

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Chapel Hill Homes Ltd	Outline planning permission for two dwellings (landscaping reserved)  39 Parish Hill, Bournheath, B61 9JH	10.10.2025	25/00055/OUT

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

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

### **Consultations**

#### **Worcestershire Highways - Bromsgrove**

- No objection subject to conditions.

#### **North Worcestershire Water Management**

- The site falls within flood zone 1. No objection on flood risk or drainage grounds, subject to conditions.

#### **Bournheath Parish Council**

Object to the outline application for residential development of two dwellings based upon the following four material planning considerations.

- Inappropriate development of the Green Belt
- Traffic generation and road safety
- Flood risk
- Sustainability

#### **Publicity**

14 neighbour letters sent 26 March 2025 (expired 19 April 2025)

Site notice displayed 4 April 2025 (expired 28 April 2025)

7 objections submitted. Summarised as follows:

- Outside the settlement boundary – detrimental to Green Belt. Not infill development.
- Elevations of the properties should be restricted to ensure the impact of openness on the Green Belt is minimised.
- Object to the layout/scale of the houses.
- Object to the modern design of the houses in this semi-rural setting
- Dwellings proposed in a prominent elevated location with two identical dwellings would look alien in the local setting. Out of character. No account has been made of the low in height 'cottage style' dwellings that are near the site.
- Double garages look horrible in front of the houses.
- Concerns of overlooking.
- Concerns in respect to speeding vehicles using the road particularly on the bend and close to the road junction of Parish Hill. Farm traffic use the road and concern that construction traffic will add to traffic issues.

- No pavements outside of the site. Concern about children and young people using the road.
- Concern about car parking arrangements.
- Limited services close by, reliance on vehicle to get to services.
- Impact on wildlife.
- Flooding issues in the area because of the culverted watercourse to the south of the application site.
- Concerns in respect to noise and air quality.

### **Councillor May**

- Wish to call this application into Planning Committee as residents are concerned about the impact of this development on neighbouring properties; particularly flood risk that already exists. This call in is on the grounds of public interest.

### **Relevant Policies**

#### **Bromsgrove District Plan**

BDP1 Sustainable Development Principles

BDP2 Settlement Hierarchy

BDP4 Green Belt

BDP7 Housing Mix and Density

BDP19 High Quality Design

BDP21 Natural Environment

BDP23 Water Management

### **Others**

Bromsgrove High Quality Design SPD

National Planning Policy Framework (2024)

National Planning Practice Guidance

### **Relevant Planning History**

23/00977/PIP	Residential development of up to 2 dwellings.	Refused	05.10.2023
		Allowed at appeal	26.09.2024
21/01866/FUL	Retrospective application for a rear two storey extension	Refused	09.06.2022
19/01468/CPL	Rear two-storey extension	Approved	23.12.2019
19/01420/FUL	Front porch and lounge extension	Approved	06.01.2020
B/5674/1979	The use of land for parking of a commercial vehicle.	Refused	19.03.1979

## **Assessment of Proposal**

### **Site Description**

The application site is an open, undeveloped field which has an existing gated access onto Parish Hill. The site lies within the Green Belt and is positioned directly to the north-west edge of the settlement boundary of Bournheath. The gradient of the land declines towards the east and south of the site. The field is enclosed with a mature hedgerow that fronts the road.

### **Proposal**

The proposal is for the construction of two detached dwellings on the site. The dwellings would have 4 bedrooms and a detached double garage would be positioned in the front garden area of each dwelling. The properties would front Parish Hill. The house plots are generous and evenly spaced within the site. The hedgerow is proposed to be maintained as part of the development with the removal of some hedgerow to provide access arrangements for each plot.

This application seeks outline planning permission for 2 dwellings on the same site that has the benefit of a PIP approval (application reference 23/00977/PIP and appeal reference APP/P1805/W/23/3332459). Matters of access, appearance, layout, and scale are for consideration under this application with landscaping to be considered under a future Reserved Matters application.

The application site boundary for the outline application is smaller than the PIP application as detailed below. The site layout is very similar to that submitted under the PIP application.

### **Relevant Planning History**

Members may be aware that a PIP (Permission in Principle) application is relevant to this site (planning ref: 23/00977/PIP). Permission in Principle (PIP) is an alternative route of obtaining planning permission for housing-led development. This process separates the issues concerning the principle of the proposed development, from the technical details of the proposal.

The Permission in Principle process has two stages - Permission in Principle (PIP), which establishes whether a site is suitable in principle; and the second stage - Technical Details Consent, where the detailed development proposals are assessed. When assessing applications for Permission in Principle (PIP), the scope for assessment is limited to location; land use; and amount of development.

The PIP application (23/00977/PIP) which included a site layout of two dwellings and double garages, was refused permission primarily on the basis that the proposal would comprise inappropriate development within the Green Belt, as the proposed development would not be limited infill in a village. The applicant appealed the decision.

Whilst the Planning Inspector for the appeal acknowledged that the site lies outside of any settlement boundary defined in the Bromsgrove District Plan, the Inspector considered that “on the ground”, having regard to the local pattern of development, the appeal site formed part of the Village of Bournheath.

Furthermore, as there is no definition of “limited infilling” within policy, the Inspector considered this as a matter of planning judgement, having regard to the nature and size of the development, its location, and relationship of the site to existing nearby development.

Based on these considerations, the Inspector concluded that the proposal would be limited infill and therefore Permission in Principle was allowed on appeal.

The appeal decision was allowed on 26 September 2024 and is an extant permission. The next stage of Permission in Principle would be for the applicant to apply for a Technical Details Consent when the detailed development proposals would be assessed.

### **Outline Application**

The site layout plan shows two detached double fronted dwellings and double garages with access off Parish Hill. The dwellings and garages would have a hipped roof the dwellings would be finished in render with a central brick gable feature on the front elevation. Each dwelling would provide 4 bedrooms and be positioned within a generous plot.

The site is within the Green Belt and Policy BDP 4 of the Bromsgrove District Plan would apply. Development within the Green Belt is considered inappropriate unless it falls under a limited number of exceptions. Policy BDP4(f) of the BDP lists one of these exceptions to be limited infilling in Green Belt Settlements. This reflects paragraph 154 of the NPPF which states that limited infilling within villages may not be inappropriate within the Green Belt. Definitions for “limited infilling” and “settlements/villages” are absent from the NPPF.

The PIP appeal that was allowed on 26 September 2024 for two dwellings on this site is an extant permission that could still be implemented, and as such provides a strong fallback position for the applicant, making it an important material consideration for this application. The Planning Inspector made a planning judgement in respect to the PIP proposal and concluded that it would be limited infill development in the Green Belt, and as such would be in accordance with Policy BDP4 of the Bromsgrove District Plan, and paragraph 154(e) of the NPPF.

The NPPF indicates that openness is an essential characteristic of the Green Belt. Openness in terms of the Green Belt has a spatial aspect as well as a visual aspect. When considering a planning application, substantial weight should be given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. ‘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 dwellings are proposed on a hillside location and would have a modest adverse effect on openness in terms of spatial aspect as well as visual aspect due to the elevated location, and long-distance views of the site. However, very special circumstances do apply to this outline application given that the PIP appeal included a site layout that showed the footprint of two dwellings and detached garages in similar locations to that now proposed for this outline application. It is considered that the Planning Inspector

would have taken into consideration the impact of openness on the Green Belt when they concluded that the proposal was an infill development and considered it to be acceptable.

However, to ensure that impact on openness is minimised, the dwellings are shown to be positioned within the contours of the site. In addition, the scheme has been amended from the original submission to reduce the bulk of the development by changing the roof design of the dwellings from a dual pitch roof to a hipped roof. The roof pitch has also been amended to a shallower roof pitch which has reduced the overall height of the dwellings from 8.5m to 7.9m. Taking into consideration these factors, the scale of impact on the openness of the Green Belt has been further reduced and is considered acceptable.

### **Access**

Access to the property would be via Parish Hill with individual access points cutting into the existing hedgerow to serve each plot. Worcestershire County Highways note that the site is a semi-rural location off an unclassified road with a speed limit of 30mph.

Three car parking spaces are proposed for each dwelling in accordance with County Council's car parking requirements set out in the Worcestershire County's Streetscapes Design Guide. County Highways have no objection to the proposal subject to conditions.

### **Appearance, Layout, Scale**

The appearance of the dwellings is acceptable; there is a mix of material finishes to properties on Parish Hill comprising brickwork and render. Therefore, the proposed development would be in keeping with the surrounding properties in Parish Hill.

The properties would be set back from the road. The gradient of the land declines to the east and south of the site. The properties would be positioned at least 16.8 metres away from the road. As such the dwellings would sit within the contours of the site and would be at a lower level in relation to the neighbouring property 39 Parish Hill. In addition, the existing hedgerow that fronts the site would also be maintained.

Public comments submitted in respect to the proposal refer to the size and design of the dwellings, particularly how they would relate to existing properties that exist on Parish Hill. Whilst it is noted that Parish Hill does comprise of several smaller cottage style properties, there is a varied mix of housing with some properties of a slightly larger scale. Following comments from neighbouring occupiers, there has been a revision to the elevations to reduce the scale of the dwellings as detailed above. In addition, longitudinal plans have been submitted to clarify the positioning of the properties in relation to the contours of the site and neighbouring properties, to demonstrate that the impact of these proposals would not cause harm to the streetscene. The proposal in terms of the design of the dwellings and layout of the proposal would be in accordance with Policy BDP19 of the Bromsgrove District Plan. In addition, the proposal would also be in general accordance with the spacing requirements set out in the Council's SPD on High Quality Design.

### **Highway Matters**

Worcestershire County Highways have been made aware of resident's concerns regarding highway safety in this location, and a speed survey was conducted by the Authority between 9 June 2025 – 17 June 2025, which confirmed the 85th%tile speeds to

be 32mph southbound and 30mph northbound. The survey also confirms that the average speeds are shown to be lower than 32mph value, with the majority being below 30mph.

The speed survey was located north of the proposed development site in the vicinity of No. 20 Parish Hill which is a straight stretch of road, if the speed survey had been carried out in the vicinity of the proposed site, the speeds would have been lower due to the location of the bend and junction. In accordance with the 85th%tile speeds the recommended visibility splays are 2.4m x 52m southbound and 43m northbound and these can be achieved to standards set out the Streetscape Design Guide.

Based on the analysis of the information submitted, the Highway Authority concludes that there would not be an unacceptable impact and therefore there are no justifiable grounds on which an objection could be maintained.

Neighbours have expressed concerns regarding highway speeds, and size of vehicles that use the road, with some residents actively involved in community speed checks as a result. Concerns have also been raised in respect to construction traffic to and from the site. County Highways have noted the concerns from residents and have recommended that a Construction Management Plan condition be imposed with other highway conditions. This would enable County Highways to consider the logistics of potential construction traffic whilst the site is under construction.

It is considered that the conditions recommended by County Highways fully address the concerns raised residents in respect to highway matters.

### **Drainage Matters**

Neighbours have also expressed concerns regarding a culverted watercourse that is causing local drainage issues in the vicinity of the site.

North Worcestershire Water Management (NWWM) have confirmed that the site falls within flood zone 1 (low risk of fluvial flooding) and is not shown to be susceptible to surface water flooding.

NWWM also confirm that the culverted watercourse, a tributary of the Elmbridge Brook, flows via a culvert along the southern boundary hedge, which is located outside of the application red-line boundary of the site. Along its length, the culvert changes diameter frequently, which has led to flooding of the highway and properties in the vicinity. This culvert currently takes no land drainage from this parcel of land. For this reason, it is of vital importance that no surface water from the site is disposed into the culvert, as this is likely to result in an increase in flood risk. A minimum of 5m easement along the length of the culvert should be provided, to ensure no damage to the culvert during construction, and to retain access for future maintenance.

NWWM have reviewed the drainage technical note and are satisfied that site investigations carried out confirm the soils underlying the site can allow for infiltration drainage. These tests were conducted in October and December 2024; Autumn 2024 was wetter than average for the Midlands region, therefore these tests will have been conducted during suitable conditions, and as such NWWM accept the results submitted.

With ground conditions allowing for infiltration, the applicant is proposing a combination of porous paving for the car parking area (with an under-drained area also providing the drainage for the garages) and modular soakaway units. These soakaways will be designed to accommodate the 1:100 year rainfall event, plus an appropriate allowance for future climate change. Therefore, all new impermeable areas will be drained within the site boundary, with no water leaving the site up to a 1:100 return period event. As such, NWWM are content that the proposed development will not result in an increase in flood risk off-site.

Based on the above information NWWM have no objection on flood risk or drainage grounds. Suitable conditions are recommended.

### **Ecology and Biodiversity**

Biodiversity Net Gain (BNG) of 10% for developments is a mandatory requirement subject to some limited exceptions. This means a development will result in more or better-quality natural habitat than there was before development. This should ideally be provided on site however, a developer is able to purchase off site credits for BNG elsewhere should it not be possible to provide onsite.

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

A small sites metric has been submitted which shows a baseline of habitat units for the site. The headline results page is showing a net loss in habitat units and therefore no 10% gain is being secured on site. Off-site credits will therefore need to be purchased to comply with the requirements. The planning permission would be granted subject to a pre-commencement condition for a Biodiversity Gain Plan to be submitted, this would set out how the 10% would be achieved and evidence submitted to demonstrate that off-site credits have been secured. On this basis, the application is considered acceptable.

The submitted Biodiversity Impact Assessment raises no concerns in respect of protected species. A planning condition can be secured for a general enhancement of bat and bird boxes.

### **5 Year Housing Land Supply**

The Council acknowledges that it cannot currently demonstrate a 5 year housing land supply.

In view of this and having regard to the presumption in favour outlined in paragraph 11 of the National Planning Policy Framework (NPPF), the lack of a 5 year housing land supply would mean that the policies that are most important for determining the application are out of date (paragraph 11(d) and footnote 8), and that planning permission 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. (Footnote 7 clarifies that includes policies relating to Green Belt) 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) the proposal has been found to comprise appropriate development in the Green Belt and therefore there is no clear reason to refuse outline planning permission on this basis.

In respect of limb (ii) the proposal would result in 2 No. additional dwellings to the housing supply, which would provide a limited contribution. There would be limited economic benefits during the construction phase and further limited economic and social benefits arising from the future occupiers using the local public houses, for example. There are no technical concerns with the proposal that would significantly and demonstrably outweigh the benefits of the proposal as a whole. The proposal should therefore be granted outline planning permission subject to the necessary conditions.

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

**Conditions:**

- 1 The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of one year from the date of approval of the reserved matters to be approved, whichever is the later.  
  
Reason:- In accordance with the requirements of Section 92 (2) of the Town and Country Planning Act 1990.
- 2 An application for approval of the reserved matters specified in Condition 3 below, must be made to the Local Planning Authority before the expiration of two years from the date of this permission.  
  
Reason:- In accordance with the requirements of Section 92 (2) of the Town and Country Planning Act 1990.
- 3 No development hereby permitted shall commence until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority: (a) The landscaping of the site. The development shall be carried out in accordance with the approved details.  
  
Reason:- In accordance with the requirements of Section 92 (2) of the Town and Country Planning Act 1990.
- 4 The development hereby approved shall be carried out in accordance with the plans/documents:-  
Location plan Dwg. No. SL-1-01A  
Proposed site layout SL-2-01A  
House type A floorplans Dwg. No. 2-101



Housetype A elevations Dwg. No. 2-201 Rev. A  
Garage details Dwg. No. 2-202  
Longitudinal site section Dwg. No. 55-1-2  
Streetscene Dwg. No. SS-1-1 A  
Proposed Drainage Strategy Dwg. No. MCC-C-D-501 Revision A02

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

- 5 Prior to their first installation, details of the form, colour and finish of the materials to be used externally on the walls and roofs 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.

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

Reason: In the interests of highway safety.

- 7 The Development hereby approved shall not be occupied until an area has been laid out within the curtilage of the dwelling for the parking of 3 cars (per dwelling) at a gradient not exceeding 1 in 8. This area shall thereafter be retained for the purpose of parking a vehicle only.

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

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

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

- 9 The Development hereby approved shall not be occupied until the access, parking and turning facilities have been provided as shown on drawing SL-2-01A.

Reason: To ensure conformity with submitted details.

- 10 Development shall not begin until visibility splays are provided from a point of 1.05m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 52m southbound and 43m northbound measured along the nearside edge of the adjoining carriageway, to a vertical offset distance of 0.6m from the edge of the carriageway. Nothing shall be

planted, erected and/or allowed to grow on the triangular area of land so formed which would obstruct the visibility described above.

Reason: In the interests of highway safety.

- 11 The Development shall not commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include but not be limited to the following:-

- Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway;
- Details of site operative parking areas, material storage areas and the location of site operatives' facilities as required;
- The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring;
- The size of the construction vehicles, number of construction vehicles and the frequency of these vehicles.
- Tracking of the largest vehicle in/out of the site entrance.
- Applicant to confirm any traffic management measures proposed for construction vehicles on Parish Hill, also to include any temporary signage / use of a banksman to oversee all vehicular manoeuvres, construction vehicles to avoid peak pedestrian times.
- Any temporary traffic management measures such as signage and / or cones in the highway will require a permit. Applications can be made via [www.worcestershire.gov.uk](http://www.worcestershire.gov.uk)
- Measures to demonstrate that those immediately affected by the construction works will be kept informed and due consideration and courtesy will be shown to the local community.

The measures set out in the approved Plan shall be carried out and complied with in full during the construction of the development hereby approved.

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

- 12 Prior to the first occupation of the development, a verification report carried out by a qualified, independent drainage engineer must be submitted to and approved by the LPA to demonstrate that the surface water drainage system has been constructed as per the approved plans.

Reason: To ensure satisfactory drainage for the lifetime of the development which does not increase flood risk off site.

- 13 The permeable paving areas shall be maintained to facilitate the optimal functionality and performance of the surface water drainage scheme. Permeable surfaces shall not be replaced by impermeable surfaces without prior written approval from the Local Planning Authority.

Reason: To ensure satisfactory drainage for the lifetime of the development which does not increase flood risk off site.

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

Reason: To ensure the provision of enhanced biodiversity facilities within the site.

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