

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Bellway Homes Ltd	Variation of condition 25 of planning permission 24/00516/S73: FROM: No part of the development shall be occupied until the junction of Fox Lane/ Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/ Rock Hill schematic ref 7033-SK-005 revision F TO: No part of the development shall be occupied other than No more than 49 dwellings (of which, no more than 30 shall be for private sale and no more than 19 shall be for affordable housing) until the junction of Fox Lane/ Rock Hill has been altered in accordance with the temporary scheme shown on the plan WSP Drawing 7033-WSP-HGN-00-SK-C-0022-V2 Rev P02. Thereafter, no part of the development shall be occupied other than no more than 365 dwellings (of which, no more than 219 shall be for private sale and no more than 146 shall be for affordable housing) until the junction of Fox Lane/Rock 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	04.12.2025	25/00901/S73

Land at Whitford Road, Bromsgrove

(a) **MINDED to GRANT** Full planning permission

(b) That **DELEGATED POWERS** be granted to the Assistant Director for Planning, Leisure and Culture Services to determine the application following the receipt and completion of a suitable and satisfactory legal mechanism in relation to the following matters:

i) To ensure the retail unit approved under application 25/00529/S73 is not occupied until the 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

(c) And that **DELEGATED POWERS** be granted to the Assistant Director for Planning, Leisure and Culture Services to agree the final scope and detailed wording and numbering of conditions as set out at the end of this report.

Consultations

Worcestershire Highways

- No objection
- The proposals would not result in a severe impact or unacceptable impact on highway safety in consideration of paragraph 116 of the National Planning Policy Framework (December 2024).
- For this current planning application, the Highway Authority previously advised deferral of the application requesting additional information:
 - The Applicant's current traffic modelling assessment was based on the earlier arrangement shown in drawing 7033-WSP-HGN-00-SK-C-0022 Rev P01. As such, it did not accurately reflect the geometry and layout of the most recent scheme iteration. The Applicant was requested to conduct updated traffic modelling that incorporated the latest scheme design.
 - In addition to the above, there is a live planning application at the Land at Perryfields Road development (25/00798/S73). This involves various proposals to vary timing of off-site works including the Fox Lane/ Rock Hill junction. The Applicant was requested to engage with site promoters for the Land at Perryfields development and undertake a cumulative scenario test based on the current and proposed temporary arrangement ensuring that the latter is based on the most recent scheme iteration.

Current Consultation

- At present, condition 25 requires the roundabout scheme to be in place prior to the occupation of the 50th dwelling
- This variation of condition application now seeks to vary the trigger for the improvement scheme and take a staged approach to enhancing the junction on a temporary basis, then ultimately delivering the roundabout scheme to allow further occupation at the site during this time period:
 - Allow no more than 49 dwelling occupations until an interim scheme of works has been provided at the junction. This principally involves increasing the capacity of the junction by providing a left-turn lane on Fox Lane. The junction would remain as a priority T-Junction but with increased capacity.
 - Following this temporary upgrade, no more than 365 dwellings shall be occupied until such time as the full scheme upgrade to a roundabout has been provided.
- The applicant has responded to direction provided by the County Council Streetworks and Permitting Team that road space for the original roundabout scheme will not be available until Summer 2027 as referenced in the submission document "EMAIL FROM WCC TO BELLWAY RE ROAD SPACE"
- Given these constraints and circumstances, the Applicant has developed a new strategy, proposing a staged approach to upgrading the junction. This revised plan aims to accommodate the timeline set by the constraints whilst still addressing the necessary improvements to infrastructure. The staged approach seeks to allow for incremental enhancements to the junction whilst minimising disruption and aligning with the available road space timeline.

- In support of this planning application, the following highway information has been submitted by the Applicant:
 - TECHNICAL NOTE 2.1 – Condition 25 Fox Lane / Rock Hill Interim Junction Improvement (WSP, 11th November 2025); and,
 - Drawing 7033-WSP-HGN-00-SK-C-0022 – V2 showing the interim scheme of works.
- The updated transport and highway information reflects the request for additional information made by the Highway Authority as well as the changes to the description of the proposal as noted above

Interim Scheme

- Principally, the interim scheme involves widening Fox Lane to create an additional short lane. As the proposal involves widening, its necessary to enhance crossing provisions. As such a central island is provided with dropped kerbs either side of Fox Lane. This is shown in supporting drawing 7033-WSP-HGN-00-SK-C-0022 Rev P02
- As noted in the previous response, the Applicant has been engaged in the technical approval process for the proposed interim mitigation measures. This process has run in parallel with this planning application
- This has resulted in changes in the design including creating additional capacity by increasing the length of the new flare and widening the running lanes on Fox Lane to 3m (as shown in drawing 7033-WSP-HGN-00-SK-C-0022 Rev P02). The technical approvals process has involved a detailed design review of the proposals supported by an independent Road Safety Audit Stage 1 / 2. This process has now concluded, and the design has an in principle technical approval.

Impact Assessment

- Supporting Technical Note 2.1 sets out the appraisal of development impacts. The assessment methodology is summarised below:
 - Commissioned September 2024 Manual Classified Counts (MMC) at the Fox Lane/ Rock Hill junction;
 - Commissioned September 2024 Automatic Traffic Counts (ATC) on Fox Lane and various other links in the local area;
 - Generate forecast development traffic flows for 365 dwellings;
 - Undertake traffic impact assessment of existing conditions at the Fox Lane/ Rock Hill junction;
 - Undertake an impact assessment of the additional 365 residential units on the interim junction arrangement; and,
 - Undertake an impact assessment of the 365 residential units and 398 residential units associated with the Land at Perryfields Road development (25/00798/S73) **on the interim junction arrangement.**

2024 Data Collection

The Applicant commissioned traffic count surveys conducted in September 2024:

- Manual Classified Counts (MCC) at the Fox Lane / Rock Hill junction; and,
- Automatic Traffic Counts (ATC) on the following links:
 - Fox Lane o
 - Whitfield Road
 - A448 Kidderminster Road
 - St John Street o Worcester Road; and
 - Charfield Road
- The data and analysis are presented in Technical Note 2.1

- As the original traffic count data used to assess the development impact associated with planning permission APP/P1805/W/20/3245111 (allowed on appeal 09/02/2021, LPA Ref 16/1132) was from 2017, it is considered reasonable to collect updated data to evaluate the current planning application's impact on the highway network
- For both the previous planning application [25/00529/S73] and this current application, the Highway Authority has verified the data collection methodology. This includes
 - Parallel axle sensors (tubes) for the ATC data; and,
 - Camera installation at the Fox Lane/Rock Hill junction for the MCC video survey.
- Surveys typically occur during a 'neutral' or representative period, depending on the model's purpose. The Highway Authority's review of live traffic management schemes during the data collection period identified that telecommunications work was undertaken on Fox Lane on 11th September 2024, lasting approximately 3 hours. This work occurred outside peak hours, with no traffic operating under temporary signal **control on Fox Lane during the peak hours which have been modelled**

Trip Generation

- Applying previously agreed trip rates, it is predicted that 365 occupied dwellings would generate approximately 243 two-way trips during the AM peak hour (08:00 – 09:00) and 258 two-way trips during the PM peak hour (17:00 – 18:00).
- For the additional testing which includes the Land at Perryfields Road development (25/00798/S73), the agreed trip rate has been applied to the 398 dwellings. Applying previously agreed trip rates, it is predicted that 398 occupied dwellings would generate approximately 265 two-way trips during the AM peak hour (08:00 – 09:00) and 281 two-way trips during the PM peak hour (17:00 – 18:00)

Traffic Distribution

- Using the previously agreed traffic distribution and assignment assumptions, it is anticipated that during the AM peak hour, 365 occupied dwellings would result in 134 two-way trips travelling through the B4091 Rock Hill/ Fox Lane junction. During the PM peak hour, it is predicted that 142 two-way trips would travel through the junction.
- For the additional testing which includes the Land at Perryfields Road development (25/00798/S73), the Applicant has used the distribution assumptions consistent with the assessment for 25/00798/S73. This included consistency of the development traffic trip origin and destinations with the agreed distribution for the Land at Perryfields site.

Junction Impact

- Assessment Junction modelling has been undertaken using Junctions 11. The Applicant has undertaken the following modelling scenarios:
- 2024 Baseline (Existing junction arrangement); • 2024 Baseline + 49 dwellings (as permitted under application ref 25/00529/S73) • 2024 Baseline + committed development + 365 Dwellings (Proposed Interim Scheme) • 2024 Baseline + 365 Dwellings + 398 Dwellings associated with 25/00798/S73 (Proposed Interim Scheme)

	AM			PM		
2024 Baseline (Existing junction arrangement)						
Arm	Queue (PCU)	Delay (seconds)	RFC (%)	Queue (PCU)	Delay (seconds)	RFC (%)
Fox Lane	8.2	81.68	0.92	1.9	23.96	0.66
Rock Hill	0.7	6.62	0.30	1.9	9.45	0.54
2024 Baseline + 49 dwellings (as permitted under application ref 25/00529/S73) – (Existing junction arrangement)						
Arm	Queue (PCU)	Delay (seconds)	RFC (%)	Queue (PCU)	Delay (seconds)	RFC (%)
Fox Lane	9.4	94.60	0.94	2.0	26.50	0.69
Rock Hill	0.7	6.72	0.31	2.0	9.98	0.56
2024 Baseline + committed development + 365 Dwellings (Proposed Interim Scheme)						
Arm	Queue (PCU)	Delay (seconds)	RFC (%)	Queue (PCU)	Delay (seconds)	RFC (%)
Fox Lane – Rock Hill (NE) – Left turn	2.4	51.32	0.72	0.5	12.47	0.69
Fox Lane – Rock Hill (SW) Right turn	6.1	75.70	0.89	1.5	31.22	0.61
Rock Hill (NE) – Rock Hill (SW) and Fox Lane	0.9	7.16	0.36	4.0	16.17	0.74
2024 Baseline + 365 Dwellings + 398 Dwellings associated with 25/00798/S73 (Proposed Interim Scheme)						
Arm	Queue (PCU)	Delay (seconds)	RFC (%)	Queue (PCU)	Delay (seconds)	RFC (%)
Fox Lane – Rock Hill (NE) – Left turn	7.2	169.42	0.96	0.6	13.56	0.38
Fox Lane – Rock Hill (SW) Right turn	10.7	122.29	0.97	1.7	35.10	0.65
Rock Hill (NE) – Rock Hill (SW) and Fox Lane	1.0	7.29	0.38	4.3	17.02	0.75

- A summary of the key outputs is presented below for the base and consented assessment:
 - The 2024 junction model currently operates over capacity during the AM peak hour;
 - Comparing 2017 and 2024 traffic volumes, the data indicates that traffic volumes have generally reduced across the relevant network;
 - The predicted current (2024) delay experienced by drivers on Fox Lane (the minor arm which gives-way to the Rock Hill) during the AM peak is 82 seconds (1 minute 22 seconds). Average queuing on this arm is approximately 47m; and,
 - Under consented 25/00529/S73, average delays on Fox Lane increase to 95 seconds (1 minute 35 seconds); a total increase in an average delay experienced

by drivers of 13 seconds during the AM peak. Queuing on Fox Lane is predicted to reach a length of 55m (an increase of 8m).

- A summary of the key outputs is presented below for the current planning application and interim scheme assessment:
 - The interim scheme is demonstrated to provide additional capacity;
 - When including the 365 dwellings, the predicted delays on Fox Lane for the left turn manoeuvre are anticipated to be 51 seconds and for the right turn to be 76 seconds (1 minute 16 seconds). This is a reduction when compared to the current junction arrangement with the permitted 49 dwellings during the AM peak;
 - When including the 365 dwellings, queueing is anticipated to reach a length of approximately 35m on Fox Lane.
 - The test which included the demand associated with Land at Perryfields (25/00798/S73), indicates delays experienced by drivers on Fox Lane turning left of 169 seconds (2 minutes 49 seconds) and for the right turn is anticipated to be 122 seconds (2 minutes 2 seconds) during the AM peak. This is an increase in predicted delay compared to the current arrangement of the junction with the permitted 49 dwellings during the AM peak;
 - In the test which includes both Whitford Road and Lant at Perryfields, queueing on Fox Lane is predicted to reach a length of approximately 62m; and,
 - **In both cases, the junction is anticipated to operate over theoretical capacity.**

Implication of Impact

- The 2024 base modelling and associated impacts are consistent with the information submitted for planning application 25/00529/S73 which was approved by the Local Planning Authority in June 2025. Based upon the submission, the Highway Authority does not consider the model an unrealistic representation of network conditions where congestion, queueing and delays do occur and are shown to in the model outputs, as previously advised.
- Supporting Technical Note 2.1 presents a commentary of the Applicant's view on the implication of the impact of development traffic on the interim scheme. It is noted that:
 - Bellway has engaged with Taylor Wimpy to ensure a correlated approach across the applications. The proposed interim mitigation scheme has also been tested with 365 dwellings at Whitford Road plus 398 dwellings at Perryfields, has been assessed against both the observed and permitted baselines. Results show an RFC of 0.92, aligning with the observed baseline and representing a 0.02 reduction compared to the permitted baseline. The modelled queue is 7.5 vehicles (approximately 41m), which is shorter than both the observed and permitted 2024 scenarios. Delay is forecast at 90.8 seconds, equating to a 4-second reduction compared with the permitted baseline and an c.8-second increase over the observed baseline during the worst 15-minute period.
- As noted in the original Transport Assessment and the Transport Assessment Addendum submitted to support the outline application, "it was identified that improvements to the Rock Hill / Fox Lane junction would be required for any future development at Whitford Road and therefore should be offered by the proposed development to mitigate its impact on the already at capacity junction arrangement"¹. This was the roundabout scheme.
- Development was planned to be supported by this infrastructure from first occupation but this has not happened. The proposed timing for the delivery of the interim scheme is 49 dwellings meaning that no further occupations until such time as interim improvement works are undertaken, completed and open to traffic. This trigger point is

important as, given the challenges with obtaining road space for the full scheme of works, the Applicant is seeking to proactively respond to otherwise severe or unacceptable impacts on highway safety by delivering the interim scheme. Following this, the full roundabout scheme will be delivered in accordance with the altered wording of the condition at the occupation of the 366th dwelling

- In the scenario in which 365 dwellings are tested on the interim scheme, the forecast delays on Fox Lane are predicted to be less than that anticipated at the current arrangement with 49 dwellings permitted; this being 75 seconds and 95 second respectively.
- In the scenario in which 398 dwellings are also tested (associated with the Land At Perryfields Road Application refer 25/00798/S73), drivers are anticipated to experience up to 170 seconds of delay on Fox Lane. This being an increase of 75 seconds compared to the existing junction arrangement.
- The interim scheme with a flare offers capacity benefits compared to the current arrangement. The flared approach widens Fox Lane allowing more vehicles to queue side-by-side. This design feature enables left-turning and right-turning traffic to position themselves simultaneously at the give-way line, effectively increasing the discharge rate of vehicles entering Rock Hill. The increased storage capacity reduces queue lengths on Fox Lane. Additionally, the flare allows drivers to make better use of gaps in the major road traffic stream, as multiple vehicles can enter the junction when suitable gaps arise. This improved efficiency can lead to reduced delays for traffic on Fox Lane and enhanced overall junction performance, particularly during peak periods when traffic volumes are highest. This has been demonstrated by the associated traffic modelling.
- However, given the limitations of examining the junction in isolation, without assessing in detail the broader network congestion during peak hours, the benefits of the interim scheme should be interpreted with the context of the network in mind.
- While the interim scheme offers localised improvements in capacity and efficiency, its effectiveness may be constrained by existing constraints on the network which impact the operation of the junction. In this context, the proposed roundabout scheme is still evidenced to present a more comprehensive solution and necessary mitigation strategy by rebalancing traffic flows and altering the junction's priority.
- The impact of the proposal is not considered to be severe in accordance with the National Planning Policy Framework (December 2024).

Network Safety Review

- The Highway Authority has reviewed the most up-to-date Personal Injury Collision (PIC) data available covering a period between 1 st August 2020 and 31st July 2025.
- The analysis area covers an expanded study area covering the Fox Lane/ Rock Hill junction, Rock Hill, Fox Lane and the Millfield area including Millfield Road, Shrubbery Road, Dovecote Road and the local residential side roads.
- Between that period, there have been a total of 11 PICs of which nine have been classified as slight and two as serious.
- A summary is provided below:
 - Two PIC occurred approximately 30m east of the Fox Lane/ Rock Hill junction;
 - One PIC occurred on Fox Lane approximately 70m north of the Fox Lane/ Rock Hill junction;
 - One PIC occurred approximately 230m south of the Fox Lane/ Rock Hill junction
 - Three PICs occurred at the Charford Road mini-roundabout;

- Two PICs occurred close to the Shrubbery Road junction where Rock Hill becomes Worcester Road;
 - Two PICs occurred close to the Worcester Road/ Ford Road junction; and,
 - No PICS have occurred in the Millfield area.
- Considering the frequency of collisions across the study area, the data does not indicate a year-on-year increase in the number of collisions occurring annually

Conclusion

- The Highway Authority has undertaken a robust assessment of the application. Based on analysis of the information provided, the Highway Authority does not consider the impacts of the development to be severe in accordance with the National Planning Policy Framework (December 2024)

The full comments received are available on the website via Public Access and Members are encouraged to review these.

Mott MacDonald

- The applicant's assessment demonstrates that in traffic terms the proposed temporary mitigation scheme would be likely to mitigate the direct impact on Fox Lane / Rock Hill junction of development traffic generated by occupation up to a threshold of 365 dwellings. However, this would only apply in a cumulative context whereby the Perryfields development was limited to a first phase of 100 dwellings.
- Furthermore, a temporary scheme of mitigation is only likely to be sufficient and acceptable on the basis that it would, relatively quickly, be replaced by the permanent scheme, and that no situation could arise where the scheme might be retained over a medium or long-term basis. The evidence presented is not sufficient to demonstrate the traffic basis for the solution as a permanent scheme.
- We note the scheme is going through technical approvals with Worcestershire County Council, as this process is well advanced and ongoing. We would also expect that the scheme would continue to be subject to the normal requirements including Road Safety Audit (RSA) but subject to appropriate consideration of the highway design comments made in our previous note we do not raise further matters of note regarding the engineering design of the scheme.
- Whilst on a traffic basis the benefits of the temporary scheme are likely valid, it is proven through this assessment that the consented roundabout scheme would still be the necessary as a permanent solution. The roundabout would also be likely to provide a greater safety benefit over either the current arrangement or the proposed temporary scheme, as it will have an important role in managing vehicle speeds as they approach the junction supporting safer movements for traffic and pedestrians.
- Given the original roundabout scheme remains key to the delivery of wider plan objectives, and if the temporary scheme is also acceptable to Worcestershire County Council, then BDC will need to consider whether a conditional approval would be appropriate. If accepted, this should include an obligation for the implementation of the original scheme to be delivered within a specified period. This is to avoid the risk that the temporary scheme may be retained for an unforeseen extended duration or becomes permanent in the context of failure to deliver the full development.

The full comments received are available on the website via 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)

The Bromsgrove Society

- Objection
- Against the background of this further delay in completing the roundabout scheme originally conditioned to be completed prior to the first occupation of the Whitford Heights site, the Applicant's belated proposal for an interim widening scheme on the Fox Lane approach to the junction is welcome
- Planning Application 25/00798/S73 for the variation of various occupation triggers at the Perryfields Town Expansion Site anticipates that 398 dwellings at the Perryfields site will be occupied prior to completion of the conditioned Rock Hill / Fox Lane roundabout scheme.
- The Applicant's Technical Note 1 dated 18th June 2025 fails to consider the impact of development vehicle trips from the Perryfields Town Expansion Site with and without the proposed widening of the Fox Lane approach to the Rock Hill / Fox Lane priority junction

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

25/00529/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 (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	Granted	24.06.2025
--------------	---	---------	------------

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.

24/00516/S73	Variation of condition 22 of planning permission APP/P1805/W/20/3245111 allowed on appeal 09/02/2021 (LPA 16/1132): 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. 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 & 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	Granted	12.12.2024
--------------	---	---------	------------

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.

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.	Granted with Unilateral Undertaking	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.	Granted with Unilateral Undertaking	06.02.2025
22/00090/REM	Reserved Matters (layout; scale; appearance and landscaping) to outline planning permission 16/1132 (granted	Granted	08.07.2022

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

16/1132	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.	Allowed on appeal with S106	09.02.2021
13/0479	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	Refused Dismissed on appeal	21.08.2014

Other applications currently under consideration relating to the Whitford Road site:

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.

- 25/01121/S73 Variation of condition 25 of planning permission 24/00516/S73:
FROM: No part of the development shall be occupied until the junction of Fox Lane/ Rock Hill has been altered in accordance with the scheme for a roundabout shown on the plan Fox Lane/ Rock Hill schematic ref 7033-SK-005 revision F
AMEND TO: No part of the development shall be occupied other than no more than 99 dwellings (of which, no more than 59 shall be for private sale and no more than 40 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.

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

Assessment of Proposal

Background

This application follows the grant of planning permission 25/00529/S73 by Planning Committee in June 2025. That permission allowed for:

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.

Proposal

The existing planning permission allows no more than 49 dwellings to be occupied until the junction at Fox Lane/Rock Hill has been altered to a roundabout.

The applicant has submitted the current application because road space to undertake completion of the roundabout scheme will not be available until Summer 2027. Therefore, the applicant is seeking permission or a further variation of the condition to allow for an interim scheme and amended occupation numbers and triggers:

- To allow no more than 49 dwelling to be occupied until an interim scheme of works has been provided at the junction. This involves widening the junction to create 2 lanes from Fox Lane onto Rock Hill (approximately 35m in length) by providing a left turn lane and a temporary central island with dropped kerbs either side of Fox Lane. The interim scheme is shown on Drawing 7033-WSP-HGN-00-SK-C-0022 – V2.
- Following the completion of the interim scheme, no more than 365 dwellings shall be occupied until such time as the full scheme implementation to a roundabout has been provided. Of the 365 dwellings, no more than 219 shall be for private sale and no more than 146 shall be for affordable housing.

The current application is supported by survey data from 2024 (including video surveys), modelling and Technical Note 2.1. Technical Note 2.1 states that the 365 dwellings include both the Bellway Homes and Miller Homes phases of the Whitford Road development. It includes reference to the permitted 100 occupations at Perryfields (16/0335) allowed on appeal and a test of 398 occupations reflecting the increase proposed under current application 25/00798/S73.

Members are encouraged to review the submitted information which is available to view under the application reference on the Council's website.

Highway Matters

WCC is the statutory consultee on the planning application providing specialist advice on Highway related matters. In addition to consultation with the Highway Authority, a review has also been carried out by Mott MacDonald.

The Highway Authority has confirmed that during the application process the applicant has concurrently engaged in the Technical Approval process with the Highway Authority regarding the interim scheme. During negotiations, the design of the interim scheme has been amended:

- To increase the length of the new flare and
- Widen the 2 proposed southbound lanes on Fox Lane to 3m wide

This has been supported by an independent Road Safety Audit Stage1 and 2 and the design has an in principle Technical Approval.

WCC Highways comments confirm that the approach taken in the data collection and methodology are considered acceptable. Traffic distribution, assignment assumptions and modelling scenarios have been agreed. A summary table of the results is included in the WCC consultation response above.

The 2024 junction model currently operates over capacity during the AM peak hour. Members will recall that under the approved variation 25/00529/S73, drivers are predicted to experience a delay of 95 seconds (1 minute 35 seconds); a total increase in an average delay experienced by drivers of 13 seconds during the AM peak, compared to the 2024 baseline situation. The modelling showed that the corresponding queuing is forecast to increase by 8 metres with a predicted queue length on Fox Lane of 55 metres.

In comparison, the interim scheme currently proposed is demonstrated to add additional capacity at the junction. At 365 dwellings as proposed, the predicted delays on Fox Lane for the left turn manoeuvre are anticipated to be 51 seconds and for the right turn to be 76 seconds (1 minute 16 seconds). This is a reduction when compared to the current junction arrangement with the permitted 49 dwellings during the AM peak. The anticipated queuing on Fox Lane would be 35 metres – again a reduction compared to the approved variation 25/00529/S73.

The scenario tests also included demand associated with a proposed increase in occupations to 398 dwellings at Perryfields in application 25/00798/S73. That application remains under consideration. The test indicates delays experienced by drivers on Fox Lane turning left would be 169 seconds (2 minutes 49 seconds) and for the right turn 122

seconds (2 minutes 2 seconds) during the AM peak. Including Perryfields, the anticipated queueing increases to 62 metres.

The Highway Authority has advised that:

- The interim scheme offers capacity benefits compared to the current arrangement.
- Both left turning and right turning traffic would be able to position at the junction using the 2 lines simultaneously.
- The flare allows traffic to make better use of gaps in the traffic to exit the junction.
- The interim scheme can reduce delays on Fox Lane especially at peak periods as demonstrated by the traffic modelling.

The Interim scheme is considered to provide localised improvements in both capacity and efficiency though in the context of the highway network, the roundabout scheme is still evidenced to present a more comprehensive solution and necessary mitigation.

The Highway Authority has advised that the impact of the proposal is not considered severe. Thus, there is no conflict with NPPF paragraph 116.

In addition, the Highway Authority has reviewed Personal Injury Collision (PIC) data covering a period between 1st August 2020 and 31st July 2025 (including Fox Lane/ Rock Hill junction, Rock Hill, Fox Lane and the Millfield area including Millfield Road, Shrubbery Road, Dovecote Road and the local residential side roads). The data does not indicate a year-on-year increase in the number of collisions occurring annually. No highway safety concern has been identified. Thus, no conflict has been found with regard to paragraph 116 and highway safety is not considered to be a reason for refusal.

The National Planning Policy Framework states at paragraph 116 that:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

As with the previous application 25/00529/S73, your officers have sought an independent review from Mott MacDonald. This same company provided advice to the Council on the original Outline planning application and appeal.

Mott MacDonald conclude that the proposal for the interim scheme is sufficient for the proposed number of occupations at Whitford Road and that currently permitted at Perryfields. That is the proposal under consideration.

Furthermore, it is agreed that this would not be sufficient to deliver the full Whitford Road development – the permanent scheme would be required. Mott MacDonald suggest consideration of a condition to require the implementation of the roundabout within a specified period. The proposed revised condition sets out a new trigger point linked to the number of occupations and on the basis of the highway comments received from both the Highway Authority and Mott MacDonald, ~~your officers~~ it is considered that there would be no severe impact or unacceptable impact on highway safety to demonstrate conflict with NPPF paragraph 116. Paragraph 116 makes clear that applications should only be refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. The planning permission for the

Whitford Road site includes additional development over and above the 365 occupations sought following provision of the interim scheme. The roundabout scheme will 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 25.

The supporting information explains that the application has been submitted as a result of the delay in the availability of road space to complete the roundabout scheme. This is corroborated by an email from the County Council that confirms the earliest anticipated availability is Summer 2027. The interim scheme will allow for the continued delivery of housing in the District to meet the identified needs.

Other Matters

No information has been provided with regard to traffic generation arising from the retail unit approved under application 25/00529/S73. Therefore, the applicant has indicated a Unilateral Undertaking will be submitted as part of the current application. This will ensure the retail unit is not occupied until the roundabout scheme shown on 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 is completed.

Conclusion

The interim scheme proposed in the variation of condition would result in less delay and queuing than demonstrated in approved 25/00529/S73. The Highway Authority has advised that there is no concern regarding severe impact or highway safety. 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 application is considered acceptable.

The proposed amended condition continues to secure the provision of the roundabout. Other conditions attached to the outline planning permission will be applied to the s73 decision to ensure satisfactory development is achieved. The requirements of the s106 Legal Agreement attached to the original appeal decision continue to apply to any planning permission granted as a result of this S73 application and thereby ensure that the impact of the development is satisfactory mitigated.

To conclude, the proposed variation of condition is considered acceptable with regards to planning policy and other material planning considerations

(a) **MINDED to GRANT** Full planning permission

(b) That **DELEGATED POWERS** be granted to the Assistant Director for Planning, Leisure and Culture Services to determine the application following the receipt and completion of a suitable and satisfactory legal mechanism in relation to the following matters:

i) To ensure the retail unit approved under application 25/00529/S73 is not occupied until the 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.

(c) And that **DELEGATED POWERS** be granted to the Assistant Director for Planning, Leisure and Culture Services too agree the final scope and detailed wording and numbering of conditions as set out at the end of this report.

Conditions

Amended condition 25

Re-impose conditions attached to 24/00516/S73 (see appendix 1)

Case Officer: Jo Chambers Tel: 01527 881408

Email: jo.chambers@bromsgroveandredditch.gov.uk

APPENDIX 1

Conditions attached to 24/00516/S73

Conditions relating to sites A and B

- 1) On each phase of site A details of the appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place, and on site B details of the access, appearance, landscaping, layout, and scale shall be submitted to and approved in writing by the local planning authority before any development takes place. The development shall be carried out as approved.
- 2) Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission and shall be carried out as approved.
- 3) On each phase of site A and on site B the development hereby permitted shall begin not later than three years from the date of approval of the last reserved matters to be approved.
- 4) The development hereby permitted shall be carried out in accordance with the following plans:
 - i) Composite location plan ref 16912/1015
 - ii) Location plan land off Whitford Road ref 16912/1004
 - iii) Location plan Greyhound public house ref 16912/1014
 - iv) Proposed site access Whitford Road (north) ref 7033-SK-031 revision A
 - v) Proposed site access Whitford Road (south) ref 7033-SK-032 revision A
 - vi) Proposed informal pedestrian crossing Whitford Road ref 7033-SK-033 revision A
 - vii) Potential toucan crossing location ref 7033-SK-009 revision B
 - viii) Fox Lane/ Rock Hill schematic proposed arrangement ref 7033-SK-005 revision F
 - ix) Potential mitigation for Rock Hill/ Charford Road mini-roundabout ref 7033-SK-013 revision E
 - x) Potential A448 signalised crossing ref 7033-SK-015 revision A
 - xi) Whitford Road/ Perryfields Road proposed junction arrangement ref 461451-D-014.
- 5) The reserved matters submitted pursuant to this permission shall be in accordance with the indicative masterplan for site A ref 16912/1012 revision B, the development areas parameters plan for site A ref 16912/1017B, and the principles described in the Design & Access Statement received by the local planning authority on 7 January 2016 and the Design & Access Statement Addendum dated 3 January 2018. Any reserved matters application shall include a statement providing an explanation as to how the design of the development responds to the relevant Design & Access Statement.
- 6) The reserved matters submitted pursuant to this permission shall be in accordance with the maximum scale parameters for buildings as set out in paragraph 5.5.4 of section 5.5 of the Design & Access Statement for site A and paragraph 5.3.1 of Section 5 of the Design & Access Statement for site B.
- 7) No development in a particular phase of site A or on site B shall take place until details of sheltered and secure cycle parking on that land, including a programme for implementation, have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and implementation programme. Thereafter the cycle parking shall be kept available for the parking of bicycles.

- 8) No part of the development shall be occupied in a particular phase of site A or on site B until bat and bird boxes (to include swift boxes) have been installed on that land in accordance with a scheme which has been submitted to and approved in writing by the local planning authority.
- 9) No development in a particular phase of site A or on site B shall take place until the following components of a scheme to deal with the risks associated with contamination of that land have been submitted to and approved in writing by the local planning authority:
- i) A site investigation scheme, based on the Preliminary Risk Assessment and Environmental Site Assessment prepared by RSK Ltd December 2012, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - ii) The site investigation results and the detailed risk assessment and, if necessary, a scheme and programme of remediation measures.
 - iii) A verification plan providing details of the data that will be collected in order to demonstrate that any remediation measures have been completed and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
- Should remediation measures be required, no part of the development on that phase of site A or on site B shall be occupied until a verification report demonstrating completion of the measures has been submitted to and approved in writing by the local planning authority.
- 10) Should any contamination be found when carrying out the development that was not previously identified it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken in accordance with a scheme which has been submitted to and approved in writing by the local planning authority. Where necessary, remediation measures must be implemented in accordance with a scheme which has been submitted to and approved in writing by the local planning authority. No part of the development on that phase of site A or on site B shall be occupied until a verification report demonstrating completion of the remediation measures has been submitted to and approved in writing by the local planning authority.
- 11) No development shall take place on a particular phase of site A or on site B until a Construction Environmental Management Plan (CEMP) for that land has been submitted to and approved in writing by the local planning authority. The CEMP shall include a foundation works risk assessment and general details of measures to avoid risks to controlled waters during construction, pollution control measures, tree and hedge protection measures, dust suppression, construction lighting, hours of operation, 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, the hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring, details of any temporary construction accesses and their reinstatement, a highway condition survey, timescale for re-inspections, and details of any reinstatement. The development shall be carried out in accordance with the approved CEMP.
- 12) No development shall take place on a particular phase of site A or on site B until details of the mix of type and size of market dwellings to be provided on that land have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

- 13) No part of the development shall be occupied on a particular phase of site A or on site B until external lighting has been provided in accordance with a scheme which has been submitted to and approved in writing by the local planning authority. The scheme shall include scaled plans and drawings illustrating the design of the light units and columns. The external lighting shall be retained thereafter.
- 14) Any reserved matters application relating to layout shall include details of the facilities for the storage of refuse to be provided on that phase of site A or on site B. No dwelling nor the retail unit shall be occupied until the refuse storage facilities to serve that dwelling or the retail unit have been constructed in accordance with the approved details.
- 15) No development shall take place on a particular phase of site A or on site B until details of the installation of fixed telecommunication infrastructure and high speed broadband on that land have been submitted to and approved in writing by the local planning authority. No dwelling nor the retail unit shall be occupied before the telecommunication infrastructure and broadband to serve that dwelling or the retail unit have been installed in accordance with the approved details.
- 16) No development shall take place on a particular phase of site A or on site B until a sustainable urban drainage system (SUDS) has been constructed on that land in accordance with a scheme which has been submitted to and approved in writing by the local planning authority. The scheme shall include measures to secure the on-going maintenance of the SUDS following the completion of the development. Thereafter, the SUDS shall be maintained in accordance with the approved scheme.
- 17) No dwelling shall be occupied on a particular phase of site A or on site B until a drainage system for the disposal of foul and surface water on that land has been completed in accordance with a scheme which has been submitted to and approved in writing by the local planning authority.

Conditions relating to site A (land off Whitford Road) only

- 18) The number of dwellings on site A shall not exceed 490.
- 19) No development shall take place until details for the timescale and order of the delivery of the development have been submitted to and approved in writing by the local planning authority. The phasing of the development shall be carried out in accordance with the approved details.
- 20) No development in a particular phase shall take place until a scheme involving a full engineering design, specification, extent and methodology of the cut and fill works for that phase has been submitted to and approved in writing by the local planning authority. The scheme should clarify how the undisturbed ground at higher levels is to be retained in a stable manner, together with the foundation design at lower levels. The development shall be carried out in accordance with the approved scheme.
- 21) The first reserved matters application relating to layout shall include a plan identifying the number and location of the affordable housing units to be provided on the site. The plan shall identify the size (bedroom numbers), type and tenure of each affordable housing unit. The development shall be carried out in accordance with the approved details.

22) *No dwelling shall be occupied in relation to the reserved matters 23/00993/REM (Miller Homes phase) including plots 291 to 293 & 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.*

23) No dwelling shall be occupied until an electric vehicle charging point to serve that dwelling has been provided. Where apartments are provided, one electric charging point per three parking spaces shall be provided. The electric vehicle charging points shall be retained thereafter.

24) The retail unit shall have a maximum gross floor space of 400m².

NOTE: condition 25 to be amended in accordance with 25/00901/S73

25) *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.*

26) No part of the development shall be occupied until detailed drawings of the site accesses and the pedestrian crossings on Whitford Road, together with a programme for their implementation, have been submitted to and approved in writing by the local planning authority. The detailed drawings for the site accesses shall be prepared in accordance with the plans *Proposed site access Whitford Road (north) ref 7033-SK-031 revision A* and *Proposed site access Whitford Road (north) ref 7033-SK-032 revision A*, and the detailed drawings for the pedestrian crossings shall be prepared in accordance with the plans *Proposed informal pedestrian crossing Whitford Road ref 7033-SK-033 revision A* and *Potential toucan crossing location ref 7033-SK-009 revision B*. The development shall be carried out in accordance with the approved detailed drawings and implementation programme.

27) 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*.

28) No more than 249 dwellings shall be occupied until the junction of Charford Road/ Rock Hill/ Worcester Road has been altered in accordance with the scheme for a roundabout shown on the plan *Mitigation for Rock Hill/ Charford Road mini-roundabout ref 7033-SK-013 revision E*.

- 29) No development shall take place until a site A wide landscape and ecological management plan (LEMP) for the long-term protection and management of the trees, hedgerows, habitats and species present on the site has been submitted to and approved in writing by the local planning authority. The LEMP shall incorporate a mitigation strategy based on Chapter 11 of the Environmental Statement and the Ecological Walkover Survey Report (April 2019), and a programme for implementation. The development shall be implemented in accordance with the approved LEMP and implementation programme.
- 30) No development in a particular phase shall take place until details of the finished ground floor levels of all the buildings and the finished ground levels for all other areas of the site have been submitted to and approved in writing by the local planning authority. The details shall include sections which show the development relative to the ground levels adjoining the site. The development shall be carried out in accordance with the approved details.
- 31) No development shall take place until a scheme for archaeological investigation, including a programme for implementation, arrangements for the publication of the results, and archive deposition, has been submitted to and approved in writing by the local planning authority. The archaeological investigation shall be carried out in accordance with the approved scheme and programme.
- 32) No dwelling shall be occupied until a footpath/cycle path up to public footpath BM-587 at the southern boundary of site A and a footpath/cycle path up to Timberhonger Lane at the northern boundary of the site have been constructed in accordance with schemes which have been submitted to and approved in writing by the local planning authority.

Conditions relating to site B (land off Albert Road) only

- 33) The number of dwellings on site B shall not exceed 15.
- 34) The reserved matters application relating to layout shall include a plan identifying the number and location of the affordable housing units to be provided on the site. The plan shall identify the size (bedroom numbers), type and tenure of each affordable housing unit. The development shall be carried out in accordance with the approved details.
- 35) The development shall be carried out in accordance with the Arboricultural Method Statement and Tree Protection Plan covering site B.
- 36) No demolition shall take place until heritage recording of the former Greyhound Inn has been undertaken, in accordance with a scheme to be submitted to, and approved in writing by, the local planning authority. The scheme shall include the timescale for recording, the methodology to be used, and details of how the record will be maintained.