict with the development plan. However, material considerations indicate that a decision should be made other than in accordance with it. For the reasons set out above, and having regard to all other matters raised, I conclude that the appeal should be allowed.

David Kay

INSPECTOR

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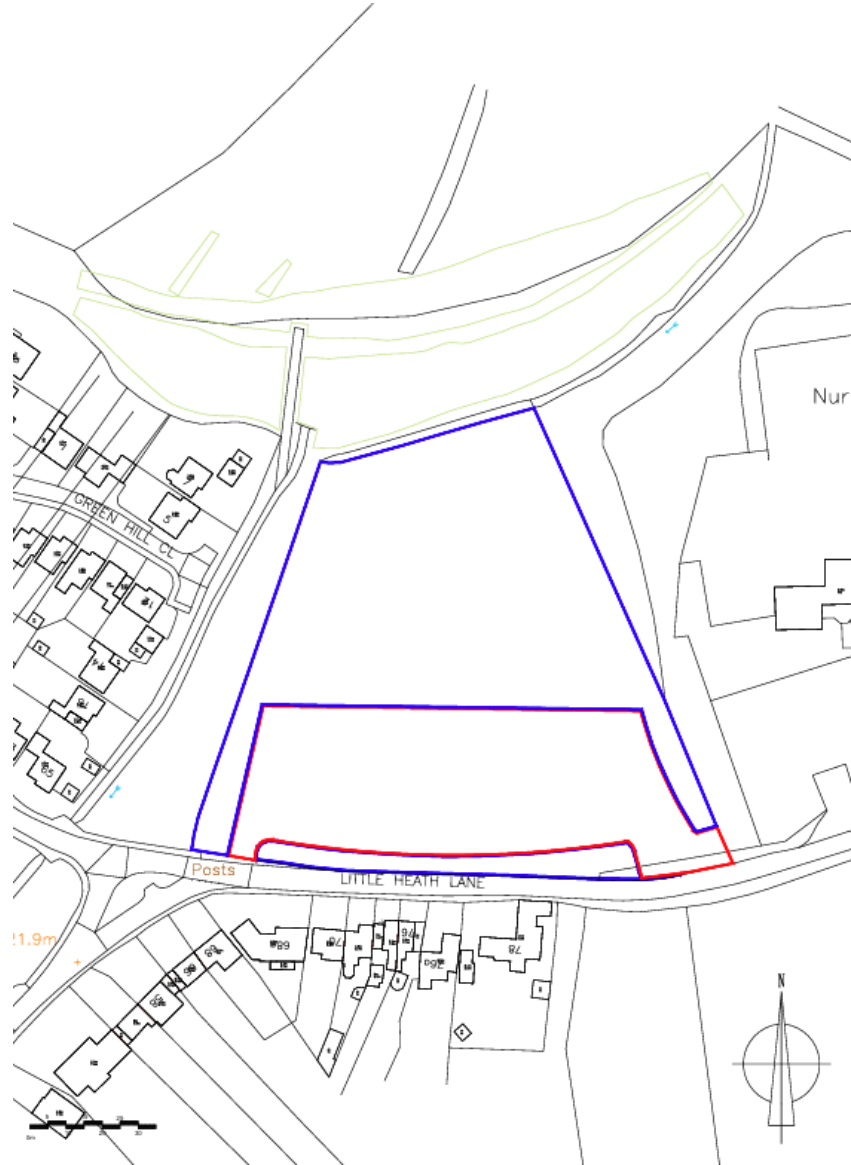
26/00608/PIP

Land at Littleheath Lane, Lickey End

Permission in principle for the erection of between 6no. and
8no. dwellings

Recommendation: That permission in principle be
GRANTED

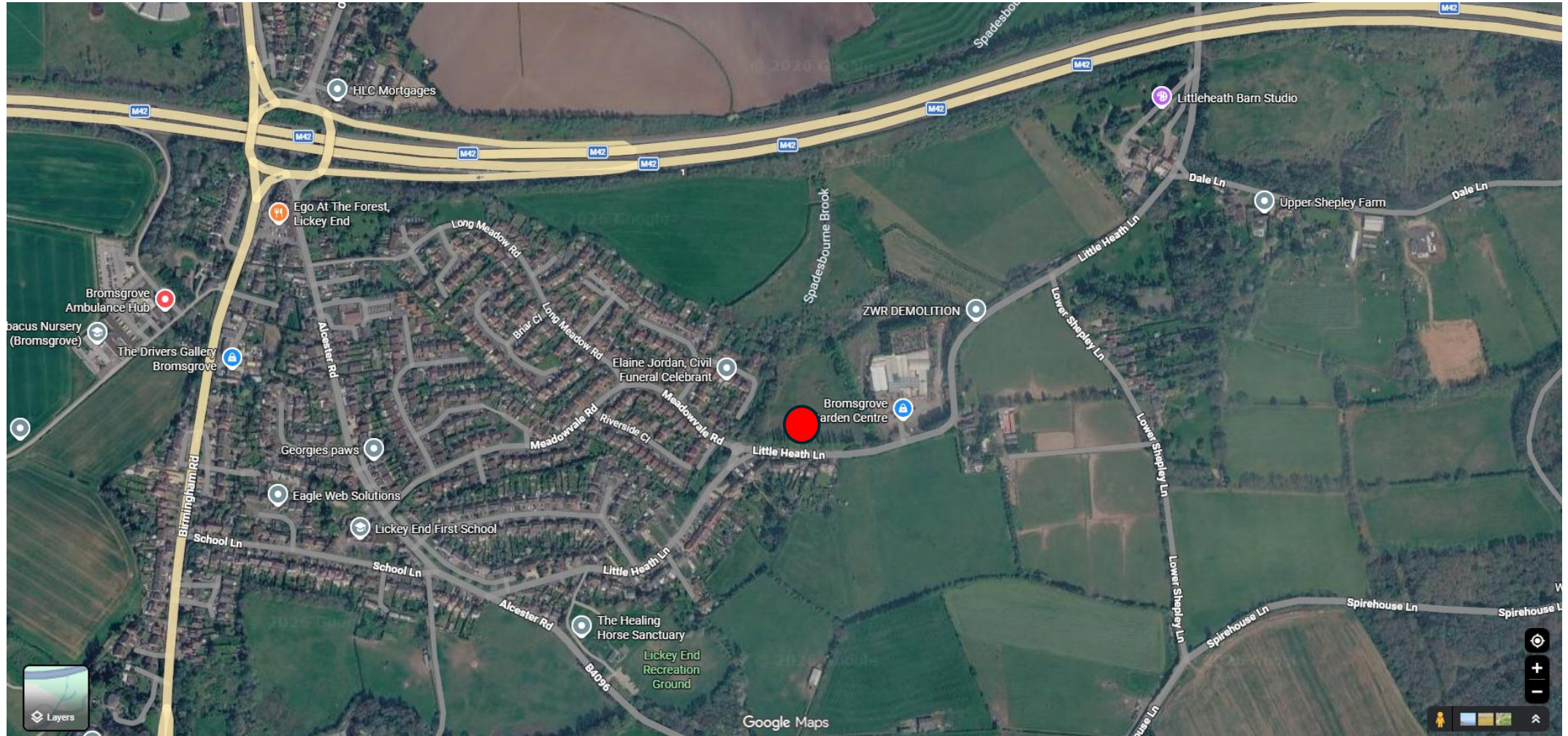
Site Location Plan



Page 49



Google Maps Location



26/00608/PIP

Land at Littleheath Lane, Lickey End

Permission in principle for the erection of between 6no. and 8no. dwellings

Main Issues:

- Location (inc. Green Belt and Grey Belt)
- Land Use
- Amount of Development

Recommendation: That permission in principle be **GRANTED**

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Name of Applicant	Proposal	Expiry Date	Plan Ref.
Mr Stuart Field	Development of up to 9 dwellings with associated infrastructure Land south of Callow Hill Road, Alvechurch	26.06.2026	26/00610/PIP

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

RECOMMENDATION: That the planning in principle stage be **GRANTED**

Consultations

Worcestershire Highways - Bromsgrove

- No objection.
- It is noted that the application for the proposed residential development of up to 9 no. dwellings, has been made in accordance with the Town and Country Planning (Permission in Principle) Order 2018 (amended) and accordingly, at the 'in principle' stage, the scope of the considerations is limited to location, land use and the amount of development.
- All other matters including access, are considered as part of a subsequent technical details consent application, should permission in principle be granted.
- Given the application is for up to 9 dwellings, the access will need to be built to adoptable standards to be addressed at the Technical Details consent stage.

North Worcestershire Water Management

- No objection
- The proposed development site is situated in the catchment of the River Arrow. The site comprises an area of 0.99 hectares, with current land use noted as undeveloped grassland. The site 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 indicates that there is some surface water flood risk to the east of the site, as well as a significant risk of surface water flooding along Callow Hill Road, which may affect the development site.
- While in principle I have no issues with the proposed development from a flood risk perspective, no drainage details have been provided with this application. Ensuring there are appropriate means to drain the site is critical in understanding if the development should proceed.
- Therefore, I strongly advise that the applicant undertakes drainage investigations, and that a Flood Risk Assessment and comprehensive drainage strategy, including ground investigations, is submitted at the technical matters stage of application. The strategy should be in the form of a drainage plan and should detail how surface water from all proposed impermeable surfaces will be disposed of, and set out what criteria will be used for the design of the proposed scheme. Where possible, driveway and parking bays should be comprised of a porous material to limit the amount of hardstanding on site.

Canals And River Trust

- No objection

Worcestershire Regulatory Services - Noise

- Road Traffic, Rail and Commercial Noise: Before any decision is made, the applicant should demonstrate that external amenity area noise levels can be adequately mitigated so as not to exceed the BS8233:2014 recommended upper daytime limit of 55dB.

Worcestershire Regulatory Services - Contaminated Land

- Due to close proximity to a land fill site with a known history of gassing, a railway line, a number of historic ponds that may contain unknown landfill, and the agricultural nature of the area, WRS recommend the following pre commencement conditions are applied should any permission be granted to the development to ensure PCL issues on site are appropriately addressed.
- Conditions - Tired Investigation (Full)

Mineral Consultation Area

Consulted 29.05.2026: views awaited

Arboricultural Officer

Consulted 29.05.2026: views awaited

Conservation Officer

- The site is located on the edge of Alvechurch and is bounded by the railway line to the west, Callow Hill Road to the north-east and a stretch of the Worcester and Birmingham Canal (W&B Canal) to the east.
- There would be no objection from a conservation perspective to the development of this site in principle, but we would expect to see this green boundary between the site and the Canal to be maintained to preserve the western setting of the Canal.
- We would expect details of the landscaping at the technical stage, and complementary planting on the eastern edge of the site to hopefully reinforce the existing greenery outside of the site, or to at least preserve this setting if the trees and hedgerow adjacent to the Canal were removed.

Worcestershire Archive and Archaeological Service

- The proposed development area is nestled between the West Midlands Railway Line, to the west, and Callow Hill Road and the Worcester and Birmingham Canal (HER ref. WSM12000), to the east. Wharf Cottages, located on the eastern side of Callow Hill Road, directly opposite the proposed development area, are recorded as the former stables to Callow Hill Wharf, which operated as a coal yard until around the 1920s. Locally Listed, their mid-19th century construction is noted as displaying rare use of stone; very unusual for a low-status building of this age. They are also noted as making a positive contribution to the canal corridor, marking intersection of travel modes (HER ref. WSM82540, LL ref. ALV013).
- There are no recorded or identifiable heritage assets within the area of proposed development itself. The ground is expected to have sustained a level of disturbance as a consequence of the development of both the railway and canal, therefore in terms of potential impact to below ground archaeology of significance there would be no objection to the proposed scheme.

- However, the historic landscape and setting of the canal, including the area of proposed development, is considered to have moderate to high sensitivity to change, which does not appropriately reflect the area's historic environment, or fragmentation. This should be carefully considered in any future proposals.

Network Rail

- No objection

Alvechurch Parish Council

- We have significant concerns about noise and air pollution due to the proximity of the M42 to this site.
- As well as access issues with regards to conforming with required visibility splays in light of nearby canal and railway bridges.
- In addition, there are no pavements along this stretch of Callow Hill Road which results in pedestrian access to site being considered as being hazardous.
- Finally, this site is known to be sensitive regarding ecological benefits.
- All of these combined, are to be of concern which may not be overcome at the technical application stage.

Publicity

22 letters sent 2.06.2026 (expired 19.06.2026)

Site Notice displayed 29.05.2026 (expired 15.06.2026)

11 representations received in objection to the proposal raising matters relating to:

- Pressure on existing infrastructure within village of Alvechurch
- Impact of proposal on wildlife and biodiversity
- Viability of canal bridge
- Flooding and drainage
- Impact on existing Amenity of neighbouring properties (noise and light pollution)
- Impact on character of area with removal of vegetation along boundary
- Landscape character impact
- Highways safety
- Green belt
- Precedent for further development in area
- Unsustainable location

Councillor R Bailes

Has called in the application for the following reasons:

- Conflict with Site Selection Methodology and Landscape Sensitivity
- Unsafe and Substandard Access Arrangements
- Lack of Pedestrian and Cycle Infrastructure
- Unsustainable Location
- Not Grey Belt

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles

BDP2 Settlement Hierarchy

BDP4 Green Belt

BDP12 Sustainable Communities
BDP16 Sustainable Transport

Others

National Planning Policy Framework (2024)
Alvechurch Neighbourhood Plan
National Planning Practice Guidance

Assessment of Proposal

The Site

The site comprises part of an uncultivated agricultural field measuring approximately 0.99 hectares which is designated as Green Belt. The site is located between 21 to 50 metres from the defined settlement of Alvechurch as set out on the Bromsgrove District Plan Policies Map.

The site is situated between the railway line to the West, the canal to the east and south and Callow Hill Road to the north and East. To the north of the site and Callow Hill Road is the M42 motorway.

Alvechurch Village is situated to the south-east of the site on the opposite side of the canal. Callow Hill Road runs along the northern and eastern edge of the site and crosses the canal via a single-track humpback bridge into the village of Alvechurch.

The site has a vegetated boundary along its road frontage, and there is an existing gateway from the site on to Callow Hill Road.

Proposal

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

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

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

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

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

Assessment of Proposal

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

5 Year Land Supply Position

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

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Location and land use

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

The site is located within the Green Belt, at the edge of Alvechurch which is considered a village. The site lies within the Green Belt, and the proposal does not comprise one of the closed lists of exceptions at paragraph 154 of the NPPF and Policy BDP4 of the Bromsgrove District Plan.

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

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

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

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

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

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

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

It is noted that the applicant has referenced the Bromsgrove Part 1 and 2 Green Belt reviews dated 2019 and 2022 respectively in their submission. Whilst these reports contain detailed information about the Green Belt within the District in relation to the purposes set out in paragraph 143 of the NPPF. These reports are part of the evidence base for the local plan review, so have reviewed the Green Belt on a wider basis than an individual application. Therefore, whilst this application site does form part of the wider sites the reports review, the assessment is not just of the site on its own it is of a wider parcel of land. It is therefore not considered appropriate for us to base our assessment of this application on the findings from these reports.

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

- a) To check the unrestricted sprawl of large built-up areas;

The proposal does not strongly contribute to the unrestricted sprawl of large built-up areas (LBUA), as Alvechurch is a village, and not a LBUA, and the proposal site has some physical features in reasonable proximity that could restrict and contain development. Its contribution is considered therefore to be none.

- b) To prevent neighbouring towns from merging into one another;

The site does not strongly or moderately contribute to preventing neighbouring towns from merging into one another because it is not located near to any towns. The site is

situated at the boundary of Alvechurch which is a village. Its contribution is considered therefore to be none.

d) To preserve the setting and special character of historic towns;

The site is not within the setting of a historic town. As such the site makes no contribution to purpose d).

Would the application of non-Green Belt NPPF footnote 7 policies provide a strong reason for refusing development?

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

Given the characteristics of the site, it is not considered that there are any strong reasons to believe that the application of NPPF footnote 7 policies would provide a strong reason for refusing development.

Having assessed the site against purposes a), b) and d) of the Green Belt as set out at paragraph 143 of the NPPF it is considered that the site does not strongly contribute to any of these purposes and therefore the application site can fall within the definition of Grey Belt.

As such the development would not be inappropriate development subject to satisfying the remaining criteria as set out in Paragraph 155 of the NPPF:

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

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

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

c) *Safeguard the countryside from encroachment;*

The development would introduce new development to the northwestern side of the canal. Whilst there is some sporadic development to the northern side of the canal, the designated village of Alvechurch is located to the southern side of the canal. The site is however contained within physical features such as the railway line, and Callow Hill Road and the M42 which would restrict and contain the development on this site.

It is also noted that there is a significant amount of open and undeveloped space between all edges of the settlement and the nearest other built-up area. This would remain to be the case were the proposed development to be implemented.

Policy BDP4 states that approximately ninety percent of Bromsgrove District is designated as Green Belt. It indicates that some land will be released from the Green Belt following a Green Belt Review or Local Plan Review. Even if there is a slight reduction as is referred to in BDP4, due to the site occupying a very small part of the Green Belt in the context of the significant amount in the overall plan area, together with its strong visual barriers which would naturally limit the extent of the development, encroachment on the countryside would be so limited that it would have a very limited effect on the remaining Green Belt across the plan area.

Given this, it is not considered that the proposed development of this site would fundamentally undermine purpose c) of the remaining Green Belt across the area of the plan.

e) Assisting in urban regeneration by encouraging the recycling of derelict and other urban land;

Whilst the site is an agricultural field, given the scale of the development it is not considered that it would fundamentally undermine purpose e) of the Green Belt.

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

The Council cannot demonstrate a 5-year land supply of housing having regards to the Government's targets. There is therefore an considered to be a demonstrable unmet need for housing within the District.

Would the development in the Grey Belt be in a sustainable location?

Alvechurch is identified as a large settlement within policy BDP2, which offers a range of services, facilities and public transport including a train station and bus stops. The centre square of the village is situated approximately 1km from the site or a 15 minutes walk.

The site is not within the defined settlement boundary of Alvechurch. The route to and from the village would be along Callow Hill Road via a humpback bridge that goes over the canal. There is no pavement or street lighting along this stretch of Road. The pavement starts approximately 110 metres from the site on Callow Hill Road. Once on the pavement on Callow Hill Road, the route to the centre of Alvechurch is on lit pedestrian footpaths. There is also an access from the bridge onto the canal towpath, which would give future occupiers an alternative route into the village and to the railway station.

A similar nearby site on Withybed Lane was recently allowed at appeal for the development of up to 8 dwellings (Application Reference: 25/01151/PIP). This site was considered a sustainable location albeit being located outside of the defined village of Alvechurch and being accessed along a relatively short section of road which has no pavements or street lighting.

As such and notwithstanding the above, it is considered that this site is located at an acceptable distance from essential services, job opportunities and public transport and as such having particular regard to paragraph. 110 and 115 of the NPPF is considered to be sustainable.

Does the proposal include major development involving housing?

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

Conclusion on Green Belt Matters

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

Neighbour Plan Policy H1

It is noted that the area is within Alvechurch Neighbourhood Plan. The neighbourhood plan is a material planning consideration. Policy H1 sets out that proposals for new housing will be supported in principal if they meet certain criteria. One of which is that the development should be located within the designated Alvechurch village settlement boundary. The background justification for this is set out as being that: *The neighbourhood area, apart from that within the Alvechurch Village settlement boundary, is designated as Green Belt. Therefore land outside of the Alvechurch Village boundary will be restricted by national Green Belt policy.*

However subject to certain criterion Paragraph 155 does allow for some housing development within the Green Belt. In this case, the proposal as is noted above has been found to be appropriate development in the Green Belt under paragraph 155. Therefore, whilst the proposal is within the Green Belt and outside of the designated village of Alvechurch it is considered to be appropriate development.

Character and Appearance

The site comprises a field situated between the railway line, the canal and Callow Hill Road. There are trees and shrubs along the site boundary to Callow Hill Road and to the canal. Overall, the open field together with the trees and shrubs contribute positively to a rural and verdant character at the edge of Alvechurch.

There are houses near to the site's entrance on Callow Hill Road, and on the opposite side of the canal from the site. Consequently, the site is not visually isolated from other developments in the area. Furthermore, in terms of its visibility, the trees and shrubs along the site's boundary do provide some screening of the site.

The Bromsgrove District Landscape and Visual Sensitivity Study (LVSS) outlines the natural and cultural heritage and the landscape character of the study area. The site is within an area identified as parcel no. A04. The LVSS suggests that this area is sensitive to housing due to the restricted scale of the corridor and the associated pastures and

grassland, its strong tree cover, its recreational use and its biodiversity value. It states that the visual susceptibility lies in views from the canal towpath, public right of way and adjacent rural dwellings.

The LVSS has been used as an evidence base for the emerging Local Plan, it is not part of the current Development plan and it is unclear at this stage how it would translate to policy in the emerging plan given that the plan area is significantly constrained by Green Belt land as well as the Council's lack of a five-year housing land supply.

If the LVSS was given significant weight, it is noted that the site does not have a strong tree cover which would be compromised by the development. It is also noted that there is little to suggest at this stage that the trees and shrubs along the boundaries of the site could not be incorporated into the site layout at the technical details stage. Similarly, although the natural features of the site contribute to its biodiversity value, the effect of the development on such matters would need to be explored at the technical details stage. In terms of the site's recreational use, the site does not appear to be publicly accessible to the extent that it provides a significant recreational use to the local community beyond its visual aspects

The Withybed lane site (Planning Application Reference: 25/01151/PIP) which was recently allowed at appeal (Appeal reference: APP/P1805/W/25/3376795) falls within the same LVSS parcel of land as this site. Whilst the inspector who determined that appeal did consider the LVSS, he did not appear to give it significant weight.

The Inspector concluded that the principle of houses on the site would not be harmful to the character and appearance of the area, including in terms of the sites cultural heritage, natural heritage and landscape character. Noting that matters such as layout, design and landscape character of the development would be considered at the technical details stage, it is at this stage where the Council and third parties would have the opportunity to consider such impacts.

The Council's Conservation Officer (CO) has raised no objection from a conservation perspective to the development of this site in principle. The CO has set out that they would expect to see the green boundary between the site and the Canal to be maintained to preserve the western setting of the Canal and have set out that they would expect details of the landscaping at the technical stage, and complementary planting on the eastern edge of the site to hopefully reinforce the existing greenery outside of the site, or to at least preserve this setting if the trees and hedgerow adjacent to the Canal were removed.

Having regard to the above, I would also conclude that the principle of houses on this site could be acceptable, noting that such matters as layout, design and landscape character of the development would need to be considered at the technical details stage.

A copy of the Appeal decision relating to the Withybed Lane appeal (Planning Application 25/01151/PIP and Appeal Reference: APP/P1805/W/25/3376795) can be found at Appendix 1 of this report.

Amount

The amount of development (up to 9 dwellings) is considered acceptable given the area of land shown within the red line boundary on the location plan.

Other Matters

Access to the site, matters of pedestrian and highway safety including risks to children and the elderly, parking and traffic generation, ecology, protected species and wildlife, trees and hedgerows, drainage and flooding, as well as the impact on the canal, the historic environment and the historic landscape are matters that would be addressed at the technical details stage. As would the effect of any design on the living conditions of residents by virtue of noise, disturbance, traffic, outlook, light, privacy and light pollution.

As the development would be of a minor scale with a maximum of 9 dwellings at the site, any additional pressure on local services is not considered to be abrupt or significant to the extent that permission in principle should be withheld.

Highways:

Worcestershire County Council has raised no objection to the proposal. They note that the application for the proposed residential development of up to 9 no. dwellings, has been made in accordance with the Town and Country Planning (Permission in Principle) Order 2018 (amended) and accordingly, at the 'in principle' stage, the scope of the considerations is limited to location, land use and the amount of development. All other matters including access, would be considered as part of a subsequent technical details consent application, should permission in principle be granted. They have set out that given the application is for up to 9 dwellings, the access would need to be built to adoptable standards to be addressed at the Technical Details consent stage.

Noise

Worcestershire Regulatory Services have set out that the applicant should demonstrate that external amenity area noise levels can be adequately mitigated so as not to exceed the BS8233:2014 recommended upper daytime limit of 55dB. This is a technical matter to be addressed at Technical Details Stage.

Drainage

North Worcestershire Water Management have set out that the proposed development site is situated in the catchment of the River Arrow and falls within Flood Zone 1 and it is not considered that there is any significant fluvial flood risk to the site. They do note that the Environment agencies flood mapping indicates that there is some surface water flood risk to the east of the site, as well as a significant risk of surface water flooding along Callow Hill Road, which may affect the development site.

While an attenuation basin has been outlined on the site plan, no details in relation to any proposed drainage arrangements have been provided. North Worcestershire Water management have therefore provided a statement in their comments on what would be required at the technical details stage.

Archaeology

Worcestershire Archaeology have set out that there are no recorded or identifiable heritage assets within the area of proposed development itself. The ground is expected to have sustained a level of disturbance as a consequence of the development of both the

railway and canal, therefore in terms of potential impact to below ground archaeology of significance there would be no objection to the proposed scheme.

However, the historic landscape and setting of the canal, including the area of proposed development, is considered to have moderate to high sensitivity to change, which does not appropriately reflect the area's historic environment, or fragmentation. This can be carefully considered at the Technical Details consent stage.

Land contamination

Worcestershire Regulatory Services have set that due to the close proximity of the site to a landfill site (to the East) with a known history of gassing, a railway line, a number of historic (possibly former) ponds that may contain unknown infill, and the agriculture nature of the area, they recommend a contamination condition be appended to any permission that is granted for this site. This is to ensure potential contaminated land issues on site are appropriately addressed.

Comments have been received from the Canals and River Trust and Network Rail. These are noted.

Conclusion

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

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Limb i) does not apply.

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

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

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

RECOMMENDATION: That the planning in principle stage be **GRANTED**

Conditions:

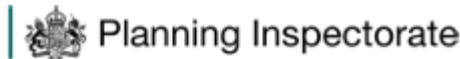
No conditions can be imposed.

Case Officer: Claire Gilbert Tel: 01527 881655
Email: claire.gilbert@bromsgroveandredditch.gov.uk

Appendix 1

Appeal decision APP/P1805/W/25/3376795

From Planning Application 25/01151/PIP- land off Withybed Lane, Alvechurch



Appeal Decision

Site visit made on 17 March 2026 by T Morris BA (Hons) MSc MRTPI

Decision by John Morrison BA (Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 19 June 2026

Appeal Ref: APP/P1805/W/25/3376795

Land off Withybed Lane, Alvechurch, Easting: 401990 and Northing: 272600

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant permission in principle.
- The appeal is made by Mr C Brain against the decision of Bromsgrove District Council.
- The application Ref is 25/01151/PIP.
- The development proposed is permission in principle for up to 9no dwellings.

Decision

1. The appeal is allowed and permission in principle is granted for residential development comprising a minimum of 1 and a maximum of 9 dwellings at Land off Withybed Lane, Alvechurch, Easting: 401990 and Northing: 272600, in accordance with the terms of the application, Ref 25/01151/PIP, dated 17 October 2025.

Appeal Procedure

2. The site visit was undertaken by a representative of the Inspector whose recommendation is set out below and to which the Inspector has had regard before deciding the appeal.

Application for Costs

3. An application for costs has been made by Mr C Brain. This is subject of a separate decision.

Preliminary Matters

4. Permission in principle is an alternative way of obtaining planning permission for housing-led development. The route has 2 stages: the first (permission in principle) stage establishes whether a site is suitable in-principle and the second (technical details consent) stage is when the detailed development proposals are assessed. This appeal relates to the first of these 2 stages. The scope of the considerations for permission in principle is limited to location, land use and the amount of development permitted. All other matters are considered as part of a subsequent application. I have made my recommendation on the appeal accordingly.

Main Issues

5. The main issues are whether the site is suitable for residential development having regard to its location, the proposed land use and the amount of development, with particular regard to a) whether the scheme would be inappropriate development in the Green Belt; and b) its effect on the character and appearance of the area.

<https://www.gov.uk/planning-inspectorate>

Reasons for the Recommendation

Inappropriate Development

6. Policy BDP4 of the Bromsgrove District Plan 2011-2030 (BDP) (2017) sets out that the development of new buildings in the Green Belt is considered to be inappropriate, except in certain circumstances. These are broadly as they are set out by paragraph 154 of the National Planning Policy Framework (Framework), which also refers to additional exceptions in paragraph 155. The most recent iteration of the Framework came after the adoption of the BDP and is the most up to date expression of national Green Belt policy.
7. Paragraph 155 explains that the development of homes in the Green Belt should not be regarded as inappropriate where, in regard to minor development, it would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan; there is a demonstrable unmet need for the type of development proposed and the development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of the Framework.
8. The Framework defines grey belt land as comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of the Green Belt purposes a), b), or d) as set out in paragraph 143 of the Framework. In these respects, the appeal site adjoins the edge of Alvechurch. This is a built up area, but a village. Planning Practice Guidance suggests that a village is not a large built up area and neither a town in the historic sense or otherwise. The appeal site does not therefore strongly contribute to purposes a), b) and d) and can thus be identified as grey belt.
9. In appeal 3315385 and purpose c), the Inspector found that the proposal would inevitably result in some encroachment into the countryside. However, they also identified that the canal and the railway line provide strong visual boundaries to the site, features which provide barriers to any future encroachment. The appeal site is contextually very small and less than ten dwellings are proposed. There is a significant amount of open and undeveloped space between all edges of the settlement and the nearest other built up area. This would remain to be the case as a result of the proposals.
10. I am also conscious that the supporting text of Policy BDP4 states that approximately ninety percent of Bromsgrove District is designated as Green Belt. It indicates that some land will be released from the Green Belt around Redditch, but I have not been provided with the details of this, the Green Belt Review or the Local Plan Review to which the policy refers.
11. Even if there is a slight reduction as is referred to in BDP4, due to the site occupying a very small part of the Green Belt in the context of the significant amount in the overall plan area, together with its strong visual barriers which would naturally limit the extent of the development, encroachment on the countryside would be so limited that it would have a very limited effect on the remaining Green Belt across the plan area. The purpose to assist in safeguarding the countryside from encroachment would therefore be upheld. In addition, and given that the site is near to a village rather than a built-up area with a high proportion of urban land, the proposal would not conflict with purpose (e).

12. The Council is currently unable to demonstrate the supply of housing sites required by the Framework. There is thus a demonstrable unmet need for the development of up to nine dwellings. Furthermore, Alvechurch provides local services and public transport connections, including a train station. As part of their decision on the aforementioned appeal, the Inspector took the view that the appeal site was a sustainable location in terms of its accessibility. I see no compelling reasons to come to a different conclusion on this matter.
13. With this and the above in mind, the proposal would utilise land in the Green Belt which can be identified as grey belt and would not be inappropriate development in the Green Belt. Consequently, it is not necessary to consider effects on openness and whether very special circumstances exist. Accordingly, the proposal would not be harmful to the Green Belt. This would comply with the Green Belt protection aims of Policy BDP4 of the BDP and Policy H1 of the Alvechurch Neighbourhood Plan (2019) (NP).

Character and Appearance

14. The site comprises a field with a small number of modest buildings near to the entrance off Withybed Lane. It is bound by the railway line and associated embankment on the side adjacent the village and by the canal on the other side. There are trees and shrubs along the site boundary to Withybed Lane and to the canal. Overall, the open field together with the trees and shrubs contribute positively to a rural and verdant character at the edge of Alvechurch.
15. There are houses near to the site's entrance on Withybed Lane, as well as a public house and other buildings on the other side of the canal bridge further away from the village. There are also other buildings along this stretch of the canal including dwellings and some industrial style uses. Consequently, the site is not visually isolated from other developments in the area. Furthermore, in terms of its visibility, the trees and shrubs along the site's boundary particularly to the canal towpath provide some screening of the site when viewed from eye level, so much so that views into the site are mostly limited to glimpses from the canal.
16. The Bromsgrove District Landscape and Visual Sensitivity Study (LVSS) outlines the natural and cultural heritage and the landscape character of the study area. The site is within an area identified as parcel no. A04. The LVSS suggests that this area is sensitive to housing due to the restricted scale of the corridor and the associated pastures and grassland, its strong tree cover, its recreational use and its biodiversity value. It states that the visual susceptibility lies in views from the canal towpath, public right of way and adjacent rural dwellings.
17. Although the Council state that the LVSS has been used as an evidence base for the emerging Local Plan, there are limited details of the status of the emerging plan before me, including its stage of preparation, the extent to which there are unresolved objections, and the degree of consistency of its policies with the Framework. I am also conscious that the plan area is significantly constrained by Green Belt land as well as the Council's lack of a five-year housing land supply. With these factors in mind, there is insufficient certainty before me that the content of the LVSS will translate to a policy in the emerging plan.
18. If I were to give the LVSS significant weight, the site does not have a strong tree cover which would be compromised by the development. There is little to suggest that the trees and shrubs along the boundaries could not be incorporated into the

site layout at the technical details stage. Similarly, although the natural features of the site contribute to its biodiversity value, the effect of the development on such matters would need to be explored at the technical details stage. In terms of the site's recreational use, on my visit, the site did not appear to be publicly accessible to the extent that it provides a significant recreational use to the local community beyond its visual aspects.

19. Although the Inspector dismissed the aforementioned previous appeal at the site on Green Belt grounds, neither the Inspector, nor the Council, identified any harm to the character and appearance of the area. Whilst that proposal followed a different process as it sought outline permission, it is similar as the end result would have been a housing development of up to nine dwellings at the site, much like the appeal before me.
20. The Council's decision notice for the previous application is 8 August 2022. The LVSS is dated February 2022. Hence, I see no reason why it wasn't available to the Council in the previous decision, but there is no indication it was considered, at least from the evidence before me. I therefore find it difficult to see why the current proposal should be resisted on the basis of the LVSS when it didn't provide a reason to resist a similar housing development on the same site previously.
21. With all of the above factors in mind, the principle of houses on the site would not be harmful to the character and appearance of the area, including in terms of its cultural heritage, natural heritage and landscape character. Furthermore, matters such as layout, the design of the houses and the landscape character of the development would be considered at the technical details stage, where the Council and third parties would have the opportunity to consider such impacts.
22. I am therefore satisfied that insofar as the principle of the proposal is concerned, a development could be achieved that also respects the rural and verdant character of the site and surrounding area. The proposal would therefore comply with Policies BDP1.4 (d) and BDP19 (e) of the BDP, which require that development proposals have regard to the quality of the natural environment and enhance the character and distinctiveness of the local area.

Other Matters

23. Access to the site, matters of pedestrian and highway safety including risks to children and the elderly, parking and traffic generation, ecology, protected species and wildlife, trees and hedgerows, draining and flooding, as well as the impact on the canal, the historic environment and the historic landscape would be addressed at the technical details stage. As would the effect of any design on the living conditions of local residents by virtue of noise, disturbance, traffic, outlook, light, privacy and light pollution.
24. As the development would be of a minor scale and would only result in a maximum of nine dwellings at the site, any additional pressure on local services would be neither immediate, abrupt or significant to the extent that permission in principle should be withheld. In addition, there is no compelling evidence before me which indicates that the Council did not consult correctly on the application. In any case, the number of objections received as well as the breadth of planning matters which were raised by third parties indicates that the community has had sufficient opportunity to comment on the application and the appeal. Any further administrative concerns in this respect are for the Council.

Appeal Decision APP/P1805/W/25/3376795

25. Green spaces provide health and wellbeing benefits. From my own observations on site however, it does not appear to be publicly accessible to the extent that it provides a useable space for the community. There are other such places like the canal which provide space for recreational use alongside. In that regard, the way in which the proposal would be experienced from the canal would be considered at the technical details stage.
26. The prioritisation of brownfield or previously developed land does not mean that, following assessment, the development or previously undeveloped land should be resisted. I have considered the appeal on its own merits, having regard to its particular circumstances and site specifics and found it to be acceptable, in principle, for new housing. Any precedent value of such an outcome would not be beyond that.
27. The Council identify that the site is outside of the boundary of Alvechurch and thus does not comply with Policy H1 Part (a) of the NP. This policy states that new housing development should be located within the designated Alvechurch Village settlement boundary. This was not a matter on which the application was refused and, taking my earlier findings into account, see little reason why this should form a reason to resist permission in principle at this stage.

Conclusion and Recommendation

28. The proposed development would comply with the development plan overall and there are no other material considerations, including the provisions of the Framework, which would alter this finding. Therefore, I recommend that the appeal should be allowed.

T Morris

APPEAL PLANNING OFFICER

Inspector's Decision

29. I have considered all the submitted evidence and my representative's report and on that basis the appeal is allowed. Permission in principle is therefore granted.

John Morrison

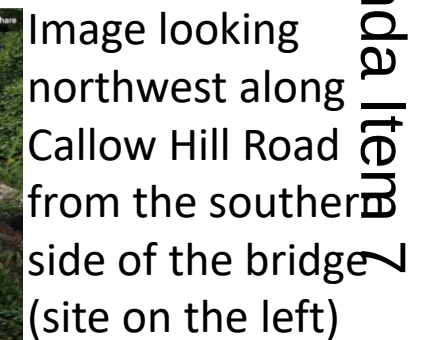
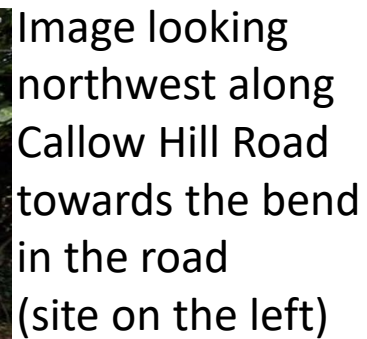
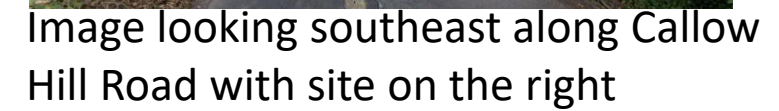
INSPECTOR

25/00610/PIP

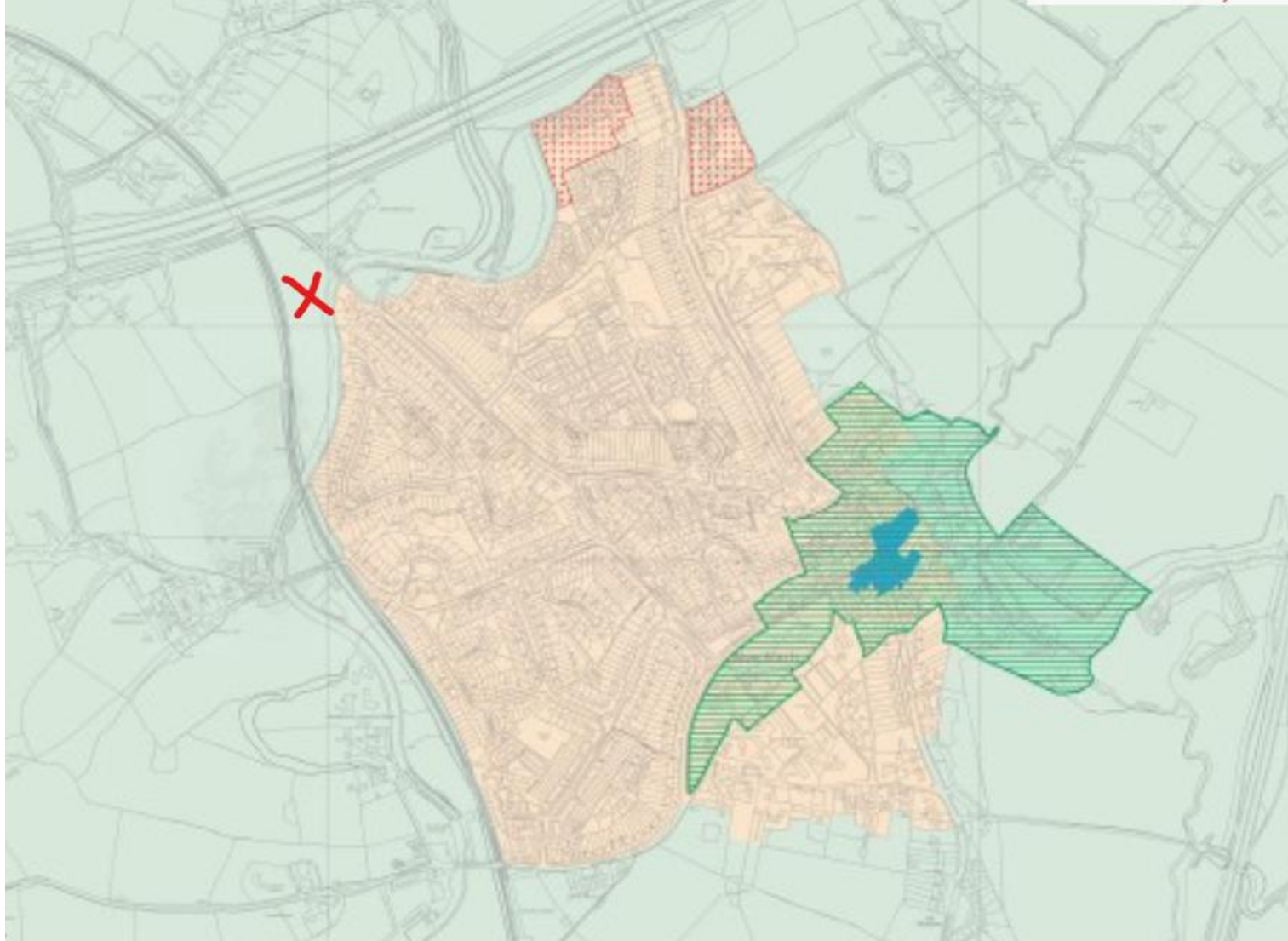
Land South Of Callow Hill Road,
Alvechurch, Worcestershire

Development of up to 9 dwellings with associated
infrastructure

Recommendation: That the planning in principle stage be **GRANTED**



Application site in relation to Bromsgrove District Plan



Legend

- Residential Development Sites **BDP5A , BDP5B , RCB01**
- Employment Development Sites **BDP5B**
- Longbridge AAP **BDP13**
- District Boundary
- Employment **BDP13 , BDP14**
- Green Belt **BDP4**
- Conservation Area **BBDP20**
- Open Space **BDP25**
- Residential Area **BDP19 , BDP7**
- Shopping **BDP18**
- Village Envelopes **BDP4**
- Town Centre Zone **BDP17**

Planning Performance Information Quarter One (1 April 2026 – 30 June 2026)

Responsible Portfolio Holder	Councillor Sue Baxter
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. Appendix Two to this report contains a list of recent cost award outcomes.

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 = **84.6%**
- Speed of decision-making for non-major applications over the rolling one-year period = **84.4%**

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 (July 2023 – June 2025) = **7.1%**
- Quality of decision-making for non-major applications for the most recent period available (July 2023 – June 2025) = **2.2%**

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://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 One and dismissed in Quarter One:
Allowed = 1
Dismissed = 0

- Number of non-major appeals allowed in Quarter One and dismissed in Quarter One:
Allowed = 2
Dismissed = 4

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

11.0 Planning Appeal Cost Awards

11.1 A list of cost award outcomes relating to recent planning appeals is provided in Appendix Two attached to this 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

14.1 28 July 2026

15.0 Appendices

- 15.1 Appendix One
Appeal Decisions: Quarter One
 - 15.2 Appendix Two
Recent Cost Award Outcomes
-

Appendix One Appeal Decisions: Quarter One

Major Appeal Decisions Quarter One (1)

Application Reference	24/01225/FUL
Decision Status	Committee
Appeal Reference	6004815
Site	Wythall Business Centre, May Lane, Hollywood
Proposal	Demolition of existing building and erection of a Care Home (Use Class C2)
Inspectorate Decision	Allowed
Date of Decision	29 May 2026

Non-Major Appeal Decisions Quarter Four (6)

Application Reference	25/00928/FUL
Decision Status	Delegated
Appeal Reference	6003568
Site	81 Stourbridge Road, Fairfield
Proposal	Conversion of salon to residential accommodation in association with existing dwellinghouse at 81 Stourbridge Road and associated external alterations
Inspectorate Decision	Dismissed
Date of Decision	10 April 2026

Application Reference	25/01347/FUL
Decision Status	Delegated
Appeal Reference	6005623
Site	Quineys, Alfreds Well, Dodford
Proposal	Proposed single-storey rear extension to existing dwelling to form new kitchen
Inspectorate Decision	Dismissed
Date of Decision	27 April 2026

Application Reference	25/01094/PIP
Decision Status	Delegated
Appeal Reference	6004489
Site	9 Bromsgrove Road, Romsley
Proposal	Permission in Principle for the demolition of the existing house and the construction of up to 4no. bungalows
Inspectorate Decision	Allowed
Date of Decision	15 June 2026

Application Reference	25/00907/FUL
Decision Status	Delegated
Appeal Reference	6004402
Site	East Worcestershire Farm House, Icknield Street, Headley Heath
Proposal	Front hall and garage extension, enlargement/extension of existing above garage room, and addition of rear door canopy porch
Inspectorate Decision	Dismissed
Date of Decision	17 June 2026

Application Reference	25/01151/PIP
Decision Status	Committee
Appeal Reference	APP/P1805/W/25/3376795
Site	Land off Withybed Lane, Alvechurch
Proposal	Permission in principle for up to 9no. dwellings
Inspectorate Decision	Allowed
Date of Decision	19 June 2026

Application Reference	25/01257/CUPRIO
Decision Status	Delegated
Appeal Reference	6004595
Site	The Woodlands, Lilley Green Road, Alvechurch
Proposal	Conversion of agricultural store to 5no. 1 bed dwellings with associated parking and services
Inspectorate Decision	Dismissed
Date of Decision	25 June 2026

Appendix Two Recent Cost Award Outcomes

Application Reference	24/01225/FUL
Decision Status	Committee
Appeal Reference	6004815
Site	Wythall Business Centre, May Lane, Hollywood
Proposal	Demolition of existing building and erection of a Care Home (Use Class C2)
Inspectorate Decision	Allowed
Date of Appeal Decision	29 May 2026
Date of Cost Decision	29 May 2026
Cost Decision Type	Refused

Application Reference	25/01151/PIP
Decision Status	Committee
Appeal Reference	APP/P1805/W/25/3376795
Site	Land off Withybed Lane, Alvechurch
Proposal	Permission in principle for up to 9no. dwellings
Inspectorate Decision	Allowed
Date of Appeal Decision	19 June 2026
Date of Cost Decision	19 June 2026
Cost Decision Type	Refused

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