

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Mr Karl Cross-Watson	Subdivision of dwelling into 6no. self-contained apartments. Arosa, The Holloway, Alvechurch	11.04.2024	23/01232/FUL

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

RECOMMENDATION: That planning permission be **GRANTED**

Consultations

Alvechurch Parish Council

APC: Objection

Whilst the Parish Council welcomes that some elements of the Alvechurch Parish Neighbourhood Plan have been taken into consideration, the Committee Objects to the Development, as this Proposal contravenes the following Policy of the Alvechurch Parish Neighbourhood Plan:

H4- Housing Design Principles

The Holloway lies between Rowney Green and Alvechurch in the Green Belt, as such the location does not provide access to local amenities or facilities, as the nearest facilities are based in Alvechurch Village.

There are no footpaths on the Holloway, and it is a narrow road. In addition, there is no street lighting, and the position of the proposed development is close to a bend, with this section of the Holloway having the national speed limit in force.

There is no regular bus service currently, so this also affects the location's accessibility for non-drivers and users of pushchairs, wheelchairs, and mobility scooters.

Whilst there will be no increase to the floorspace of the existing property, the internal division from one household to six separate households would have an impact.

There would likely be an increase to the number of vehicles using The Holloway due to the location's inaccessibility, with no mitigating provision in the Design Statement for alternative 'green' transport options.

If Bromsgrove District Council is minded to approve this Application, we would request consideration of the following:

The Contractor/Developer must submit a considered and adequate site and traffic management plan which deals with Site Access, demolition, Contractors Parking Management & Provision, Storage of materials and plant on site; skip locations, welfare facilities, deliveries of materials to site and road cleaning/sweeping, as a minimum. Such information must be submitted, and approved, prior to any commencement of the works.

North Worcestershire Water Management

The proposed development site is situated in the catchment of the River Arrow. The site falls within flood zone 1 and it is not considered that there is any significant fluvial flood risk to the site. Based on the EA's flood mapping, risk to the site from surface water flooding is not indicated on the site.

To my knowledge this site is not at risk of flooding from any source. I understand that the proposed development is likely to result only in a limited increase in impermeable area, if any. I therefore conclude that it will not be required to attach a surface water drainage condition to this application as Building Regulations (H3 - rainwater drainage) already require that 'adequate provision shall be made for rainwater to be carried from the roof of the building'. In line with building regulations discharge via infiltration should be prioritised, providing ground conditions allow.

Worcestershire Highways - Bromsgrove

Worcestershire County Council acting in its role as the Highway Authority has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Transport Planning and Development Management Team Leader on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order, 2015 recommends that this application is refused.

The justification for this decision is provided below.

It is noted this application proposes development identical to that granted planning permission under 19/01359/FUL in December 2019, on reviewing this planning application a tweak to the parking layout and provision of a residential pack has been recommended.

For consistency highways are still unable to support this subdivision of dwelling into 6no. self-contained apartments due to its unsustainable location.

The existing residential dwelling is located in a rural location off a classified road; the site has 2 existing vehicular access points which provide good visibility in both directions from the access onto The Holloway.

Non-Compliance with Design Guide

This application is considered to be contrary to the NPPF paragraphs 114 and 116 and the Streetscape Design Guide.

The location as shown on the submitted plans is unacceptable due to the issues which would be created to the highway user:

The Holloway is a narrow lane and does not have footways or street lighting and no parking restrictions are in force along The Holloway in the vicinity. The site is not located within acceptable walking distance of amenities and the nearest bus stop is located approx. 425m from the proposed development along an inadequate route for pedestrians where pedestrian safety would be compromised.

The lack of adequate footway provision and street lighting will deter journeys on foot particularly in times of darkness and adverse weather conditions. The Holloway consists of a narrow carriageway with grass verges located on either side of the carriageway in parts. These factors are unlikely to encourage cycling or walking to services and facilities. Due to the above factors the trips would become car-based trips which would be unacceptable.

The thresholds below for a site to be sustainable location via suitable infrastructure (footways and street lighting etc.) cannot be met. The following are the acceptable maximum thresholds:

- o Walking - 2k
- o Cycling - 5k
- o Bus stop - 400m

Layout:

The applicant has provided a total of 13 car parking spaces, on reviewing the application again it is recommended 1 of the visitor car parking spaces is removed this will enable vehicles parked to the NW in the bays to have room to reverse and leave the site in a forward gear. The 1 remaining visitor car parking space should be located centrally so that it does not block the entrance.

The County Council has recommended conditions for: electric vehicle charging point, cycle parking and a Residential Welcome Pack. The County Council has also recommended informatives.

WRS - Noise

Initial Comments: Due to road traffic noise from the A441, the applicant should submit a noise assessment, in line with BS8233, or state the proposed glazing and alternative ventilation products for habitable rooms and noise mitigation measures for any external amenity area for approval.

Final Comments: The submitted noise impact assessment appears satisfactory and predicts that suitable internal and external noise levels could be achieved by the installation of the recommended glazing, alternative ventilation and acoustic grade fencing around the external amenity area. The sound reduction details of the actual glazing and alternative ventilation products to be installed and the height, extent, surface density and construction of the recommended acoustic fence should be submitted for approval.

Conservation Officer

Arosa is a 1930s, moderne style house recorded on Worcestershire's HER (WSM77553). It has a rectilinear composition and is rendered white, with a flat roof and grey parapet cappings. The building has been modified over the years; the original rough cast render has been replaced with a smooth modern render, and it has lost its original metal windows, now replaced with UPVC in an unsympathetic design. It has been extended, although the extensions do appear to follow the original design, and the tower feature to the front has lost some of its glazing so its impact has been much reduced. That said it is an early example of 1930s architecture in the district and its original design remains legible. It is therefore considered to be a non-designated heritage asset, but due to the many alterations it has sustained would probably not meet the criteria for the Local Heritage list, currently being compiled. The proposals are identical to those granted permission as part of Application 19/01359/FUL. However, the conversion of the building into flats will inevitably create service clutter on the building and so this will be suggested to be controlled by condition to ensure the character of the building is retained.

The recently submitted amendments as part of application 23/01232/FUL show external changes. However, these are not attached to the Heritage Asset and do not affect its significance as a building with architectural and historic interest. Conservation therefore has no further comment to make on the application.

Policy BDP20.4 of the Bromsgrove District Plan states: "Applications to alter, extend, or change the use of Heritage Assets will be required to provide sufficient information to demonstrate how the proposals would contribute to the asset's conservation whilst preserving or enhancing its significance and setting."

Therefore, conservation would conclude that the application would be supported with a condition to detail the position of all rainwater goods and external termini for services.

Publicity

Site notice displayed 30 November 2023 (expires 24 December 2023)

Five objections have been received raising the following in summary matters:

- Noise and disruption to neighbours.
- Absence of public transport, lack of footpaths, narrow road, highway safety of The Holloway.
- Increased pressure on local services by additional households.
- Light pollution and impacts to ecology.
- Unsustainable location, outside any defined settlement, absence of services
- Increased number of vehicular trips.

Rowney Green Association

- Five-year housing land supply.
- Nearby residential development being approved, the site is not isolated, cumulative impacts on the area.
- Site is outside any defined settlement and remote from services and amenities.
- Increased activity, does not safeguard the countryside from encroachment
- Absence of public transport, lack of footpaths, narrow road, highway safety of The Holloway.
- Financial contributions or improvements to The Holloway
- Unsustainable location.
- The site is located in the Green Belt

Councillor Bailes

Request that the application to be decided by Bromsgrove District Planning Committee if the Planning Officer is minded approving the application due to public interest.

Relevant Policies

Bromsgrove District Plan (BDP) 2017

BDP1 - Sustainable Development Principles

BDP2 - Settlement Hierarchy

BDP4 - Green Belt

BDP7 - Housing Mix and Density

BDP16 - Sustainable Transport

BDP19 - High Quality Design

BDP20 - Managing the Historic Environment

BDP23 - Water Management

Others

Alvechurch Neighbourhood Plan

National Planning Policy Framework (2023)

Bromsgrove High Quality Design SPD

Relevant Planning History

23/00625/FUL	Subdivision of dwelling into 9no. self-contained apartments	Refused	09.10.2023
22/01605/CPL	Proposed side extension and swimming pool outbuilding (relocated from previous LDC approval)	Appeal Allowed	06.03.2023
22/00740/FUL	Demolition of existing dwelling house and associated buildings and erection of 4no. net-zero carbon dwellings and associated works.	Withdrawn	04.10.2022
21/00876/CPL	Swimming pool / gym out-building to be constructed under Class E	Approved	29.07.2021
21/00891/HHPRIO	Proposed two rear single storey extensions	Prior Approval Not Required	12.07.2021
19/01359/FUL	Subdivision of residence and outbuilding into 6 self-contained apartments 4 x two bed and 2 x one bed	Approved	10.12.2019
00/00005/COL	The erection of a garage and garden store.	Approved	16.02.2000
BR/696/1967	Extensions.	Approved	10.10.1967

The Site

The site is located outside any defined settlement and is located within the Green Belt. The site is located to the south of The Holloway and contains a 1930s, moderne style house with garage/store, hardstanding to the front to include car parking and large split-level garden to the rear. Arosa is considered to be a non-designated heritage asset. To the west of the site is the A441, set at a lower level to the site. The site does not have any immediate residential neighbours; however, there are residential properties along The Holloway.

Assessment of Proposal

The Council cannot currently demonstrate a 5-year supply of housing land. Paragraph 11(d) of the National Planning Policy Framework (NPPF) states that where policies that are most important for determining the application are out-of-date, planning permission for new housing should be granted unless: (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development; (ii) any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. The Council therefore falls short of a 5-year supply of land for housing and paragraph 11(d) as set out above is engaged. The consideration of the proposal under this element of the NPPF is drawn together in the conclusions section below.

Green Belt

The site is located within the Green Belt. The National Planning Policy Framework (NPPF) paragraph 142 sets out that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Bromsgrove District Plan (BDP) Policy BDP4 is silent on development in the Green Belt unless it relates to the provision of additional built form.

Paragraph 155 of the NPPF confirms that certain forms of development are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it including:

d) the re-use of buildings provided that the buildings are of permanent and substantial construction.

The Planning Practice Guidance (Paragraph: 001 Reference ID: 64-001-20190722) sets out that assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment.

These include, but are not limited to:

- openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;
- the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and
- the degree of activity likely to be generated, such as traffic generation.

Arosa and its associated garage store is deemed to be a building of permanent and substantial construction. The proposal would result in a net increase of five dwellings on site.

Arosa is an existing five-bedroom dwelling which according to Worcestershire County Council Highways would require 3 car parking spaces as a minimum. The area of hardstanding to the front of the dwelling remains unchanged, is currently hard surfaced and is partially screened from the highway by existing vegetation. The proposal includes 4no.two bedroom and 2no. one-bedroom units which would require 10 car parking spaces as a minimum according to County Highways Streetscape Design Guide. The Location Plan identifies that there is sufficient space for 13 parking bays within the existing hardstanding area, the arrangement of these can be amended and sufficient space is available to accommodate the spaces.

The traffic generation for the proposed development would be greater than the existing. The increased number of parked cars would likely cause limited transient impacts due to the reduced visibility of those vehicles from the public highway. The rear garden area is proposed as communal amenity space which would be utilised by all residents and due to the net increase in dwellings, there would be an increased level of activity within the rear garden area and any associated domestic paraphernalia is likely to also increase. The public views of the rear garden are limited by reason of the siting of the built form, and it

is likely that any domestic paraphernalia, such as washing lines etc. would cause temporary limited impacts. There may be some additional impact by reason of increased lighting; however again, this would cause temporary limited impacts only.

Overall, the re-use of the buildings and proposed works is considered to preserve openness; and whilst the intensification of the use would increase the degree of activity on site and have some limited spatial impacts this is not considered to be sufficiently adverse to cause harm to the openness of the Green Belt and conflict with the five purposes set out within paragraph 143 of the NPPF.

Existing Garden Store

The existing garden store, located to the west of the application site, was confirmed as Permitted Development by Certificate of Lawfulness 00/00005/COL. As part of this application, it is proposed to convert the former garden store into a residential unit and part of the building is to be demolished and a sunroom of approximately 20m² is proposed. Amended elevations were received to clearly identify this extension and comments were sought from the Conservation Officer, who has no objection. Alvechurch Parish Council have said that there would be no increase in floor space, which is correct, there would be a reduction of floor space overall.

BDP4 and Paragraph 154 address extensions to residential dwellings within the Green Belt. Having regard to the planning history of the site, and the requirements of Policy BDP4c) and paragraph 154 of the NPPF, it is considered that the requirements within BDP4c) have already been exceeded and therefore any further extensions would constitute inappropriate development in the Green Belt.

Paragraph 152 of the NPPF sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 153 of the NPPF sets out that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

The newly created unit within the existing garden store would have permitted development rights and extensions may be allowed under Policy BDP4. The proposed extension would not be disproportionate in the context of the new unit and there would be an overall reduction in built form which would offer some improvements to spatial and visual openness and when taken together with the siting and materiality, it is considered that very special circumstances would exist to allow the extension.

Site Location and Highways

County Highways raise objection to the proposal based on the location being unsustainable. No objection on technical highway grounds has been raised, there is considered to be sufficient space at the front of the site for car parking.

With respect to the location of the proposed development careful consideration has been given to whether the proposed development would be sited in a sustainable location.

Policy BDP2 (Settlement Hierarchy) seeks to focus new development in locations in accordance with the District's settlement hierarchy shown in Table 2, in order to promote sustainable communities, patterns of development, and reduce the need to travel. Policy BDP1 (Sustainable Development Principles) states that for new development consideration will be had, amongst other things, to accessibility to public transport. Alvechurch Neighbourhood Development Plan Policy H1 and H2 supports new housing within settlement boundaries.

These policies are broadly consistent with the Framework, which states that to promote sustainable development in rural areas housing should be located where it will enhance or maintain the vitality of rural communities (paragraph 83), seek opportunities to promote walking, cycling and public transport (paragraph 108), and by limiting the need to travel and offering a genuine choice of transport modes (paragraph 109). The NPPF also recognises that opportunities to manage sustainable transport solutions will vary between urban and rural areas (paragraph 109).

The site lies outside of any defined settlement, with the closest, as defined by Policy BDP2 being Rowney Green at a distance of approximately one mile; however, this is classed as a small settlement with limited services. Alvechurch is approximately 1.3 miles and has a good range of services to include: numerous public houses, a train station, shops, medical services, religious buildings, education facilities, and cafes.

A bus service runs along the Redditch Road – services 182/183 and school service S45 - from Bromsgrove to Redditch via Alvechurch and provides a limited frequency service Monday to Friday only. Distance and proximity to services and facilities are not the only factors to consider, also the nature and type of route to them will have an effect on their suitability and likelihood of being used.

The site is accessed off a classified road, which is narrow in parts and partly at national speed limit. There are no footways, except across the bridge, and no street lighting on The Holloway, although the Redditch Road does have a footpath and street lighting. The County Council set out maximum thresholds for a site to be in a sustainable location via suitable infrastructure (footways and street lighting etc.): Walking - 2k, Cycling - 5k, Bus stop - 400m.

Walking to Alvechurch would be at the upper end of the maximum threshold of 2 kilometres; however, would be unlikely and would be unsuitable for those with mobility issues or people with children in prams and pushchairs, or walking with bags of shopping given the distances involved and the attractiveness of the route. The site is not well served by public transport given the limited frequency of the bus service and the walking route to the bus stop, although it is recognised that the bus stop is just outside the maximum threshold set by County Council. There is a reasonable prospect of residents cycling to nearby Alvechurch, which is within the maximum threshold set by County Council. Whilst it is recognised that it is possible to walk or cycle to nearby services and that a bus route does exist, it is considered that on balance the location does not offer a genuine choice of transport modes and future occupiers would be reliant on the private car to access day-to-day facilities.

The site is not an optimum location for housing with regards to local and national policies that seek to promote sustainable patterns of development or transport, and it would

undermine the Council's spatial and settlement strategy for the location of housing and conflict with neighbourhood plan policies.

The County Council have requested planning conditions for EV charging, cycling and a Residential Travel Pack. EV Charging is a requirement of Building Regulations and therefore a planning condition is not considered necessary. Due to the prospect of residents cycling a planning condition requiring cycle storage is considered to meet the NPPF tests within paragraph 56. A Residential Travel Pack would provide information to future residents on sustainable forms of travel and would reduce vehicle movements which in this instance would meet the NPPF tests within paragraph 56.

Isolated Homes

NPPF Paragraph 84 sets out that decisions should avoid the development of isolated homes in the countryside unless one or more of the following circumstances apply:

- a) there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside;
- b) the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets;
- c) the development would re-use redundant or disused buildings and enhance its immediate setting;
- d) the development would involve the subdivision of an existing residential building; or
- e) the design is of exceptional quality, in that it:
 - is truly outstanding, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and
 - would significantly enhance its immediate setting and be sensitive to the defining characteristics of the local area.

In this case, the proposals would involve the subdivision of an existing residential dwelling. The term isolated is not defined within the NPPF; however, case law has confirmed that it should be given its 'ordinary objective meaning of "far away from other places, buildings, people; remote"'. The site is not located within an identified settlement and the closest would be Rowney Green approximately one mile from the site. The first section of The Holloway from the Redditch Road has dwellings on either side, this then changes to dwellings on the south side only with the plot size and separation increasing. At this point, The Holloway's character changes with the speed limit becoming national speed limit and the bridge over the A441 providing physical separation between dwellings. At this point, the closest dwelling to Arosa is some 120m to the west with limited visibility due to intervening landscaping.

For the reasons given above, Arosa is considered to be isolated, and the proposal complies with paragraph 84 of the NPPF for the subdivision of an existing residential building.

Flood Risk and Drainage

The site is located in Flood Zone 1 and North Worcestershire Water Management (NWWM) confirm that the site is not at risk of flooding from any source. NWWM have commented that the proposal is likely to result in only a limited increase in impermeable area, if any and that a surface water drainage condition would not be required as this would duplicate that of Building Regulations (H3 - rainwater drainage).

Design, Layout and Appearance

The overall layout of the site remains largely unchanged and would be suitable for the proposed development. The external changes which facilitate the conversion are deemed to be acceptable.

The development proposal includes for smaller 1- and 2-bedroom dwellings, which is supported by BDP7. Of the six dwellings, two of the 2-bedroom flats fail to meet with the nationally described space standard for two-bedroom three person dwellings. The Technical Housing Standards require 2bed, 3 person dwellings at 1 storey to be 61m² of gross internal floor area. The two flats which fail are 52.7m² and 53.5m². It is considered that this is due to the conversion of the building and the space available to create logical laid out apartments.

Conservation

The Conservation Officer has confirmed that Arosa is a non-designated heritage asset; however, it is unlikely to meet the criteria for the Local Heritage List. The Officer has no objection although has requested a planning condition for rainwater goods and external termini for services.

With regard to the layout of the proposed dwellings, there are kitchens and bathrooms on the front elevation and therefore opportunities for multiple vents and flues which would, collectively, cause harm to the non-designated heritage asset. It does appear as though these could be rationalised or contained to other less visible elevations and therefore it is reasonable to attach the planning condition if approval is forthcoming.

Worcestershire Archive and Archaeology Service (WAAS) have no archaeological objection to the proposals; however, consider that Arosa does retain a level of local heritage interest, noting that legible moderne designs are unusual in Worcestershire. WAAS have requested a planning condition for an Enhanced Level 1 Historic Building Record prior to the commencement of works.

Residential Amenity

There is limited information on the garden area which is assumed to be communal amenity and some defensible planting could assist with safeguarding future residents' amenity at ground floor level. There are no nearby residential properties for the proposals to impact on nearby neighbouring amenity.

The Council's High Quality Design SPD is clear that a more flexible approach will be used for communal amenity space for flats and the area is considered sufficient in size, layout and orientation for the proposed number of dwellings.

Ecology

An Ecology Survey has been submitted which confirm likely absence of protected species and no further survey work is required. Bat boxes, hedgehog box, bug and bee house, and bird nesting boxes are proposed to be installed as part of the ecological enhancements to the building. These improvements can be secured via planning condition.

Noise

Worcestershire Regulatory Services (Noise) are satisfied that the measures set out within the Acoustic Report submitted by Blue Acoustics would provide an acceptable environment internally and externally and have requested that the details are secured by condition.

Other Matters

Alvechurch Parish Council requested a Traffic Management Plan as part of their comments. This has not been requested by County Council Highways. The area of hardstanding to the front of Arosa is to remain with two access points and sufficient vehicle parking. It is therefore not considered that the proposal would generate sufficient harm to require a Traffic Management Plan.

The cumulative impacts of the development have been raised. This has not been raised by County Highways and it is not considered that the proposal's residual cumulative impacts on the road network would be severe.

Public comments have raised the need to review highway improvements along The Holloway, consider speed limits and financial contributions towards improvements to local services and amenities. County Council Highways have confirmed that there are no planned improvement works to The Holloway and reviewing speed limits would fall outside the consideration of this planning application. The Council does not seek tariff style contributions for minor development.

Conclusions

The Council cannot currently demonstrate a five year housing land supply and therefore paragraph 11 of the NPPF states that for applications for housing, planning permission should be granted unless:-

- (i) The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development; or
- (ii) Any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

In view of limb (i) whilst the site is located within the Green Belt, as discussed above, the conversion is considered to meet paragraph 155 of the NPPF as an exception to inappropriate development and the extension to the dwelling is acceptable by reason of very special circumstances and therefore there are no clear reasons for refusing the development on these grounds.

In view of limb (ii) the proposal would make a small contribution to the Council's housing supply providing smaller one- and two-bedroom homes. The proposal would offer some employment opportunities during the project works and local spend opportunities following occupation for nearby services and amenities. The overall site layout, design and appearance are satisfactory, although two of the flats would fall below the Technical Housing Standards in respect of size.

The site is not located within a defined village settlement, and it is likely that the future occupiers would use a vehicle to travel in many circumstances. There are no technical

highways objections. The site is considered isolated for the purposes of paragraph 84 of the NPPF; however, is considered to meet with an exception to policy.

As there are no other technical concerns with the proposal.

It is considered that on balance the modest harm arising through the use of vehicles and two of the dwellings falling below Technical Housing Standards would not significantly and demonstrably outweigh the benefits of the proposal as a whole, which includes the addition of a net increase of five dwellings of one- and two-bedroom homes, to the local housing supply and the contribution of employment and local spend opportunities.

The proposal should therefore be granted planning permission subject to the necessary conditions and informatives.

RECOMMENDATION: That planning permission be **GRANTED**

Conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the grant of 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 Rev: C - received 9 November 2023
- Proposed Plans: 23-272-015 - received 6 March 2024
- Proposed Elevations: 23-272-017 - received 13 March 2024

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

3. Level 1 Record: The development shall not be commenced until a Level 1 Historic Building Recording (as defined by Historic England) has been completed in accordance with the guidelines laid out in the Standards and Guidelines for Archaeological Projects in Worcestershire and submitted to the County Historic Environment Record.

Reason: In accordance with the requirements of paragraph 205 of the National Planning Policy Framework

4. Prior to their first installation, details of the form, colour and finish of the materials to be used externally on the walls shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

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

5. Prior to installation, the position and details of all rainwater goods and external termini for services are to be submitted and approved by the Local Planning Authority and thereafter installed as approved.

Reason: To ensure that the character of the non-designated heritage asset is maintained as a result of the works, in accordance with Policy 20 of the Bromsgrove District Plan and the NPPF.

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

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

7. The Development hereby approved shall not be occupied until the applicant has submitted to and had approval in writing from the Local Planning Authority of a residential welcome pack promoting sustainable forms of travel to and from the development. The pack shall be provided to each resident at the point of occupation.

Reason: To reduce vehicle movements and promote sustainable access.

8. Prior to occupation, the sound reduction details of the actual glazing and alternative ventilation products to be installed and the height, extent, surface density and construction of the recommended acoustic fence as recommended within the Blue Acoustics Report dated 13.02.2024 are to be submitted and approved by the Local Planning Authority and thereafter installed as approved.

Reason: To ensure that an acceptable internal and external noise environment is provided for occupiers.

9. Prior to occupation, the recommendations for biodiversity enhancements as set out within the Updated Protected Species Survey report by NKM Associates dated 16 October 2019 and 29 March 2022 shall be installed and thereafter maintained in perpetuity.

Reason: To ensure that the proposal results in a net gain of biodiversity having regard to BDP21 of the Bromsgrove Local Plan and Paragraph 180 of the NPPF.

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