

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Mr David Guest	Construction of new 3-bedroom dwelling on land adjacent to 18 Broadfields.	25.09.2025	25/00872/FUL

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

RECOMMENDATION: That planning permission be **GRANTED**

Consultations

Worcestershire Highways

- The Highway Authority has undertaken an assessment of the planning application.
- Based on the analysis of the information submitted the Highway Authority concludes that there would not be an unacceptable highway impact and therefore there are no justifiable grounds on which an objection could be maintained.
- Recommend conditions relating to:
 - Vehicle access
 - Access and parking facilities in conformity with submitted details
 - Visibility splays
 - Cycle parking

Worcestershire Regulatory Services (Contaminated Land)

- No objection

North Worcestershire Water Management

- No objection subject to conditions relating to:
- Surface water drainage
- Permeable surfacing

Hagley Parish Council

- Objection

Highway safety

- As this is a corner site, it is important that the view of each road from the other should be kept clear and unobstructed. It is also only 30m from the junction of Broadfields and Harberrow Close.
- The precedents cited in the applicant's Design and Access Statement are in Winds Point, where they are deeper into the estate. Winds Point and its adjoining closes have become a separate character area from Broadfields.
- Winds Point is a cul-de-sac with two others leading off it, so that there will be no through traffic going beyond them. This contrasts with Broadfields, which is the access route to Winds Point in one direction and Harberrow Close and Long Compton Drive in the other.

Plot size and design

- The proposed house fails to conform to the Bromsgrove High Quality Design SPD 2019. The Statement cites several similar developments within the same estate. But these date from before the adoption of the SPD, which will accordingly, have overridden any such precedents.
- The Design Code resists the subdivision of plot and requires houses to be "sited comfortably within their plot", which this proposal does not.
- There is a clear building line in Eton Walk, which this proposed house offends against. The plan shows two parking spaces, but one of those two at the back of the house is behind the other and is thus unlikely to be used. This is liable to lead to a car being parked on the highway, which should be unacceptable for one of the two access roads to the estate.
- The house is designed with a dormer window in the roof. If there are dormer windows elsewhere on the estate they are at the back of a house where they are not visible from the road, as this one must be, since it is on a corner site. By being built almost up to the rear of the pavement, this will adversely affect the outlook from the front of the houses on the opposite side of Eton Walk.

Publicity

22 letters sent 04.11.2025 (expired 21.11.2025)

Objections letters from 5 individuals have been received, raising the following principal matters (in summary):

- The existing access is already hazardous.
- On corner of a busy junction and will remove visibility thus endangering life. Really busy school rat run too. Many pupils being driven in from outside catchment
- Construction on the said corner would endanger pedestrians trying to cross the road as the building itself reduces visibility, as would the surrounding fence
- Parking at the back would be in tandem on a really busy hill
- Area is already saturated with cars and houses. No room to keep building in corner gardens.
- This area was built for a certain number of homes, re electricity, water etc. Developer keeps buying homes and squeezing others into gardens which are for children.
- No space for a house in the said garden
- Little green space as it is
- Noise and no doubt vibration to our row or houses will be dreadful.
- Concerns regarding the dormer window.

A number of other issues have been raised which are not material planning considerations and therefore have not been reported in this section to Members.

Councillor Lambert

- Concerns relating to lack of amenity space.
- The proposed property would have a detrimental impact on the street scene in terms of being forward of the existing building line on Eton Walk
- Highways would not support the proposal

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles
BDP2 Settlement Hierarchy
BDP19 High Quality Design

Others

National Planning Policy Framework (2024)
Bromsgrove High Quality Design SPD
National Design Guide

Relevant Planning History

- 24/01080/FUL: Construction of 1No 4-bedroom dwelling with associated car parking and private amenity space on land adjacent to 18 Broadfields, Hagley. Withdrawn 01.07.25.

The Site

The site falls within the development boundary of Hagley. It currently forms a side garden to 18 Broadfields and is located adjacent to the north facing side elevation of 18 Broadfields. The site fronts onto Broadfields and runs parallel to Eton Walk, it is located on the corner of these two roads. The area is residential in nature.

The proposed site has a maximum of width of 9.2m and maximum length of 29.2m. Topographically the site slopes upwards from west to east. The majority of the site is laid to turf containing hedges and shrubs forming domestic landscaping to No 18. Currently, a 1.8m high fence forms the garden boundary to No18 fronting Eton Walk.

Proposal

The proposed development would provide 1x 3-bedroom dwelling. The dwelling will be attached to the existing dwelling. The proposed materials will match the existing dwelling. The proposal will have two parking spaces to the rear of the property. The proposal includes a garden shed for cycle storage.

Assessment of Proposal

Principle

The proposed dwelling would be located within Hagley and Policies BDP1, BDP7 and BDP19 of the Bromsgrove District Plan would be relevant in considering the proposal. Policy is supportive of the proposal so long as it respects the character and appearance of the surroundings and does not impinge on residential amenities enjoyed by occupiers of existing development nearby. Policy is supportive of housing mix where 2- and 3-bedroom properties are encouraged to be delivered.

The site is designated as residential in the Bromsgrove District Plan (2017), where in principle, subject to certain considerations, residential development is considered to be acceptable. Furthermore, the Council cannot demonstrate a five-year housing land supply (5YHLS). In the context of paragraph 11(d) and footnote 7 of the National Planning Policy Framework (NPPF), the lack of 5YHLS means that planning

permission for residential development should be granted unless any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework as a whole. The provision of 1 dwelling weighs in favour of the proposal.

Sustainability

The application site is located in Hagley in the urban area. Policy BDP2 sets out the Settlement Hierarchy, where residential development will be supported.

The site is located on Broadfields, and the nearest day to day services and functions are found 350 metres broadly south of the site. Hagley Train Station is approximately 300 metres to the southwest of the site. To access services, pedestrians and cyclists travelling from the proposal site would use Worcester Road, which is paved and features street lighting. I consider this site to be in a sustainable location.

Design Policy

BDP19 of the Bromsgrove District Plan, Bromsgrove High Quality Design SPD and the NPPF are most relevance in considering the proposal.

The current site is a corner plot, with Broadfields and Eton Walk. No18 Broadfields is located within a typical 1970 built housing estate. Generally, the surrounding dwellings all take the same form with regards to design, scale and mass, with some variation between areas of the estate dependant on original plots sizes and recent alterations brought about by extensions and conversions.

No 18 Broadfields is at the end of a row of 6 terraced houses. The ridge and eaves height match that of the existing dwellings. An attached design ensures that the pattern of the arrangements of street blocks is continued, ensuring the development will integrate neatly into the existing urban fabric. The proposal is seen to adhere to the building line along Broadfields and Eton Walk. It should be noted that Eton Walk does not have a consistent unified building line running through it.

The materials for the new dwelling will match that of 18 Broadfields ensuring that the proposed development will not look out of place in its surroundings and will blend in well as have all of the other new developments that have taken place on this estate and used matching materials.

Therefore, the proposal would respect the character and distinctiveness of the local area in accordance with Policy BDP19 of the Bromsgrove District Plan and the Bromsgrove High Quality Design SPD.

It is proposed that the current rear amenity space afforded to 18 Broadfields is divided between the two properties to provide one area of rear private amenity space to each plot. Section 4.2.29 of the SPD states that the Private amenity space and spacing standards, states gardens should be of a minimum size of 70sqm.

The new dwelling will have 73sqm of private amenity space and 18 Broadfields will have 91sqm of private amenity space. The amount of private amenity space for both the host dwelling and the proposed is acceptable.

Residential Amenity

The closest end gable of No. 9 Eton Walk is a flank wall with a bathroom window facing the application site. The window is not a habitable room and is approximately 10m from the proposed dwelling's rear elevation.

Regarding any excess construction noise, this would be controlled by statutory noise nuisance regulation if excessive.

Having regard to this, and the fact the proposed dwelling will not be closer than the existing dwelling (No18) and the side elevation window of No9 Eton Walk serves a non-habitable room, the privacy of No9 Eton Walk will be maintained. Sufficient distance is achieved from other surrounding dwellings. Taking these into account, the proposal would not result in any adverse harm to residential amenity.

Highways

Members will note the objections from third parties and Councillor Lambert on highway grounds. Worcestershire County Council Highway Authority (WCCHA) have raised no objection to the scheme subject to conditions.

Ecology and Biodiversity Net Gain

Biodiversity Net Gain (BNG) of 10% for developments is a mandatory requirement in England under the Environment Act 2021, subject to some limited exceptions. 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 statutory metric has been submitted alongside an BIA Biodiversity Impact Assessment. The metric shows a baseline of habitat units, and the report confirms the development will seek to retain the most valuable habitats onsite including trees and the boundary hedges. The report/metric outlines onsite habitat creation and outlines it is possible to achieve the 10% onsite. This matter will be agreed via condition. The development is therefore acceptable in this regard, and the pre-commencement condition will be set out within the informative section attached to any approval. A planning condition to secure bat/bird boxes can also be attached.

Other Matters

Letters of objection have been received from 5 individuals. A summary of the issues raised that have not already been covered in the report and an Officer response to these issues are provided below. However, regard has been had to the full contents of all submissions whilst drafting this report and forming the recommendation.

Concern raised	Response
The dwelling on this corner plot is out of keeping with the overall pattern of development in the area.	It is considered the dwelling follows the development pattern of the area.
The proposed access is too close to the junction and is dangerous and the access point is near to a blind bend with very limited visibility. The extra traffic the development would generate would make this much more dangerous.	WCC Highways has raised no objection to the application.
No benefit to the local community	There would be some economic benefits arising, primarily relating to direct and indirect jobs, and the longer-term boost to local spending power. This development would offer such benefits, some of which would be temporary and short term, but others would be longer lasting and permanent. There is also a demand for additional dwellings locally and nationally.

Conclusion

Currently, the Council cannot demonstrate a 5-year housing land supply. Paragraph 11 of the NPPF is therefore engaged. It has been demonstrated above that the scheme complies with the policies of the Bromsgrove District Plan, the Council's High Quality Design SPD and the NPPF. As such, the proposal would represent a sustainable form of development which would contribute to the district's housing supply and should be granted permission subject to conditions. There are no technical concerns with the proposal that would significantly and demonstrably outweigh the benefits of the proposal as a whole.

RECOMMENDATION: That planning permission be **GRANTED**

Conditions:

- 1) The development must be begun no later than 3 years beginning with the date 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:

Drawing No: BF 02.25: Elevations, Block Plan, Site location Plan (Amended Plans).

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

- 3) The form, colour and finish of the materials to be used externally on the walls and roofs of the development hereby approved shall be carried out in accordance with document titled: Design and Access Statement, submitted July 2025.

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

- 4) No works in connection with site drainage shall commence until a scheme for surface water drainage has been submitted to and approved in writing by the Local Planning Authority. This scheme shall be indicated on a drainage plan. Infiltration techniques are to be used, and the plan shall include the details and results of field percolation tests. If infiltration drainage is not possible on this site, an alternative method of surface water disposal should be submitted for approval. There shall be no increase in runoff from the site compared to the pre-development situation up to the 1 in 100-year event plus an allowance for climate change. The drainage scheme shall be implemented prior to the first use of the development and thereafter maintained.

Reason: In order to ensure satisfactory drainage conditions that will not create or exacerbate flood risk on site or within the surrounding local area.

- 5) The permeable surfaced driveway shall not be replaced by impermeable surfaces without prior written approval from the Local Planning Authority.

Reason: To ensure permeable surfaced surfaces remain permeable to not exacerbate flood risk on the site or elsewhere for the lifetime of the development.

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

Reason: In the interests of highway safety.

- 7) The Development hereby approved shall not be brought into use until the access and parking facilities have been provided as shown on drawing BF.02.25

Reason: To ensure conformity with submitted details.

- 8) 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 43 metres 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.

9) 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.

10) Prior to installation details of the boundary treatments to be provided on site shall be submitted to and approved in writing by the Local Planning Authority. Prior to first occupation of the hereby approved dwellings the boundary treatments as approved shall be installed.

Reason: To ensure the development is afforded privacy and security between neighbours and the public realm

11) 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 that the proposal results in a net gain of biodiversity having regard to Policy BDP21 of the Bromsgrove District Plan and Paragraph 187 of the National Planning Policy Framework.

12) Prior to first occupation a detailed scheme of soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall be completed within the first available planting season from the date of occupation or completion of the development, whichever is the earlier.

For a period of five years after the completion of the approved landscaping scheme, the trees, hedges and shrubs shall be protected and maintained in a healthy condition. Any trees, hedges or shrubs that cease to grow or are felled, removed, uprooted, destroyed or die, or become in the opinion of the Local Planning Authority seriously damaged, diseased, or defective, shall be replaced by trees, hedges, or shrubs as may be approved in writing by the Local Planning Authority. This replacement planting shall be undertaken before the end of the first available planting season (October to March inclusive for bare root plants), following the removal, uprooting, destruction or death of the original trees or plants.

Reason: To safeguard and enhance the landscape character and visual amenity of the area; to help assimilate the development into its immediate surrounds; and to provide ecological, environmental and biodiversity benefits, in the interests of a net biodiversity gain.

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