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## **BROMSGROVE DISTRICT COUNCIL**

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

MONDAY 11TH MAY 2026  
AT 6.00 P.M.

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

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

### **AGENDA**

1. To receive apologies for absence and notification of substitutes.
2. Declarations of Interest  
  
To invite Councillors to declare any Disclosable Pecuniary Interests or Other Disclosable Interests they may have in items on the agenda, and to confirm the nature of those interests.
3. Updates to planning applications reported at the meeting (to be circulated prior to the start of the meeting).
4. 25/00492/FUL - Material change of use of land to use as a residential caravan site for 5 Traveller pitches, including the laying of hardstanding and construction of a 1.8m timber fence (Retrospective). Land At Wassell Grove Lane, Hagley Worcestershire, DY9 9JH. Mr P Donovan. (Pages 7 - 34)
5. 25/00900/S73 - Variation of condition 27 of planning permission 24/00516/S73. FROM: No more than 99 dwellings shall be occupied until the junction of the A448/ Whitford Road/ Perryfields Road has been altered in accordance with the plan Whitford Road/ Perryfields Road proposed junction

arrangement ref 461451-D-014, and until a pedestrian crossing on the A448 has been provided in accordance with the plan Potential A448 signalised crossing ref 7033-SK-015 revision A. AMEND TO: No more than 250 dwellings shall be occupied until the junction of the A448/ Whitford Road/ Perryfields Road has been altered in accordance with the plan Whitford Road/ Perryfields Road proposed junction arrangement ref 461451-D-014, and until a pedestrian crossing on the A448 has been provided in accordance with the plan Potential A448 signalised crossing ref 7033-SK-015 revision A. Land at Whitford Road, Bromsgrove. Bellway Homes Ltd. (Pages 35 - 54)

6. 26/00195/FUL - First floor extension to existing dwelling to create additional storey. Holly House, 1A Hollybank Drive, Bromsgrove, Worcestershire, B61 0FT. Mr G Deol. (Pages 55 - 66)
7. Planning Performance Report - Quarter 4. (Pages 67 - 74)
8. To consider any Urgent business, details of which have been notified to the Assistant Director of Legal, Democratic and Procurement Services prior to the commencement of the meeting and which the Chairman, by reason of special circumstances, considers to be of so urgent a nature that it cannot wait until the next meeting.

J. Leach  
Chief Executive

Parkside  
Market Street  
BROMSGROVE  
Worcestershire  
B61 8DA

30th April 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](mailto: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.**

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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](mailto:john.swann@bromsgroveandredditch.gov.uk) by 12 noon on Thursday 7th May 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 Thursday 7th May 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](http://www.bromsgrove.gov.uk)**
- 4) It should be noted that, in coming to its decision, the Committee can only take into account planning issues, namely policies contained in the Bromsgrove District Plan (the Development Plan) and other material considerations, which include Government Guidance and other relevant policies published since the adoption of the Development Plan and the "environmental factors" (in the broad sense) which affect the site.**
- 5) Although this is a public meeting, there are circumstances when the Committee might have to move into closed session to consider exempt or confidential information. For agenda items that are exempt the public are excluded.**



## **INFORMATION FOR THE PUBLIC**

### **Access to Information**

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- You can have access, upon request, to the background papers on which reports are based for a period of up to six years from the date of the meeting. These are listed at the end of each report.
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Mr Patrick Donovan      Material change of use of land to use as a residential caravan site for 5 Traveller pitches, including the laying of hardstanding and construction of a 1.8m timber fence. (Retrospective).

06.06.2025      25/00492/FUL

Land At Wassell Grove Lane, Hagley  
Worcestershire, DY9 9JH

**Councillor Lambert has requested the application is considered by Planning Committee rather than being determined under Delegated Powers**

**RECOMMENDATION:** That full planning permission be **REFUSED**:

## Consultations

### **Highways: Objection**

- Based on the submitted plans provided in appendix G of the submitted highways technical note, a visibly splay of 2.4 metres by 48.36 metres can be achieved to the left of the site access and 2.4m x 63.7metres can be achieved to the right.
- Whilst these accord with the requirements of Manual for Streets and the Worcestershire Streetscape Design Guide, it would require the removal a substantial amount of well-established hedgerow which could undermine the character of the lane, and present better levels of visibility which could increase vehicle speeds at this location to the detriment of highway safety.
- If the hedgerow cannot be removed, based on the Local Planning Authority's' assessment, then the Highway Authority concludes that the required visibility splay in accordance with Manual for Streets and the Worcestershire Streetscape Design Guide based on the 85th percentile speeds cannot be achieved. Therefore, the applicant would not be able to demonstrate a safe and suitable access in accordance with paragraph 115 matter c of the National Planning Policy Framework
- It is noted that the development site is remote from key services and facilities which would support the development. The Highway Authority does note that in its assessment that the site is not sustainable but that this is a matter to the Local Planning Authority to assess and conclude on in its assessment of the development proposals.
- However, the Highway Authority is concerned that whilst the development may be car dominated, some residents may still undertake active and sustainable travel to access services and facilities. The nearest shops are located at the junction of Wynnall Lane, Wynnall Lane South and Oakfield Road to the northwest of the site. This is approximately 1.20km away with the use of rural lanes with no footway provision and limited verges which are not lit. In addition, it would require pedestrians to walk along routes which are subject to a signed 40mph speed limit. The Highway Authority concludes at the application does not meet the

requirements of the National Planning Policy Framework notably paragraph 117 to the detriment of highways safety.

- Also consideration to a recent planning appeal decision (APP/P1805/W/25/3374801) for a refusal of a planning in principle application at Primrose Nurseries, Fairfield Road, Bournheath, Worcestershire, where the appeal was dismissed in substantial part because safe, practical pedestrian access to bus stops and local facilities does not exist, routes exceed recommended distances and lack pavements/lighting, and walking in the carriageway would increase conflict and discourage sustainable travel leaving residents car dependent and conflicting with BDP1/2/16 and the NPPF. The highway Authority would conclude the same principle would apply for this proposed development.
- Summary & Recommendation: The Highway Authority has undertaken a full and robust assessment of the additional information which has been submitted in support of the planning application. After careful consideration and appraisal, the Highway Authority is concerned that the level of visibility proposed by the applicants traffic consultant cannot be achieved without removal of a significant and well-established hedgerow, and there is insufficient information regarding forward stopping sight distances, which raises concerns that the proposals could undermine highway safety.
- In addition, the development would be car dominated with lack of access to nearby facilities but also would require pedestrians to walk in live carriageways of rural nature due to there being no footway provision or streetlighting.
- The Highway Authority concludes the proposals have the potential to have a detrimental impact upon the safe operation of the highway network and therefore does not accord with the requirements of paragraph 116 which is supported by the following matters in paragraphs 115 and 117.

## **Conservation Officer**

- The application site is located close proximity to Wassell Grove Farmhouse, listed Grade II and the associated barns, curtilage listed, to north and now converted to commercial office use.
- It is considered that the development does detract from the setting of the listed farmhouse, and the curtilage listed barns as the rural setting contributes to the significance of the listed farmhouse, the development will harm the significance of the building. The development is therefore at odds with the requirements of the 1990 Act, policies in the Bromsgrove Development Plan and the NPPF. Paragraph 215 of the latter is therefore engaged, and the applicant needs to demonstrate that the harm is outweighed by the public benefits of the scheme.

## **Worcestershire Archive and Archaeology Service**

- No objection subject to conditions relating to:
  - A programme of archaeological work is required within 12 months of an approved planning application

## **North Worcestershire Water Management**

- It is my view that the submitted surface water drainage strategy has not demonstrated that the surface water runoff from the site will be attenuated to

greenfield runoff levels effectively and therefore that the proposed development will not exacerbate existing off-site flood risk. I would therefore argue that the application should not be permitted without a revised surface water drainage strategy. If you nevertheless decide to approve this application, then I would prefer it if you could use a condition that references the National standards for SuDS (Defra, 2025) as this sets out the required design criteria such as the need to design for a 1 in 100 year event plus climate change allowance and the requirement to limit flows to pre-development (greenfield) rates.

- Notwithstanding the drainage strategy submitted with the application, within three months of the date of the decision a scheme for surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include design details of surface water drainage measures for all impermeable areas and shall demonstrate compliance with the National standards for sustainable drainage systems (Defra, 2025). The scheme shall detail how it will be ensured that no runoff will bypass the surface water drainage scheme and discharge unattenuated to the adjacent ditch. The approved surface water drainage scheme shall be implemented and thereafter maintained in accordance with the agreed scheme.

## **Hagley Parish Council**

- Objection
- Additional information has been supplied in the form of a Tree Survey and Heritage Impact Assessment. The first does nothing to change anything, as it is written for submission with a planning application for prospective development, not for a retrospective one. Thus, its recommendations could not be applied as conditions. The damage to be guarded against has already been done.
- The second is a well written Heritage Impact Assessment showing negligible impact on the designated heritage asset but failing completely to address the overall impact on the area. Neither document materially changes the basic reasons of the previous objection. Wassell Grove Lane has the character of a reversed letter Z. We consider the Heritage Impact Assessment to be disingenuous in that it does not adequately address the impact on the section of the lane before the corners, approaching from the southwest. Nor does it adequately address the effect travelling in the opposite direction, where ugly caravans are highly visible on the right and the listed buildings on the left. This inevitably adversely affects their setting.
- As stated, the site is in the Green Belt. Under Policy BDP4, the development of no buildings in the Green Belt is considered inappropriate. This reflects the provisions of National Planning Policy Framework (para 154), which refers to “development”, rather than just “buildings”. Both these are subject to exceptions, but none of the exceptions applies to this case. BDP15 contains further provisions allowing certain development to meet the needs of rural communities, but, again, none of the cases listed applies here.
- This is an unsuitable site for the unauthorised development that has taken place. Planning consent should be refused and BDC should continue its enforcement proceedings.

## **Publicity**

77 letters sent 29.09.25 (expired 20.10.25)

Site notice displayed 06.06.2025 (expired 30/06/2025)

Press notice in the Bromsgrove Standard published 23.03.2026 (expired 13.04.2026.)

A total of 83 comments has been received in relation to the application. Of those 83 are recorded as objections. No supporting comments have been received.

The material planning issues raised include:

- Highway/traffic issues including the narrowness of the road, volume of traffic, the impact on pedestrians, including children, using the road, additional traffic which would result from the proposal, the lack of footpaths or street lighting and the site access is dangerous
- The impact on protected species/wildlife
- The site is in the Green Belt and should be protected. There are no very special circumstances for the development
- The development would be out of character with the area
- There are no local amenities and access to amenities would be reliant on the private car
- Lack of mains sewage locally
- Impact on the landscape
- The land is not designated for residential development
- The large area of hardstanding is unnecessary
- The visual impact of the proposed development

Some of the comments received raised matters which are not material planning considerations. These matters are not reported here.

### **Councillor Lambert**

- I wish to call the application in due to the public interest and the large number of comments from residents.

### **Relevant Policies**

#### **Bromsgrove District Plan**

BDP1 Sustainable Development Principles

BDP2 Settlement Hierarchy

BDP4 Green Belt

BDP11 Accommodation for Gypsies, Travellers and Showpeople

BDP16 Sustainable Transport

BDP19 High Quality Design

BDP20 Managing the Historic Environment

BDP21 Natural Environment

BDP23 Water Management

#### **Others**

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

PPTS Planning Policy for Traveller Sites

GTAA Worcestershire Gypsy and Travellers Accommodation Assessment 2014

GTAA Gypsy and travellers Accommodation Assessment Addendum 2024  
Bromsgrove Gypsy and Traveller Assessment (GTAA) Update – Dec 2021  
The House of Commons briefing paper entitled Gypsies and Travellers; Planning Provisions 19 December 2019  
High Quality Design SPD

## **Relevant Planning History**

**24/00254/FUL:** Change of use of land to equestrian use, retention of stables, hardstanding and alterations made to the vehicular access.  
Withdrawn 21 May 2024

**22/01627/ENFGA:** Appeal against enforcement notice reference 20/00240/INV (erection of a building) based dated on ground 'd' - that, at the time the enforcement notice was issued, it was too late to take enforcement action against the matters stated in the notice.  
Appeal Dismissed 06 November 2023

**20/01032/FUL:** Change of Use from a pony paddock to provide 2 no. Gypsy / Traveller pitches inclusive of 2 no. Static Caravans, 2 no. Touring Caravans, 2 no. Amenity Blocks, access driveway and Bio-Disc.  
Withdrawn 23 November 2023

## **Site Description and Proposal**

The application site is located on the west side of Wassell Grove Lane in Hagley. The site previously comprised an open parcel of land with an existing access from Wassell Grove Lane. This access is being retained for use by the occupiers of the site. The site is opposite a Grade II listed building. There are two TPO trees on the boundary of the site.

This application seeks planning permission for the material change of use of land to use as a residential caravan site for 5 Traveller pitches, including the laying of hardstanding and construction of a 1.8m timber fence.

The 5 pitches on the application site are currently occupied by touring caravans. However, permission is sought for both mobile homes ("MH") and touring caravans ("TC"), as well as small utility rooms ("UT") on each pitch. The existing shed which has been built at Plot 1 is proposed to be replaced by a utility room. Car parking and amenity space is also proposed to serve each pitch.

## **Assessment of Proposal**

### **Gypsy Traveller Status**

The definition of gypsies and travellers is set out in Annex 1 (Glossary) to the Planning policy for traveller sites 2015 (PPTS) as:

*"Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health*

*needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.”*

Whilst the application seeks permission for a permanent settled base, the application sets out that the proposed occupiers of the pitches continue to travel frequently throughout the year. As such it is considered that the occupiers fall within the above definition as gypsies.

## **Need and Supply of Pitches**

The Bromsgrove District Gypsy and Traveller and Travelling Showperson Accommodation Assessment 2024/25 (September 2025) confirms that for the period 2024/25 to 2041/42, there is a need for 37 additional Gypsy and Traveller pitches across the District. Of this need, 17 pitches are needed in the first five years and 20 over the longer-term period 2029/30 to 2041/42.

This development would contribute 5 pitches to the 17-pitch shortfall within the next 5 years.

It is therefore evident that there is an identified need for additional pitches in the next five-year period, and that the LPA cannot demonstrate a five-year supply of deliverable sites.

## **Green Belt/Grey Belt**

The application site is located in the Green Belt. Paragraph 155 of the NPPF (2024) is therefore of relevance, confirming that the development of homes, commercial and other development in the Green Belt should not be regarded as inappropriate development, subject to meeting all of the relevant criteria.

**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;**

For the purposes of plan-making and decision-making, the NPPF defines grey belt land 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, excluding 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.

In relation to purpose (a), which relates to the sprawl of large built up areas, the PPG notes that villages should not be considered as large built up areas.

The application site is located in the ward of Hagley, on the edge of Stourbridge. The site is physically contained in its own right, and hence the development would not result in the sprawl of large built up areas in this regard. As such the application site does not strongly contribute to purpose (a).

In relation to purpose (b), which relates to the merging of towns, the PPG again

confirms that this does not relate to villages. In any case, by way of the site's position, the site does not form a gap between towns. The site's containment ensures that the development would not result in neighbouring towns merging into one another. Therefore, the application site does not strongly contribute to purpose (b).

In relation to purpose (d), which relates to preserving the setting and special character of historic towns, the PPG again notes that this does not apply to villages. In any case, the proposal does not impact the setting and special character of a historic town and so the application site does not strongly contribute to purpose (d).

It is noted that grey belt land excludes land where the application of the policies relating to the areas or assets in footnote 7 would provide a strong reason for refusing or restricting development. The application site is not located within any of the designations listed at footnote 7, and so there are no strong reasons for refusing or restricting development in this regard.

Therefore, as the application site does not strongly contribute to the purposes of the Green Belt, and there are no other strong reasons for refusing or restricting development as set out in footnote 7, the application site is defined as comprising grey belt land.

In considering the impact on the remaining Green Belt in the plan area, the development of the application site would not affect the ability of the remaining Green Belt across the area of the plan from serving all five of the Green Belt purposes in a meaningful way. The application site itself is well contained. The development of the site would therefore not encroach into open countryside. Hence, the proposal meets the criteria of Paragraph 155(a).

**b. There is a demonstrable unmet need for the type of development proposed;**

There is a demonstrable unmet need of pitches

**c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and**

In accordance with Paragraphs 110 and 115 of the NPPF (2024), it is understood that development should be located sustainably, whilst recognising that opportunities to maximise sustainable transport solutions will vary between urban and rural areas.

The application site is located in Hagley, opposite Wassell Grove Business Centre and a collection of residential properties. The site is no less sustainably located than this existing development. The site is also located in close proximity to Stourbridge, which contains a large variety of public transport links and local services. This includes the local schools which several of the occupiers' children attend. The closest is located on 1.3 miles and is easily accessible.

I consider later the question of the sustainability of the location and find this is, with particular reference to paragraphs 110 and 115 of the Framework and the provisions of the Planning Policy for Traveller Sites (PPTS), not an unsustainable location for the particular development proposed. Accordingly, I conclude that the requirements of Paragraph 155(c) are met.

**d. Where applicable the development proposed meets the ‘Golden Rules’ requirements set out in paragraphs 156-157 below.**

The Golden Rules set out within the NPPF relate to major developments and policies for affordable housing. Hence, the Golden Rules are not applicable.

**Conclusion on Grey Belt**

It is considered that the site is within land that is grey belt.

**Character and Appearance**

Worcestershire County Council's Landscape Character Assessment defines the area as "Timbered Plateau Farmlands" which comprises a varied, mixed farming landscape of hedged fields, scattered farms, woods and wooded valleys associated with upstanding areas of undulating relief. The landform conveys a sense of strength and dominance which tends to override the pattern of tree cover and fields. Variations in landform within this landscape create a changing sequence of visual perspectives, ranging from open vistas on plateau summits to more secluded scenes along valley bottoms.

The NPPF places an emphasis on fostering well-designed places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being. This is the social objective of the NPPF and its sustainability goals. Whilst Traveller site developments may not be regarded as well integrated into the 'Timbered Plateau Farmland' they serve a purpose for those within the nomadic part of our society.

It is considered that the proposal will cause some harm to the character and appearance of the area specifically the introduction of the boundary fence into the existing field. However, with additional planting and landscaping around the site this detrimental impact can be reduced to mitigate the harm caused to the character of the area. By agreeing to a landscaping condition, the character of the site will align better with the countryside setting, The development would avoid the risk of creating an urbanised feel and instead respect the essential rural character of the locality.

**Location of the site**

The site is distinctly separate from nearby urban areas. The access from the road network is poor and there being no direct footpaths and otherwise unlit rural roads. In common with many countryside development sites, the site is located some distance from any local shops and services, 2km to Hagley and 2km to Stourbridge to the North.

While the Bromsgrove District Plan (BDP) identifies that growth within the district should be located at the most accessible and sustainable locations in accordance with the Council's settlement hierarchy, it does not set out any specific requirements concerning accessibility to shops and services for Traveller sites.

Indeed, paragraph 155 and footnote 57 of the Framework indicate that particular reference should be made to paragraph 13 when determining whether Traveller sites in the Green Belt would be in a sustainable location. I do not see that any of the aims of paragraph 13 are undermined by this development.

On this basis it is reasonable to consider sustainability in the round. While the site is poorly located in terms of access to services, there are sustainability benefits in providing a settled location for Travellers and the council acknowledges the demand for such provision. Moreover, the Framework advises at paragraph 110 that 'opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making'.

With the above points in mind, I do not regard this as an unsuitable location for the particular development proposed in terms of access to services and find no conflict with the Bromsgrove District Plan (BDP)

This also means that I regard the location as sustainable for this development for the purposes of Paragraph 155 of the Framework.

## **Best Interest of Children and Personal Circumstances**

The application is supported by information regarding the occupiers of the proposed pitches and their personal circumstances. It has been requested that the detail of this information be kept confidential due to the sensitive nature of the contents; a brief summary has been set out below.

The site is proposed to be occupied by an extended family, with the intention that three of the pitches will have occupants that include children.

Article 8 of the European Convention on Human Rights states that everyone has the right to respect for their private and family life, home and correspondence. Where the article 8 rights are those of children, they must be seen in the context of article 3 of the United Nations Convention on the Rights of the Child (UNCRC), which requires a child's best interest to be a primary consideration. It is however important to note that a child's best interest is not determinative of the planning issue and may be outweighed by the cumulative effect of other considerations provided that the adverse impact on the child of any decision is proportionate.

The occupiers' needs for the proposed pitches can be described as follows: -

One plot is occupied by two adults and their four children of ages ranging between 3 and 11. The three eldest children are all having their educational needs met in the locality through a combination of school/nursery attendance and education from the education department of Worcestershire County Council.

The family are registered at the local doctor's surgery and the local dentist and living nearby makes these visits and access to healthcare much easier.

One plot is occupied by one adult and four children of ages ranging between 6 and 16. The educational needs of the children are being met in the locality through a mixture of school attendance and home schooling. The children's education has improved since they have occupied the site. All occupants of this plot are able to access services locally including being registered with a doctor's surgery. The family are pleased to have a stable home on a safe site.

One plot is occupied by two adults and three children of ages ranging between 12 and 15. Previously, the two adults were moving around a lot of sites around Birmingham and Stoke-on-Trent. One adult has health needs and so is very much reliant on family support.

The remaining two plots have no children on them.

From the personal circumstances as listed above it is clear there is a locational need in terms of education and health.

## **Heritage Impact**

Wassell Grove Farm is a Grade II listed Georgian farmhouse, which dates from the early 19th century, with later additions and alterations. The building is of three storeys and constructed of brick, with a single storey side extension encompassing the former dairy and tack room. To the north are a range of 19th century brick barns, now in separate ownership and converted to offices. The farmhouse has both architectural and historic interest being a substantial three storey building some fine architectural detailing and its size indicating the wealth of the farmstead at the time. The associated barns form a regular courtyard in an L plan with some additional elements. The complex comprises an interesting survival of a historic farmstead with almost all its 19th century buildings extant, and the original plan clearly legible. The house and barns are located in a predominantly rural location, and this setting contributes to our understanding of the listed buildings and their significance.

The conservation officer states that: *'With the exception of the loss of field boundaries the immediate setting has changed little during the 20th and early 21st centuries. Wassell Grove House has been demolished and replaced with a modern house, not seen from the road. The stables to the house, immediately to the south of the farmhouse, have been converted to residential use but they have maintained their form. As noted above although the barns to the farmhouse have been converted to commercial use the plan form remains legible. The house has undergone various works of upgrading over the years but no more than one would expect to maintain a property in use, and its architectural interest is still clear.'*

*The application site is located to the west of Wassell Grove Lane, and to the north west of the farmhouse and to the west of the converted farm buildings. It was a paddock, but the front half of the site has been cleared of grass and five caravan*

*itches have been laid out, together with an access track roughly opposite the entrance to the converted barns.*

*The development of the caravan pitches on the site has altered the rural character of the setting of the listed farmhouse and converted barns introducing built form into the paddock. There are clear views of the development as noted above from the southerly section of Wassell Grove lane and the footpath to the west, as well as views from the upper floors of the listed building. The development detracts from the setting of the listed building and converted barns and therefore the significance of the listed building and curtilage listed buildings.*

*Although the historic association of the site and the listed farmhouse remains appreciable from looking at historic mapping it is undermined by the development on the site.*

*The fact that there is a small campsite some distance away does not make camp/caravan sites typical of the area. The other site is not within the setting of the listed building and cannot be seen from the road. It can be argued that the immediate setting of the farmhouse has changed due to the conversion of the associated barns to a commercial use. However, their plan form and original use remains clearly legible despite the conversion. As noted above the development is prominent and dominant in views from the southerly section of Wassell Grove Lane and the public footpath. Both vantage points have been completely ignored in the applicant's Heritage Statement.*

It is therefore considered that the development does detract from the setting of the listed farmhouse, and the curtilage listed barns as the rural setting contributes to the significance of the listed farmhouse, the development will harm the significance of the building. The development is therefore at odds with the requirements of the 1990 Act, policies in the Bromsgrove Development Plan and the NPPF.

The conservation officer states that '*where a development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.*'

Paragraph 215 is therefore engaged, and the applicant needs to demonstrate that the harm is outweighed by the public benefits of the scheme.

The applicant within the planning statement has identified the public benefit to the scheme that the scheme will provide 5 pitches which would contribute to the 17 pitches deficit in the first five years and 20 over the longer-term period 2029/30 to 2041/42. It is therefore evident that there is an identified need for additional pitches in the next five-year period, and that the Council cannot demonstrate a five-year supply of deliverable sites. This is a public benefit and as the harm is stated to be *less than substantial* the public benefit of the addition pitches outweighs the harm to the listed building.

## **Highway Safety**

The site will be accessed from Wassell Grove Lane in Hagley, and is located within a 30mph signed speed limit, partly due to the sharp bend to the southeast of the site which has limited visibility.

*The Highways officer has stated that 'Based on the submitted plans provided in appendix G of the submitted highways technical note, a visibly splay of 2.4 metres by 48.36 metres can be achieved to the left of the site access and 2.4m x 63.7metres can be achieved to the right. Whilst these accord with the requirements of Manual for Streets and the Worcestershire Streetscape Design Guide, it would require the removal a substantial amount of well-established hedgerow which could undermine the character of the lane, and present better levels of visibility which could increase vehicle speeds at this location to the detriment of highway safety'.*

It is the Local Planning Authority's view that the removal of the hedgerow would lead to a further harm to the character and appearance of the site. If the hedgerow cannot be removed, then the Highway Authority concludes that the required visibility splay in accordance with Worcestershire Streetscape Design Guide cannot be achieved.

*In addition, the Highway Authority adds that there has been no consideration of forward stopping sight distances on Wassel Grove Lane, especially due to the sharp bend which restricts motorists forward visibility of the access. Who therefore may not be able to react in time to a vehicle exiting the proposed access arrangements. This concern needs to be addressed and evidenced to resolve these concerns, and the access arrangements should be supported by a Road Safety Audit Stage 1 which is undertaken in accordance with the requirements of GG119 Road Safety Audit which forms part of the Design Manual for Roads and Bridges.*

Therefore, it is concluded that the level of visibility proposed by the applicants traffic consultant cannot be achieved without removal of a significant and well-established hedgerow. In addition, there is insufficient information regarding forward stopping sight distances, which raises concerns that the proposals could undermine highway safety.

As a result of the following the application therefore fails to accord with the adopted policy BDP16 and the consequences of this will result in an unacceptable impact on the highway network, which is also contrary to paragraph 114, 115 and 116 of the National Planning Policy Framework.

Furthermore, the Highway Authority states that: *the development site is remote from key services and facilities which would support the development. The Highway Authority does note that in its assessment that the site is not sustainable but that this is a matter to the Local Planning Authority to assess and conclude on in its assessment of the development proposals.*

*However, the Highway Authority is concerned that whilst the development may be car dominated, some residents may still undertake active and sustainable travel to access services and facilities. The nearest shops are located at the junction of Wynnall Lane, Wynnall Lane South and Oakfield Road to the northwest of the site. This is approximately 1.20km away with the use of rural lanes with no footway provision and limited verges which are not lit. In addition, it would require pedestrians to walk along*

*routes which are subject to a signed 40mph speed limit. The Highway Authority concludes at the application does not meet the requirements of the National Planning Policy Framework notably paragraph 117 to the detriment of highways safety.*

*In addition, the development would be car dominated with lack of access to nearby facilities but also would require pedestrians to walk in live carriageways of rural nature due to there being no footway provision or streetlighting.*

The Local Planning Authority concludes therefore that the future occupiers of the development would not have sufficient pedestrian infrastructure to access services within the local area, including public transport, posing a risk to highway safety and at odds with the aim of planning policies to provide safe and suitable access for all. As the future occupiers would be forced to walk in the carriageway on rural and narrow roads to access the wider highway network and services, the proposal would be contrary to Policy BDP16 of the Bromsgrove District Plan and the National Planning Policy Framework.

## **Impact on Drainage**

North Worcestershire Water Management argue that the application should not be permitted without a revised surface water drainage strategy. However, a condition is suggested if any approval was to be recommended.

*Notwithstanding the drainage strategy submitted with the application, within three months of the date of the decision a scheme for surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include design details of surface water drainage measures for all impermeable areas and shall demonstrate compliance with the National standards for sustainable drainage systems (Defra, 2025). The scheme shall detail how it will be ensured that no runoff will bypass the surface water drainage scheme and discharge unattenuated to the adjacent ditch. The approved surface water drainage scheme shall be implemented and thereafter maintained in accordance with the agreed scheme.*

This condition would mitigate any impact onto the surface water drainage impacts and would be compliant with policy BDP23.

## **Ecology/Trees**

The application is supported by a preliminary ecological appraisal (PEA) undertaken by an experienced and qualified ecologist. It is noted that a number of the comments received on the application raise the presence of various forms of wildlife within or in close proximity to the application site. The PEA found that the only genuine protected species potential present within this application site breeding birds. The boundary hedgerows and the individual trees all have bird nesting potential, as would be expected at any similar property. No evidence of previous ground nesting birds was present, with no old nests or eggshells. No large buildings are present at this site and also no trees with any obvious bat roosting features, so bats cannot roost here.

Whilst the proposal would result in the loss of some grassland habitat through the spreading of hardstanding, and the excavation works the PEA considers that the losses could be reasonably mitigated. Any mitigation and enhancement could be reasonably controlled through the imposition of planning conditions and as such it is considered that in ecological terms the site could accommodate the development as proposed. It should be noted that as the application is retrospective it is exempted from BNG.

### **Intentional unauthorised development**

The proposal is retrospective. Intentional unauthorised development is a material consideration to be weighed in the determination of applications. In addition to the siting of caravans, an area of hardstanding comprising aggregate has been laid on the site and a surrounding fence erected. The works do not exceed the minimum needed to create a habitable environment. Nonetheless, works carried out have resulted in the loss of a modest area of grassland.

The appellant has sought to regularise the development by applying and paying the fee for a grant of retrospective planning permission. It is known of the significant shortfall in supply of pitches. Therefore, the intentional unauthorised development should carry modest weight against the proposal.

### **Publicity**

A site notice and press notice was displayed and neighbour letters were issued, with the Council receiving a total of 58 objections and 0 supporting letters.

A table summary of objections

Comments	LPA response
<ul style="list-style-type: none"> <li>• Highway/traffic issues including the narrowness of the road, volume of traffic, the impact on pedestrians, including children, using the road, additional traffic which would result from the proposal, the lack of footpaths or street lighting and the site access is dangerous</li> </ul>	<p>The Highway Authority is concerned that the level of visibility proposed by the applicants traffic consultant cannot be achieved without removal of a significant and well-established hedgerow, and there is insufficient information regarding forward stopping sight distances</p>
<ul style="list-style-type: none"> <li>• The impact on protected species/wildlife</li> </ul>	<p>The Council's is satisfied that planning conditions could be secured to protect and secure enhancements for biodiversity.</p>
<ul style="list-style-type: none"> <li>• The site is in the Green Belt and should be protected. There are no very special circumstances for the development.</li> </ul>	<p>With regards to Green Belt and Grey Belt this has been explained in the report</p>
<ul style="list-style-type: none"> <li>• The development would be out of character with the area</li> </ul>	<p>The landscape impacts of the proposals have been assessed in this report.</p>

<ul style="list-style-type: none"> <li>• There are no local amenities and access to amenities would be reliant on the private car</li> </ul>	The sustainability of site has been assessed in this report.
<ul style="list-style-type: none"> <li>• Lack of mains sewage locally</li> </ul>	The applicant has submitted a foul drainage plan that would be conditioned to be implemented if the application was to be recommended for approval.
<ul style="list-style-type: none"> <li>• Impact on the landscape</li> </ul>	The landscape impacts of the proposals have been assessed in this report.
<ul style="list-style-type: none"> <li>• The land is not designated for residential development</li> </ul>	With regards to Green Belt and Grey Belt this has been explained in the report.
<ul style="list-style-type: none"> <li>• The visual impact of the proposed development</li> </ul>	With regards to landscape character section in the report this has been explained in the report.
<ul style="list-style-type: none"> <li>• The large area of hardstanding is unnecessary</li> </ul>	North Worcestershire Water Management argue that the application should not be permitted without a revised surface water drainage strategy. However, a condition is suggested if any approval was to be recommended.
<ul style="list-style-type: none"> <li>• Impact on the listed building over the Road</li> </ul>	The heritage impacts of the proposals have been assessed in this report.

## Planning Balance

The application site is located within land considered to be Grey Belt and given compliance with the relevant criteria of para 155 of the NPPF, the proposal would not amount to inappropriate development in the Green Belt.

Significant positive weight is attributed to the provision of a five-pitch Gypsy and Traveller site. The evidence demonstrates a clear and ongoing shortfall in the supply of authorised Gypsy and Traveller accommodation within the District. In this context, the proposal would make a meaningful contribution towards meeting an identified unmet need, which is a core objective of the Planning Policy for Traveller Sites (PPTS).

Further positive weight is attached to the personal circumstances of the occupiers, notably the welfare and educational needs of the children residing on the site. The PPTS and national planning policy require decision-makers to have regard to the best interests of children as a primary consideration. In this case, those interests would be materially harmed by the refusal of planning permission, and this factor attracts significant positive weight.

Turning to identified harms, there would be some harm to the character and appearance of the area by virtue of additional boundary fencing. However satisfactory mitigation could be achieved through the use of an appropriate condition. Other technical matters such as Drainage, Ecology and Trees are considered to be

acceptable, or are capable of being made acceptable, through the imposition of appropriate conditions. Collectively these matters are neutral in the planning balance.

'Less than substantial' harm to the setting of the nearby Grade II listed buildings and curtilage listed barns has been identified. However, consideration of the public benefits arising from the scheme, as required by Para 215 of the NPPF outweighs this identified harm.

However, the intentional unauthorised development on the site carries modest weight against the proposal.

Significant weight against the proposal is given to the applicant's failure to demonstrate adequate visibility splays which in turn leads to an unsafe access. In addition, the site would lead to future occupiers being forced to walk in the carriageway on rural and narrow roads to access services. In circumstances when an unacceptable impact on highway safety has been shown, Paragraph 116 of the NPPF indicates that the proposal should be refused on highways grounds.

Overall, it is considered that harm to Highway Safety taken together with other harms, would demonstrably outweigh the benefits of the scheme and that Planning Permission should therefore be refused.

**RECOMMENDATION:** That full planning permission be REFUSED

1. Without the removal of a large amount of Hedgerow insufficient visibility splays have been provided onsite. Therefore, the applicant would not be able to demonstrate a safe and suitable access in accordance with paragraph 115 matter c of the National Planning Policy Framework. In addition, insufficient information has been submitted to consider the forward stopping sight distances on Wassell Grove Lane, especially due to the sharp bend which restricts motorists forward visibility of the access.

Any future access arrangements should be supported by a Road Safety Audit Stage 1 assessment. The application therefore fails to accord with the adopted policy and the consequences of this will result in an unacceptable impact on the highway network, which is contrary to paragraph 114, 115 and 116 of the National Planning Policy Framework.

2. The future occupiers of the development would not have sufficient pedestrian infrastructure to access services within the local area, including public transport, posing a risk to highway safety and at odds with the aim of planning policies to provide safe and suitable access for all. As the future occupiers would be forced to walk in the carriageway on rural and narrow roads to access the wider highway network and services, the proposal would be contrary to Policy BDP16 of the Bromsgrove District Plan and the National Planning Policy Framework.

**Case Officer:** Jonathan Pavey-Smith Tel: 01527 881759  
Email: [Jonathan.pavey-smith@bromsgroveandredditch.gov.uk](mailto:Jonathan.pavey-smith@bromsgroveandredditch.gov.uk)

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25/00492/FUL

Land At Wassell Grove Lane Hagley Worcestershire DY9 9JH

Material change of use of land to use as a residential caravan site for 5 Traveller pitches, including the laying of hardstanding and construction of a 1.8m timber fence. (Retrospective).

Recommendation: REFUSAL

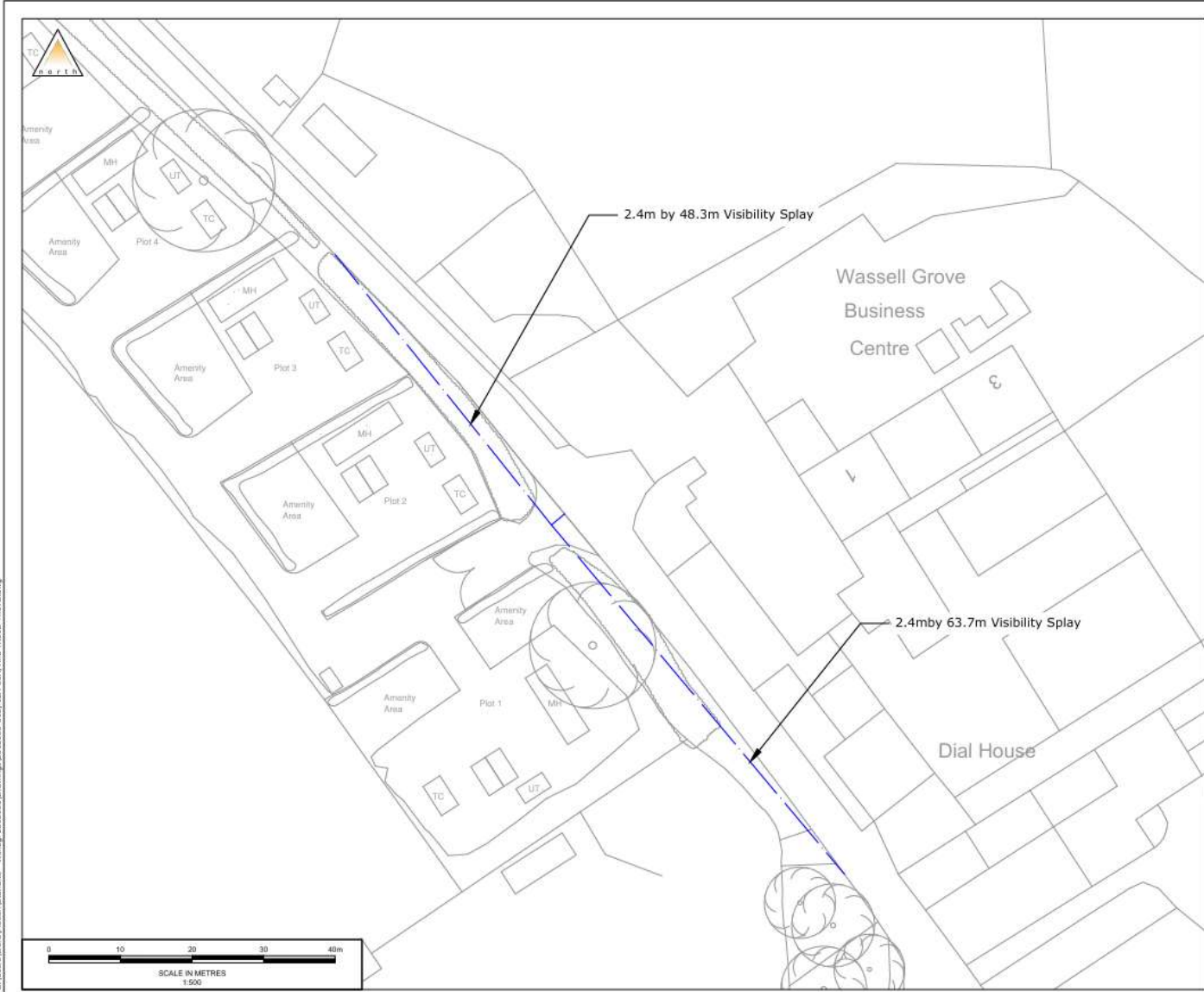




Rev	Date	Description
<b>WS PLANNING &amp; ARCHITECTURE</b> 100 High Street, Worcester, Worcestershire, DY1 1JH 01905 810000 www.wsplanning.co.uk		
Date:	February 2026	Drawn By:
Scale:	1:1250@A3	Checked:
Client:		
Docherty, Jordan		
Project:		
Coole Park, Wassell Grove Lane, Hagley, Worcestershire, DY9 9JH		
Title:		
As Existing Site Plan		
Document No.	Rev.	
J005472-DD-05		



Rev	Date	Description
 <b>WS PLANNING &amp; ARCHITECTURE</b> <small>           Local Office: 5 The Mill, Warwick CV34 6EF, Tel: 01927 228713            London Office: 4 Belfry Yard, City of London, EC3A 7DF, Tel: 020 3002 8148            Regional: City of Worcester, WR2 9NF, www.wsplanning.co.uk, info@wsplanning.co.uk         </small>		
Date		Drawn By
February 2026		CT
Scale		Checked
1:1250@A3		
Client		
Docherty, Jordan		
Project		
Coole Park, Wassell Grove Lane, Hagley, Worcestershire, DY9 9JH		
Title		
Proposed Site Plan		
Drawing No.	Rev.	
J005472-DD-07		



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- Notes**
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
  2. This drawing is based on survey information supplied by WSPA, and Motion cannot guarantee the accuracy of the data provided.

**Legend**

— Visibility Splay

B	Updated Layout	EF	EF	EF	20/03/2026
A	Updated Layout	DB	EF	EF	19/03/2026
-	First Issue	DB	EF	DM	15/03/2026
Rev.	Description	Drn	Chk	App	Date

Drawing Status:

**FOR PLANNING**  
NOT FOR CONSTRUCTION



Client:  
Mr Docherty

Project:  
Coole Park, Wassell Grove Lane,  
Hagley

Title:  
Visibility Splays

Scale: 1:500 (@ A3)

Drawing: 2512063-01 Revision: B











Name of Applicant	Proposal	Expiry Date	Plan Ref.
Bellway Homes Ltd	Variation of condition 27 of planning permission 24/00516/S73:  FROM: No more than 99 dwellings shall be occupied until the junction of the A448/ Whitford Road/ Perryfields Road has been altered in accordance with the plan Whitford Road/ Perryfields Road proposed junction arrangement ref 461451-D-014, and until a pedestrian crossing on the A448 has been provided in accordance with the plan Potential A448 signalised crossing ref 7033-SK-015 revision A.  AMEND TO: No more than 250 dwellings shall be occupied until the junction of the A448/ Whitford Road/ Perryfields Road has been altered in accordance with the plan Whitford Road/ Perryfields Road proposed junction arrangement ref 461451-D-014, and until a pedestrian crossing on the A448 has been provided in accordance with the plan Potential A448 signalised crossing ref 7033-SK-015 revision A.  Land at Whitford Road, Bromsgrove	16.02.2026	25/00900/S73

**RECOMMENDATION:**

- a) **MINDED to GRANT** planning permission
- b) That **DELEGATED POWERS** be granted to the Assistant Director for Planning, Leisure and Cultural Services following consultation with the Planning Committee Chairman, to agree the final scope and detailed wording and numbering of conditions as set out at the end of this report.

**Consultations**

**Worcestershire Highways**

- No Objection
- Highway Authority does not consider that this variation would result in a severe residual cumulative impact on capacity or congestion nor an unacceptable impact on highway safety.

**Mott MacDonald**

- No objection
- The uplift to the Whitford Road Condition 27 trigger from 99 to 250 dwellings can be supported in principle, based on the revised Stage 1 modelling for Perryfields Road

which assesses the combined impacts at the A448 / Whitford Road / Perryfields Road junction.

- Acceptance of the Whitford Road uplift is contingent solely on the Stage 1 assessment for Perryfields Road (396 dwellings). The further elements of the Perryfields Road submission, namely the Hybrid scheme and proposed 550-dwelling Stage 2 cap, have not been supported but do not play a role in determining the application for the proposed change in the trigger point for Whitford Road under Condition 27.
- Consistent with our comments on Stage 1 of the Perryfields Road application, the impacts will be elevated but the duration of effect is anticipated to occur only for a limited duration as an interim approach, it remains essential that the Highway Authority is satisfied that the junction will continue to operate safely during the temporary period prior to delivery of the permanent mitigation AND the Planning Authority is satisfied that it has the necessary measures in place to control the duration of impact.
- A coordinated approach between the two development schemes remains critical, and the confirmation that the Perryfields Road scheme will provide the relevant permanent mitigation for implementation, should be clearly reflected in the final condition wording attached to any approval.

### **The Bromsgrove Society**

- Objection
- Applicant fails to explain proposed delay in construction of the signalised pedestrian crossing
- Identify differences in the trip rates used for vehicular trips from the Whitford Road site and those from the Taylor Wimpey (Perryfields) site. Accurate trip rates need to be used for junction modelling.

**Full copies of the responses from consultees are available to view on Public Access and Members are encouraged to review these.**

### **Publicity**

Site Notices posted 07.11.2025 (expires 01.12.2025)

Press Notice published 31.10.2025 (expires 17.11.2025)

1 objection received expressing concern that the junction is very busy and the condition is required to safeguard Bromsgrove from unacceptable congestion and safety risks.

### **Relevant Policies**

#### **Bromsgrove District Plan**

BDP1 Sustainable Development Principles

BDP3 Future Housing and Employment Development

BDP5A Bromsgrove Town Expansion Sites

BDP16 Sustainable Transport

BDP19 High Quality Design

#### **Others**

National Planning Policy Framework (2024)

National Planning Practice Guidance

## **Relevant Planning History**

25/00901/S73	Variation of condition 25 of planning permission 24/00516/S73:	Granted	05.12.2025
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FROM: No part of the development shall be occupied until the junction of Fox Lane/ Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/ Rock Hill schematic ref 7033-SK-005 revision F

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

Plan reference

25/00529/S73	<p>Variation of condition 25 of planning permission APP/P1805/W/20/3245111 allowed on appeal 09/02/2021 (LPA 16/1132):</p> <p>FROM: No part of the development shall be occupied until the junction of Fox Lane/ Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/ Rock Hill schematic ref 7033- SK-005 revision F</p> <p>AMEND TO: No more than 49 dwellings (of which, no more than 30 shall be for private sale and no more than 19 shall be for affordable housing) shall be occupied until the junction of Fox Lane/Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/Rock Hill schematic scheme ref 7033-SK-005 revision G and ancillary drawings 7033-s278-701 rev C02, 2015804 AGE- ZZ-XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02.</p>	Granted	24.06.2025
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24/00516/S73	<p>Variation of condition 22 of planning permission APP/P1805/W/20/3245111 allowed on appeal 09/02/2021 (LPA 16/1132):</p> <p>FROM: 22) No dwelling shall be occupied until the acoustic fencing on the north western part of the site has been erected in accordance with a scheme which has been submitted to and approved in writing by the local planning authority. The acoustic fencing shall be retained thereafter.</p> <p>AMEND TO: 22) No dwelling shall be occupied in relation to the reserved matters 23/00993/REM (Miller Homes phase) including plots 291 to 293 &amp; plots 342 to 353 only of the approved reserved matters 22/00090/REM (Bellway Homes phase) or subsequent variations thereof until the acoustic fencing on the north-western part of the site, has been erected in accordance with a scheme which has been submitted to and approved in writing by the local planning authority. The acoustic fencing shall be retained thereafter. The noise mitigation measures of glazing, ventilation and garden fences referred to in the Environmental Noise Assessment (22336-1- R8) prepared by Noise.co.uk dated 25 October 2024 shall be applied to the approved reserved matters 22/00090/REM (Bellway Homes phase) or subsequent variations thereof in accordance with the following details: the Glazing and Ventilator Performance table version 4 submitted on 09/12/24 and Acoustic Private Garden Fence drawing number SD-9-03 dated October 2024 unless alternative other minor variations of these details are submitted to and agreed in writing by the Local Planning Authority prior to installation.</p>	Granted	12.12.2024
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24/00150/REM	Reserved Matters application (Layout, Scale, Appearance and Landscaping) to outline planning permission 16/1132 (granted on appeal APP/P1805/W/20/3245111) for the erection of a retail unit and associated infrastructure within Site A.	Approved with S106	23.05.2025
24/00117/S73	Variation of condition 25 of planning permission APP/P1805/W/20/3245111 allowed on appeal 09/02/2021 (LPA 16/1132): FROM: No part of the development shall be occupied until the junction of Fox Lane/ Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/ Rock Hill schematic ref 7033-SK-005 revision F. AMEND TO: No more than 49 dwellings shall be occupied until the junction of Fox Lane/Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/Rock Hill schematic scheme ref 7033-SK-005 revision G and ancillary drawings 7033-s278-701 rev C02, 2015804 AGE-ZZ-XX-DR-X-0002, 0003, 0004, 0005, 0006 REV C02.	Refused	25.04.2025
23/00993/REM	Reserved Matters (Layout; scale; appearance and landscaping) to outline planning permission 16/1132 (granted on appeal APP/P1805/W/20/3245111) for the erection of 120 dwellings with associated car parking, landscaping and other infrastructure within the northern section of Site A.	Approved with S106	06.02.2025
22/00090/REM	Reserved Matters (layout; scale; appearance and landscaping) to outline planning permission 16/1132 (granted on appeal APP/P1805/W/20/3245111) - for the erection of 370 dwellings with associated car parking, landscaping and other infrastructure within the southern section of Site A Non Material Amendment to condition 1 landscaping drawings of Reserved	Approved	08.07.2022

Matters approval 22/00090/REM:  
Replacement of translocated hedge.  
New hedge planting along Whitford  
Road

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

Other relevant applications under consideration – Land at Perryfields

25/00798/S73 Application for the variation of part of the wording of Conditions 32 and 33 of Outline Planning Application 16/0335 (allowed at appeal (Appeal Reference: APP/P1805/W/20/3265948)) to amend the occupation trigger numbers included within the aforementioned conditions comprising the following: Condition 32 Amending the occupation trigger for a roundabout at the Junction of Rock Hill / Fox Lane from 100 dwellings to 398 dwellings ; amending the occupation trigger for cycle improvements along Stourbridge Road from 100 dwellings to 153 dwellings; amending the occupation trigger for improvements at the Worcester Road / Shrubbery Road junction from 100 dwellings to 550 dwellings and; Condition 33 Amending the occupation trigger for a signal-controlled junction on the A448

Kidderminster Road from 200 dwellings to 396 dwellings; and roundabout works on the A448 Kidderminster Road from 200 dwellings to 332 dwellings

## **Assessment of Proposal**

### S73 The Town and Country Planning Act 1990

Members are advised that the grant of a S73 application is a grant of a new planning permission. The s106 Legal Agreement for the Whitford Road development continues to apply to any subsequent S73 planning permission. This ensures that the required contributions and mitigation would continue to be secured.

### Proposal

The existing planning condition 27 allows for the occupation of no more than 99 dwellings until the junction of the A448/ Whitford Road/ Perryfields Road has been altered by the introduction of traffic signals and signalised pedestrian crossing facilities over Kidderminster Road. The proposal seeks to increase the occupation number to no more than 250 dwellings until the specified highway works are carried out.

### Background

The site is allocated for development as Bromsgrove Town Expansion Site BROM3 in policy BDP5A of the Bromsgrove District Plan.

This application follows the grant of planning permission on appeal by the Planning Inspectorate in February 2021 (16/1132 appeal reference: APP/P1805/W/20/3245111) and subsequent S73 variations with regard to varying conditions 22 (acoustic screening) and 25 (alterations to the Fox Lane/Rock Hill junction) granted by Bromsgrove District Council.

### Housing Delivery

The proposal would allow for the continued delivery of housing in the District.

### Whitford Road Planning Permission and Perryfields Planning Permission

The original Whitford Road planning permission was granted on appeal in February 2021 and the Perryfields planning permission was granted on appeal at the later date of August 2021. The planning permissions are separate, stand-alone planning permissions. Each includes a condition requiring alterations to the junction of the A448/Whitford Road/Perryfields Road but provide different highway improvement schemes. The Whitford Road permission requires a signalised junction to be installed at the junction with Kidderminster Road and Perryfields Road; the Perryfields permission requires more extensive works including the closure of Perryfields Road to through traffic, installation of a signalised junction and the creation of a roundabout further along the A448 to the west. As a result, the signalised junction requirements differ for each scheme.

In the covering letter for this application, the agent explains that there is some duplication with the highway works for both developments and that those required by the Perryfields permission would involve more extensive works and thus express a preference that the highway works required under the Perryfields permission should be carried out, though do not propose to require the provision of those highway works in the Whitford Road planning condition. Instead, it is proposed only to increase the number of occupations that can be

undertaken at the Whitford Road site prior to any junction improvement work being carried out. The agent suggests this in the belief that the more extensive Perryfields highway works would be undertaken before the highway works required by the Whitford Road condition would be triggered.

Members are advised that application 25/00798/S73 relating to the Perryfields BROM2 site is also under consideration. Although the applications include highway works to the same junction (A448/Whitford Road/Perryfields Road), they are separate applications and each application is to be determined on its own merits.

The Highway Authority and Mott McDonald have been consulted on both applications.

## Highway Matters

The applicant has submitted updated traffic data and modelling in support of the application utilising much of the same transport evidence prepared in association with the current Perryfields application 25/00798/S73. The evidence includes data for an increased occupation to 250 dwellings at Whitford Road. It also includes modelling of the proposed increase of the Perryfields site to 396 dwellings. This modelling is available to view on Public Access and has been reviewed by both WCC Highways and Mott MacDonald. Members are advised that The Bromsgrove Society comments were received before the updated Transport Note 2 which uses consistent data for both applications.

The initial traffic modelling submission used the one-lane plus flare modelling approach at the Whitford Road junction. In the latest updated information, a sensitivity test, modelling the Whitford Road arm as one lane approach only, has been undertaken. It has been confirmed in consultee comments that the methodology, modelling and data are appropriate.

The consultation responses from both WCC Highways and Mott MacDonald confirm the increase in occupation to no more than 250 dwellings is acceptable.

The Highway Authority has confirmed that the Perryfields scheme would deliver greater capacity and safety benefits beyond those associated with condition 27. Bringing forward a single, comprehensive scheme would avoid unnecessary repeated works and disruption that could arise if the condition 27 scheme was delivered first followed by further highway works to the same junction and linked to the Perryfields development. Whilst the Highway Authority considers the highway improvements secured through the Perryfields permission to be superior, the current application does not seek to amend the highway works required by condition 27. Members are reminded that the condition 27 works were found acceptable at appeal to mitigate the impact of the Whitford Road development and comprise the signalisation of the A448 / Whitford Road / Perryfields Road junction and the provision of a puffin crossing on the A449 Kidderminster Road near Dawson Road. It is considered that these highway improvement works continue to be acceptable to mitigate the impact of the Whitford Road development.

Mott MacDonald acceptance of the uplift in the occupancy numbers under condition 27 also raises 2 points:

1. that the Highway Authority is satisfied that the junction will continue to operate safely during the temporary period prior to delivery of the permanent mitigation

2. That the Planning Authority is satisfied that it has the necessary measures in place to control the duration of impact.

To respond to these for Members, I can advise that the Highway Authority has confirmed it has no objection to the proposal. It has considered the submitted details and has confirmed that increasing the occupation numbers in condition 27 of the Whitford Road planning permission would not result in a severe residual cumulative impact on capacity or congestion nor an unacceptable impact on highway safety. Paragraph 116 of the NPPF states that planning permission should only be refused where that would be the result. That threshold is not considered to be met.

The extant planning permission grants permission for 490 dwellings at this site. The current proposal seeks permission to increase the occupancy trigger from 99 to 250 dwellings. The highway improvement works will continue to be required to enable the occupation of the full approved development at Whitford Road and would continue to be secured as part of an amended condition 27.

## **Conclusion**

As with the original planning permission granted on appeal, it continues to be considered necessary to secure mitigation against otherwise severe highway impacts associated with the Land at Whitford Road development. The current application continues to propose appropriate mitigation. Consultees have raised no objection. The Highway Authority has advised that there is no concern regarding severe impact or highway safety. Similarly, Mott MacDonald's review has not identified severe impact or highway safety reasons for refusal. Therefore, the threshold for refusing the application on highway grounds is not met; the proposal does not conflict with paragraph 116 of the NPPF.

The increase in occupation numbers together with the proposed mitigation is considered acceptable. To conclude, the proposed variation of condition 27 is considered acceptable with regard to planning policy and other material planning considerations.

## **RECOMMENDATION:**

- a) **MINDED to GRANT** planning permission
- b) That **DELEGATED POWERS** be granted to the Assistant Director for Planning, Leisure and Cultural Services following consultation with the Planning Committee Chairman, to agree the final scope and detailed wording and numbering of conditions as set out at the end of this report

## **Conditions:**

Amended condition 27

Re-impose conditions attached to 24/00516/S73 and 25/00901/S72 (amended condition 25) as amended to reflect details previously approved.

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

# 25/00900/S73

## Land At Whitford Road Bromsgrove

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No more than 250 dwellings shall be occupied until the junction of the A448/ Whitford Road/ Perryfields Road has been altered in accordance with the plan Whitford Road/ Perryfields Road proposed junction arrangement ref 461451-D-014, and until a pedestrian crossing on the A448 has been provided in accordance with the plan Potential A448 signalised crossing ref 7033-SK-015 revision A

Recommendation: Delegated / Minded to Grant subject to conditions

## **Variation of condition 27 of planning permission 24/00516/S73:**

### **FROM:**

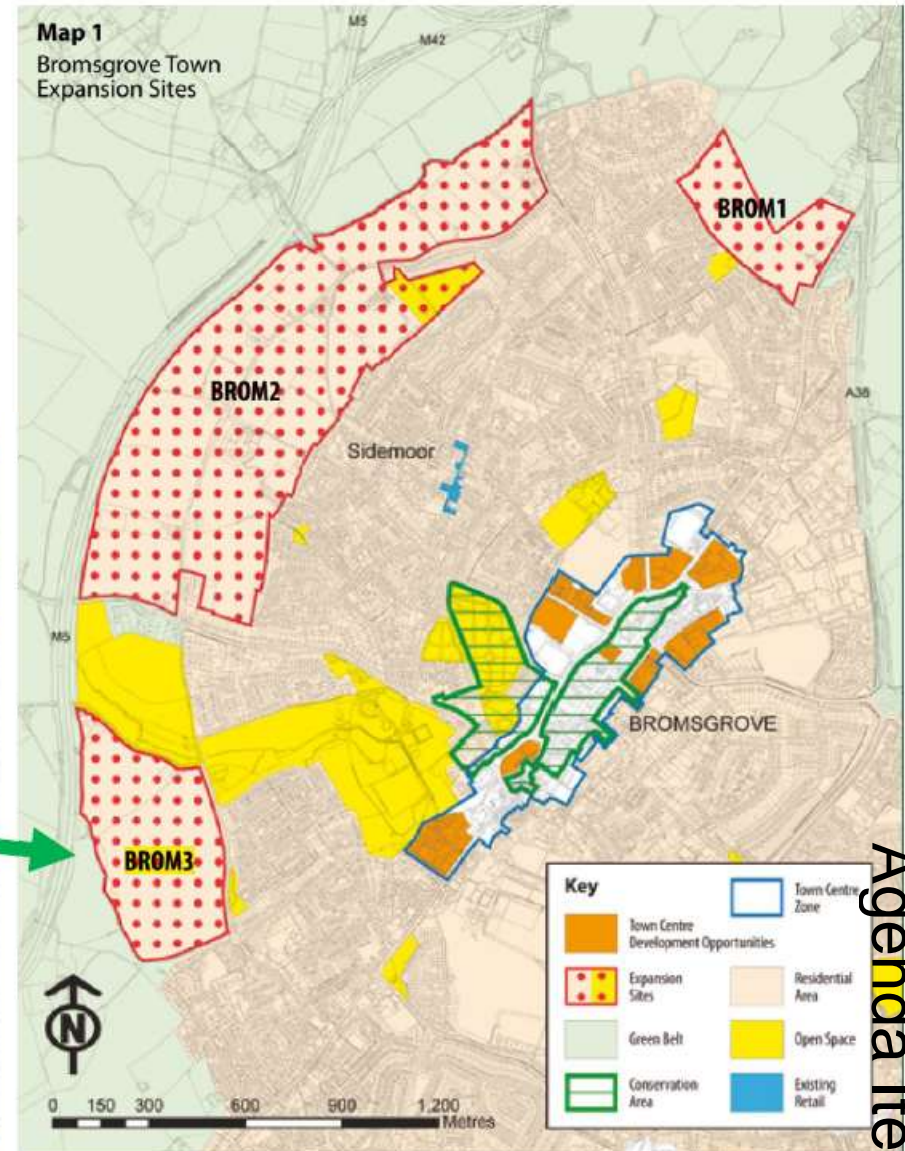
No more than 99 dwellings shall be occupied until the junction of the A448/ Whitford Road/ Perryfields Road has been altered in accordance with the plan Whitford Road/ Perryfields Road proposed junction arrangement ref 461451-D-014, and until a pedestrian crossing on the A448 has been provided in accordance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

Page 4/6

### **TO:**

No more than 250 dwellings shall be occupied until the junction of the A448/ Whitford Road/ Perryfields Road has been altered in accordance with the plan Whitford Road/ Perryfields Road proposed junction arrangement ref 461451-D-014, and until a pedestrian crossing on the A448 has been provided in accordance with the plan Potential A448 signalised crossing ref 7033-SK-015 revision A.

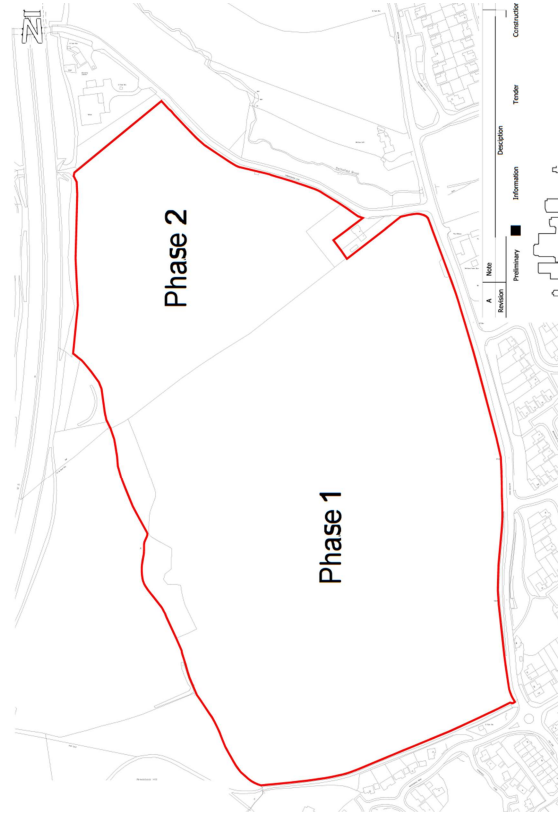
# Application site in relation to Bromsgrove District Plan site – BROM 3



# Aerial View



# Site A



# Miller Homes (phase 2) & Bellway Homes (phase 1) including retail layout

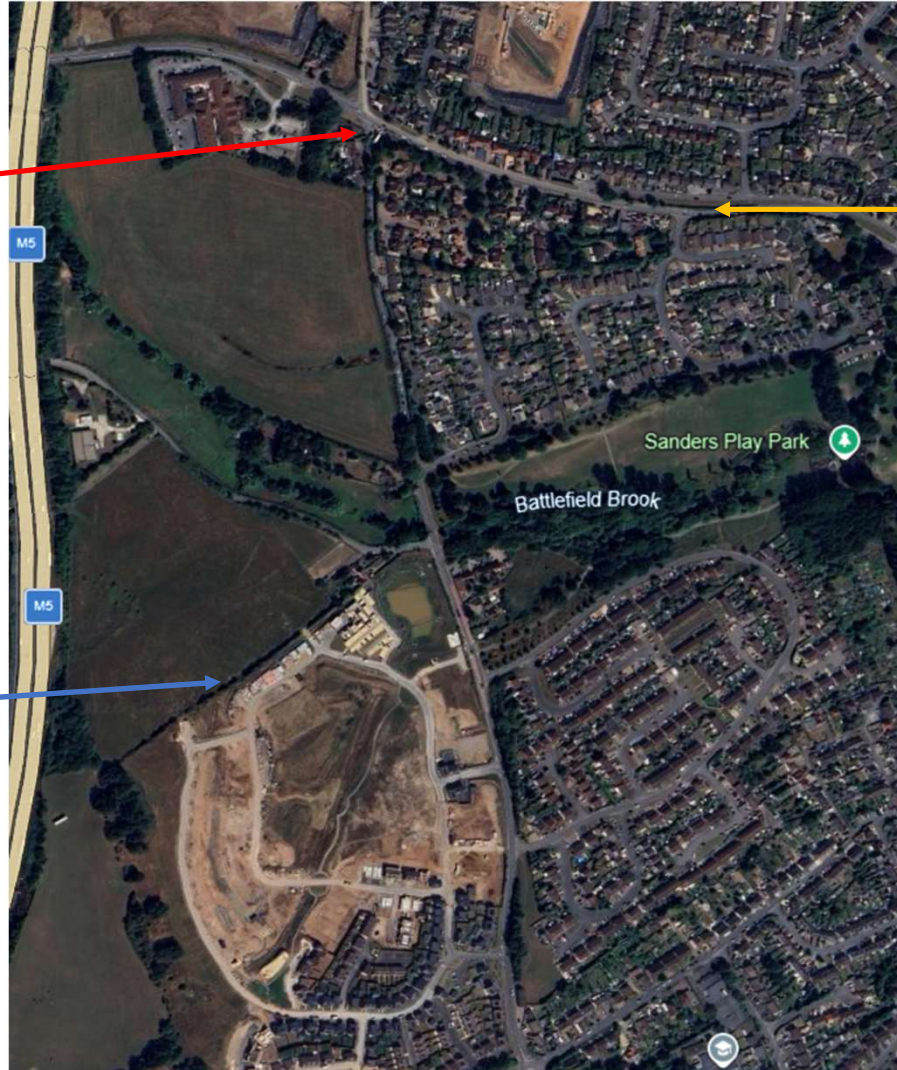


# Aerial view

A448/ Whitford Road/ Perryfields Road:  
**461451-D-014**

pedestrian crossing  
on the A448:  
**7033-SK-015**  
revision A

Whitford Road site





# Potential A448 signalised crossing ref 7033-SK-015 revision A



NOTE:

1. THIS CONCEPT DRAWING IS PRODUCED WITHIN THE SCOPE OF OUR CLIENT BRIEF. UNDER THE CDM REGULATIONS, BASED ON THE INFORMATION AVAILABLE TO THE DESIGNER AT THE DATE BELOW, NO RESIDUAL RISKS HAVE BEEN IDENTIFIED. SHOULD THIS CONCEPT DRAWING ADVANCE TO THE PRELIMINARY DESIGN STAGE, THE DESIGNER WILL BE RESPONSIBLE FOR ENSURING THAT ADEQUATE INFORMATION IS ACQUIRED TO UNDERTAKE A MORE THOROUGH ASSESSMENT IN ACCORDANCE WITH THE REGULATIONS.

DO NOT SCALE

Cotton Pool Road



Dawson Road



EXISTING FOOTWAY BROUGHT TO 2m

EXISTING FOOTWAY WIDENED TO 2m

+ 95.7m

NEW 2M FOOTWAY

Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Licence no. 100048755. Crown copyright reserved.

		CLIENT: CATESBY ESTATES LTD	PROJECT: WHITFORD ROAD, BROMSGROVE	SCALE @ A3: 1:250	CHECKED: DDD	APPROVED: DDD
Mounbatten House Basing View Basingstoke RG21 4HJ, UK T+ 44 (0) 1256 318 800 F+ 44 (0) 1256 318 700 wsp.com		ARCHITECT:	TITLE: POTENTIAL A448 SIGNALISED CROSSING	PROJECT No: 70007033	DESIGNED: LEW	DRAWN: LEW
POI 16/11/2017 LEW FIRST ISSUE				DATE: November 17		REV:
DRAWING STATUS: S2 - FOR INFORMATION				7033-SK-015		A
				© WSP UK Ltd		

# Images



StreetView along Perryfields Road looking south



StreetView along A448 looking east



StreetView along A448 looking west



StreetView along Whitford Road looking north

# Images



StreetView along A448 showing future location of signalised pedestrian crossing

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# Agenda Item 6

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Mr Gurtej Deol	First floor extension to existing dwelling to create additional storey  Holly House, 1A Hollybank Drive, Bromsgrove, Worcestershire, B61 0FT	12.05.2026	26/00195/FUL

**Councillor Hunter has requested that this application is considered by Planning Committee rather than being determined under Delegated Powers**

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

### **Consultations**

No consultation required

### **Publicity**

16 letters sent 10 March 2026 (expire 3 April 2026)

16 letters sent 24 March 2026 to all contributors following the submission of amended plans (expire 10 April 2026)

7 letters received objecting to the proposal as initially submitted

5 letters received objecting to the amended proposals on the following principal grounds:

- Loss of privacy and overlooking
- Overbearing scale and overdevelopment
- Harm to character of the area

A number of additional issues have been raised which are not material planning considerations and therefore they have not been reported to Members.

### **Councillor Hunter**

Concerns regarding the height of the proposal and its potential impact upon privacy.

### **Relevant Policies**

#### **Bromsgrove District Plan**

BDP1 Sustainable Development Principles

BDP19 High Quality Design

#### **Others**

Bromsgrove High Quality Design SPD

National Planning Policy Framework (2024)

### **Relevant Planning History**

22/00681/FUL Proposed new 3 bedroom bungalow  
with detached garage

Granted  
24.08.2022

## **Site Description**

Holly House is a detached bungalow located within a residential area in the north of Bromsgrove. The host dwelling was constructed following the granting of permission under application 22/00681/FUL.

Holly House is accessed from Hollybank Drive off the Birmingham Road.

Due to differing land levels, an existing retaining wall and fencing borders the curtilage of the property to the North and West towards properties along Swallows Close, which are set a higher level than Holly House.

## **Proposal**

Planning permission is being sought for a first-floor extension to the existing bungalow to create an additional storey. The rooms that would be created would serve as three en-suite bedrooms and two walk-in wardrobes. Two of the three existing bedrooms on the ground floor would be converted into a study and dining room respectively, resulting in the property increasing from three bedrooms to four. The proposed additional roofing and other materials would match those of the existing dwelling.

This additional storey would require the raising of the existing roof ridge height from the current maximum height of 6 metres to a height of 8.6 metres.

The current scheme before Members is an amended version of the originally submitted application.

## **Assessment of Proposal**

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

Five letters of objection have been received raising the following issues:

- Loss of privacy and overlooking
- Overbearing scale and overdevelopment
- Harm to character of the area

The two proposed windows on the first floor of the principal elevation would serve en-suite bathrooms linked to bedrooms 2 and 4 and would be obscure glazed and non-opening.

Section 4.2.49 of the High Quality Design SPD states that:

*A minimum separation distance of 21 metres will be required between opposing faces to achieve a degree of privacy between habitable rooms of two-storey dwellings. Habitable rooms do not include bathrooms, hallways, utility rooms and circulation space.*

It is therefore considered that the proposal as amended would not require a minimum separation distance between the proposed en-suite windows facing the rear elevations of properties on this section of Norton Way. In addition, it is not considered that there would be potential for material overlooking of properties from the proposed first floor windows due to their obscured and non-opening form.

The proposed rear elevation would contain three new windows at first floor level, serving three bedrooms (with bedroom 3 served by a projecting gable element). A separation distance exists of 9.8 metres to 26 Swallows Close to the north. However, the proposed first floor windows would face a side elevation of number 26. The objection from the neighbour at 26 Swallows Close states that the first floor side window of their property serves a bathroom, which is not a habitable room and would be itself obscure glazed. Additionally, due to the land level difference, number 26 is set at a level materially higher than Holly House.

This application does not propose any side windows and a condition to remove the right to insert any additional windows at first floor level has been presented to Members to be attached to any permission.

A condition attached to the original permission for the dwelling under 22/00681/FUL removed the Permitted Development rights for Classes B and C of the General Permitted Development Order (2015). These classes cover alterations and additions to the roof of a dwellinghouse. This condition therefore removed the ability of the occupier to make roof alterations, including the installation of rooflights and dormers to the dwelling, without first seeking planning permission. As a result of this existing condition, it is considered that there is no requirement to repeat this removal as part of this application.

The Bromsgrove High Quality Design SPD, under point 3.1.7 iii states that overbearance occurs when a development would dominate, overwhelm or have an intimidating impact upon a neighbouring property. It is not considered that the alterations, including the raising of the roof ridge height, would dominate or overwhelm the neighbouring properties.

The surrounding properties along Hollybank Drive, Norton Way and Swallows Close are of varying design and therefore harm to the character of the area cannot be reasonably demonstrated. Holly House is located in an enclosed plot, some distance from Birmingham Road and is not easily visible from the highway.

Given that the dwelling would increase from a 3-bedroom dwelling to a 4-bedroom dwelling, parking provision (as per the Worcestershire Streetscape Design Guide) would require that 3 cars could be parked. The driveway is of such a size that this is considered achievable and is therefore acceptable in this regard.

## **Conclusion**

I am satisfied that the living conditions and amenities enjoyed by neighbouring properties would not be harmed by this development having regard to matters including loss of light, outlook or privacy. The proposals are also considered to be acceptable in all other aspects, in compliance with the Bromsgrove District Plan, the High Quality Design SPD and the National Planning Policy Framework 2024 and would not result in harm to the visual amenities of the area.

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

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

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

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

Location Plan - dated 19 February 2026

Block Plan - dated 24 March 2026

202564/1H Existing and Proposed Plans - dated 24 March 2026

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

- 3) All new external walls and roofs shall be finished in materials to match in colour, form and texture those on the existing building.

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

- 4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification) no additional windows, similar openings or enlargement thereof shall be constructed at first floor level, except for any which may be shown on the approved drawings.

Reason: To safeguard the privacy and amenity of neighbouring occupiers

- 5) The first floor windows to the front elevation that would serve en-suite bathrooms shall be fitted with obscure glass (Pilkington Glass level 3 or above, or equivalent) and shall be non-opening. The windows (and any subsequent replacement of those windows) shall remain so in perpetuity.

Reason: In the interests of protecting nearby residential amenities.

**Case Officer:** Chad Perkins Tel: 01527 881257  
Email: [chad.perkins@bromsgroveandredditch.gov.uk](mailto:chad.perkins@bromsgroveandredditch.gov.uk)

26/00195/FUL

Holly House  
1A Hollybank Drive  
Bromsgrove  
Worcestershire  
B61 0FT

First floor extension to existing dwelling to create additional  
storey

Recommendation: Approval subject to conditions

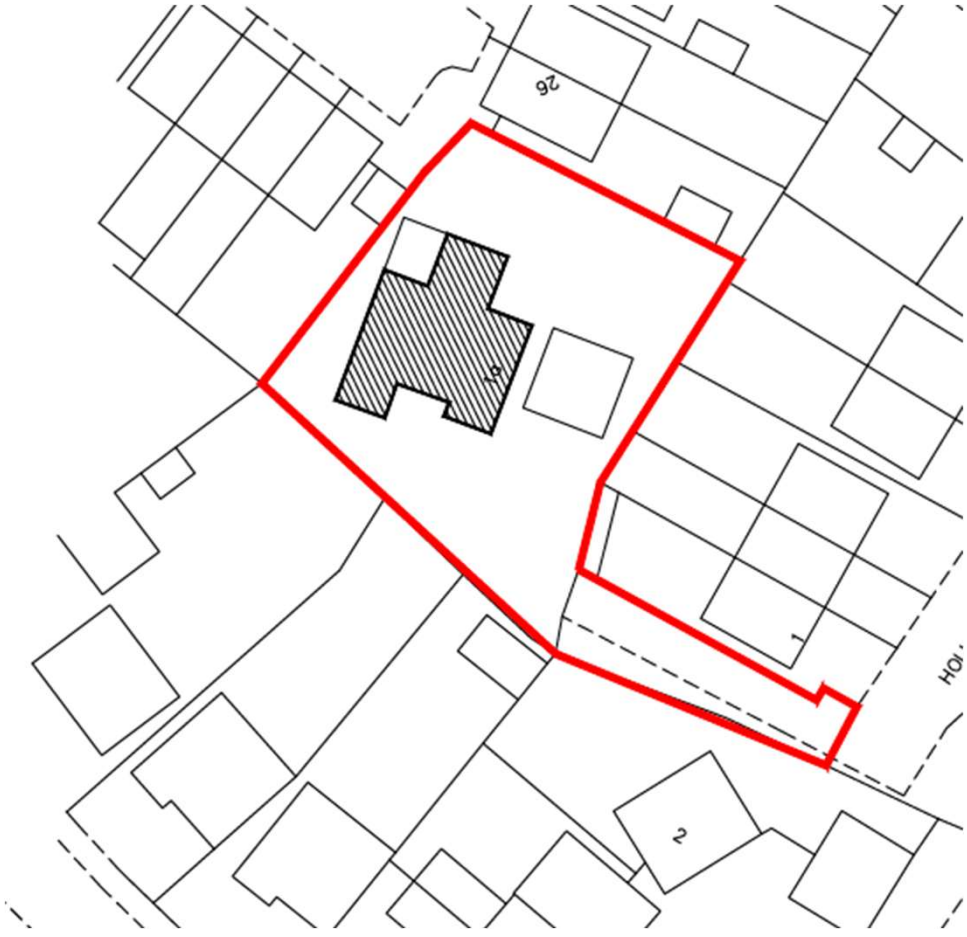
# Aerial View



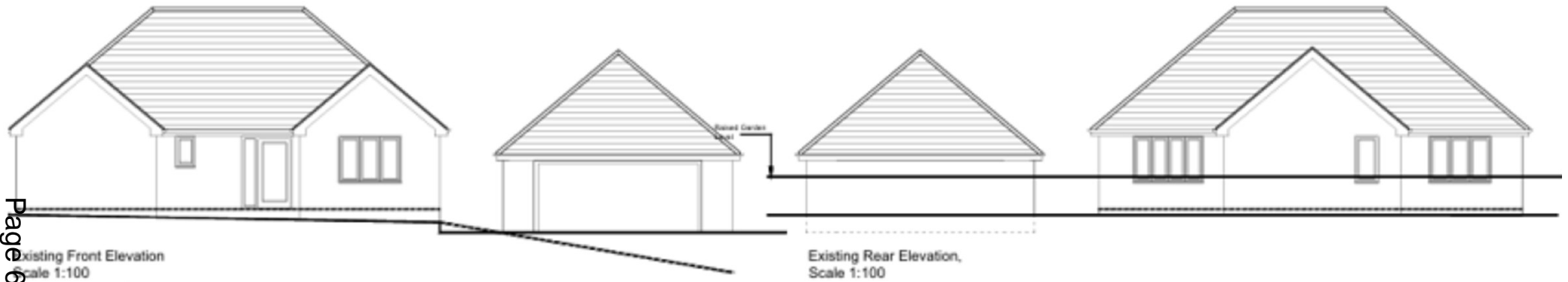
# Site Location Plan



# Proposed Block Plan



# Existing Elevations

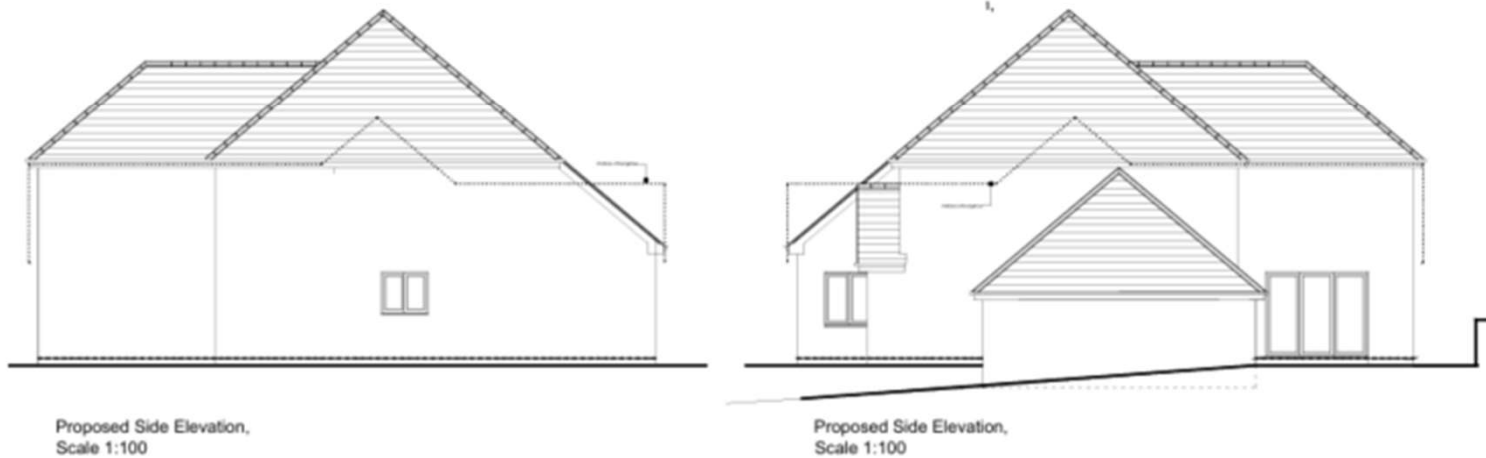
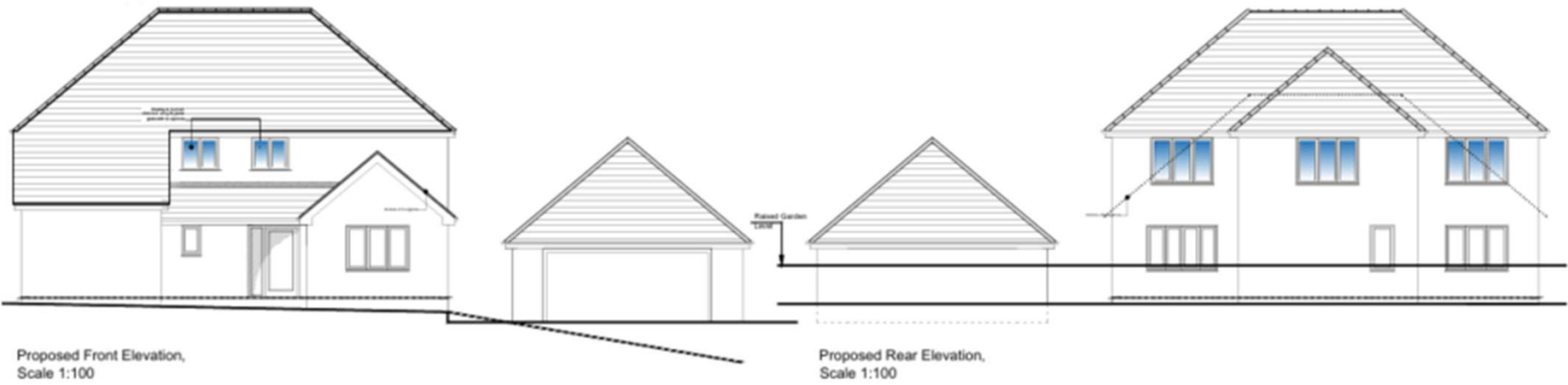


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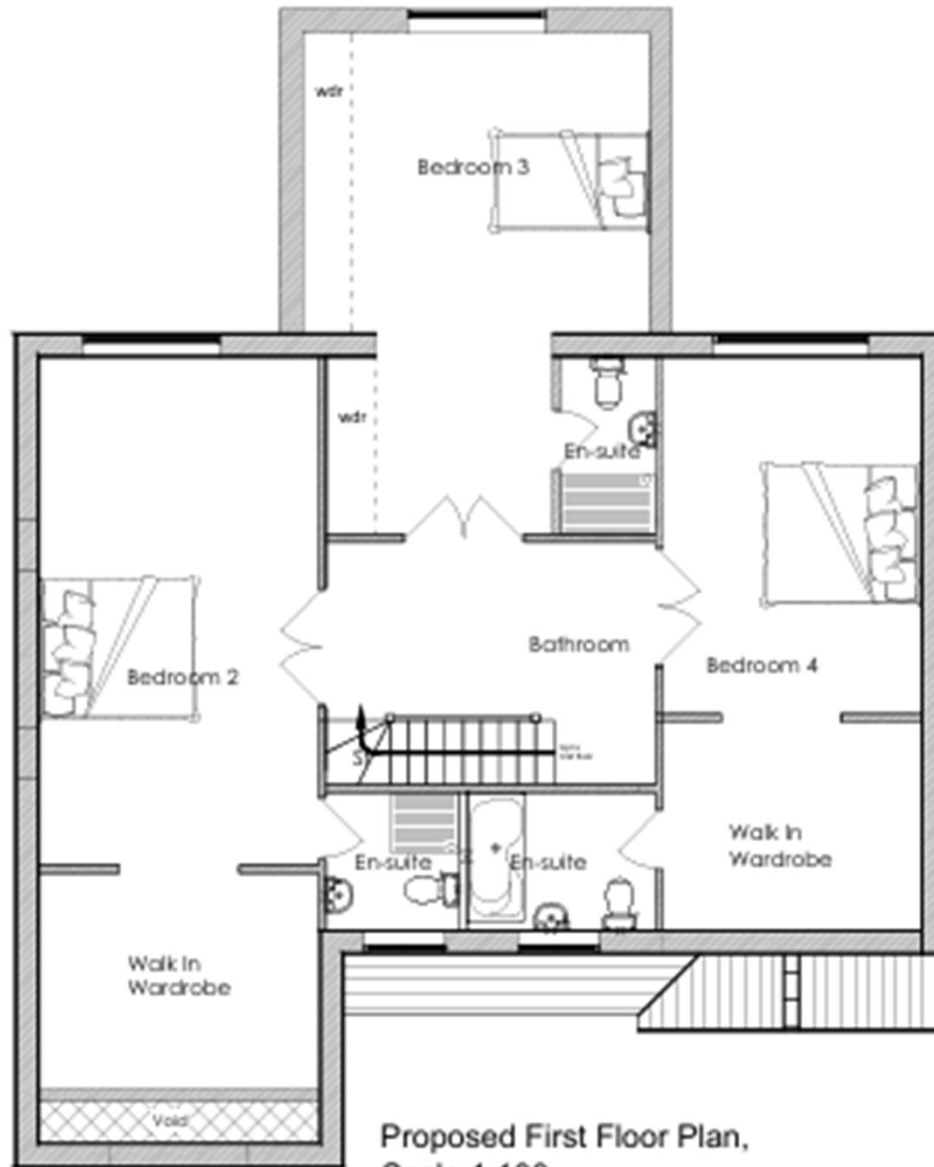


Agenda Item 6

# Proposed Elevations



# Proposed First Floor Plan



Proposed First Floor Plan,  
Scale 1:100

# Site Photographs



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## Planning Performance Information Quarter Four (1 January 2026 – 31 March 2026)

<b>Responsible Portfolio Holder</b>	Councillor Kit Taylor
<b>Responsible Assistant Director</b>	Ruth Bamford

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### 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 = **92.9%**
- Speed of decision-making for non-major applications over the rolling one-year period = **88.6%**

**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.

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## 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.

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## 8.0 Bromsgrove District Council Quality of Decision-Making Figures

- Quality of decision-making for major applications for the most recent period available (April 2023 – March 2025) = **6.7%**
- Quality of decision-making for non-major applications for the most recent period available (April 2023 – March 2025) = **2.3%**

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

**Source:** Table 152a and 154

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## 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 \(www.gov.uk\)](#)
- 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.
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## 10.0 Bromsgrove District Council Appeal Decisions

- Number of major appeals allowed in Quarter 4 and dismissed in Quarter 4:  
**Allowed = 0**  
**Dismissed = 0**

- Number of non-major appeals allowed in Quarter 4 and dismissed in Quarter 4:  
**Allowed = 1**  
**Dismissed = 5**  
**Part Allowed/Part Dismissed = 1**

10.1 A list of appeal decisions received in Quarter 4 are provided in Appendix One attached to this report.

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## **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.
- 11.2 For the reference of Members, a cost award is akin to a civil debt, for which the limitation period to claim is six years from the date of the cost award decision.
- 

## **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](mailto:d.birch@bromsgroveandredditch.gov.uk) for more information.

## **14.2 Date of Report**

- 14.1 22 April 2026
- 

## **15.0 Appendices**

- 15.1 Appendix One  
Appeal Decisions: Quarter Four
- 15.2 Appendix Two

## Recent Cost Award Outcomes

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## Appendix One Appeal Decisions: Quarter Four

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### Major Appeal Decisions Quarter Four (0)

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### Non-Major Appeal Decisions Quarter Four (7)

<b>Application Reference</b>	25/00029/FUL
<b>Decision Status</b>	Delegated
<b>Appeal Reference</b>	APP/P1805/W/25/3371628
<b>Site</b>	Hillview Farm House, Wapping Lane, Beoley
<b>Proposal</b>	Retention of attached garage including change of use of land to extend residential curtilage
<b>Inspectorate Decision</b>	Allowed
<b>Date of Decision</b>	8 January 2026

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<b>Application Reference</b>	25/00595/PIP
<b>Decision Status</b>	Delegated
<b>Appeal Reference</b>	APP/P1805/W/25/3374801
<b>Site</b>	Primrose Nurseries, Fairfield Road, Bournheath
<b>Proposal</b>	Permission in Principle for the erection of up to four dwellings
<b>Inspectorate Decision</b>	Dismissed
<b>Date of Decision</b>	27 January 2026

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<b>Application Reference</b>	24/00585/ENFGA
<b>Decision Status</b>	Delegated
<b>Appeal Reference</b>	APP/P1805/C/24/3341175
<b>Site</b>	24 Fiery Hill Road, Barnt Green
<b>Proposal</b>	Retention of an additional storey over the existing single storey section of an annexe
<b>Inspectorate Decision</b>	Dismissed and Enforcement Notice upheld
<b>Date of Decision</b>	13 February 2026

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<b>Application Reference</b>	25/01069/PIP
<b>Decision Status</b>	Delegated
<b>Appeal Reference</b>	APP/P1805/W/25/3376479
<b>Site</b>	Giles House Farm, Bromsgrove Road, Belbroughton
<b>Proposal</b>	Permission in Principle for the erection of Up to four dwellings
<b>Inspectorate Decision</b>	Dismissed
<b>Date of Decision</b>	10 March 2026

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<b>Application Reference</b>	25/00873/FUL
<b>Decision Status</b>	Delegated
<b>Appeal Reference</b>	6002879
<b>Site</b>	28 Fenton Road, Hollywood
<b>Proposal</b>	Rear single storey extension and proposed garage conversion with front extension
<b>Inspectorate Decision</b>	Part-Allowed/Part-Dismissed (appeal allowed in respect of the single storey rear extension and dismissed in respect of the garage conversion with front extension)
<b>Date of Decision</b>	13 March 2026

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<b>Application Reference</b>	25/00731/CUPRIO
<b>Decision Status</b>	Delegated
<b>Appeal Reference</b>	6002881
<b>Site</b>	Giles House Farm, Bromsgrove Road, Belbroughton
<b>Proposal</b>	Conversion of agricultural barn into four residential dwellings
<b>Inspectorate Decision</b>	Dismissed
<b>Date of Decision</b>	16 March 2026

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<b>Application Reference</b>	25/00698/FUL
<b>Decision Status</b>	Delegated
<b>Appeal Reference</b>	APP/P1805/D/25/3376519
<b>Site</b>	Gorse Grove Lodge, Bromsgrove Road, Belbroughton
<b>Proposal</b>	Demolition of garage to be replaced with car port. Construction of new garage at the rear. Remedial earthworks to reduce the levels of the land to facilitate access to rear and construction of the garage
<b>Inspectorate Decision</b>	Dismissed
<b>Date of Decision</b>	30 March 2026

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## Appendix Two Recent Cost Award Outcomes

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<b>Application Reference</b>	22/01419/FUL
<b>Decision Status</b>	Committee
<b>Appeal Reference</b>	APP/P1805/W/24/3339483
<b>Site</b>	Land to rear 1-6 Smedley Crooke Place, Hopwood
<b>Proposal</b>	34 affordable houses
<b>Inspectorate Decision</b>	Allowed
<b>Date of Appeal Decision</b>	16 July 2024
<b>Date of Cost Decision</b>	16 July 2024
<b>Cost Decision Type</b>	Full
<b>Date Cost Award Lodged</b>	19 September 2024
<b>Date Cost Award Agreed</b>	30 March 2026
<b>Cost Award Settlement</b>	£28,000.00

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