

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Elmsvyne Ltd.	Proposed demolition of existing buildings on site and development of 3 new dwellinghouses  7 Churchfields Road, Bromsgrove, Worcestershire, B61 8EB		25/00803/FUL

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

**This application was deferred at the request of Members at the meeting of Planning Committee on 12 February 2026 to clarify highway-related matters. In response, the Committee Report has been updated with additional comments received from Worcestershire Highways – Bromsgrove.**

### Consultations

#### **Worcestershire Highways – Bromsgrove Response dated 20 February 2026**

- I have undertaken an independent review in capacity as the Highways Development Management & Control, on behalf of Worcestershire County Council in its capacity as Local Highway Authority (LHA) and a statutory consultee as set out in the Town and Country Planning Act 1990 and Highways Act 1980.
- The review has been undertaken with consideration to the National Planning Policy Framework (December 2024) and Worcestershire Streetscape Design Guide.
- Based on this I have concluded that the LHA response of ‘no objection subject to planning conditions’ and this position remains. The justification for this decision is provided below.
- Analysis: The LHA has considered the concerns of the Planning Committee which took place on 12<sup>th</sup> February 2026. These concerns were focused on the suitability of the parking provision notably the visibility splays, tracking movements and parking space dimensions.
- Visibility Splays: The LHA notes that the plan demonstrates a visibility splay from the centre of the site, which in practice is not would happen on a typical day based on the parking arrangements submitted. However, having considered the visibility splay which conforms to standard for each bay and considering the street scene and the fact that the highway is a cul-de-sac and not highly trafficked, and due to the dimensions of the existing highway being narrow, the level of visibility is acceptable and not a reason for refusal.
- Vehicle Tracking: It is noted that the existing carriageway is narrow and this may result in vehicles taking numerous movement and manoeuvres to exit the driveway, but as the levels of visibility are suitable this would be acceptable and considering neighbouring properties, they have similar requirements to exit their driveways or parking areas. The LHA concludes this would not be a reason on which a recommendation for refusal could be made upon and therefore has no reason for refusal on this matter.
- Parking Provision and Dimensions: The LHA has considered the proposed parking arrangements and notes that the frontage of the property measures approximately

16.5 metres. The provision of 6 parking spaces with a width of 2.4 metres is 14.4 metres. Therefore, there would be sufficient width to accommodate the spaces as shown in the submitted plan.

- The LHA therefore considers the provision achievable and in accordance with the requirements of the Worcestershire Streetscape Design Guide and therefore not a reason for refusal.
- Summary and Conclusion: Having considered all the information submitted it is concluded that the LHA response, dated 15 December 2025 of no objection subject to the identified planning conditions is the acceptable response.

### **View received 15 December 2025**

- No objection subject to conditions relating to:
  - Visibility splays
  - Vehicular access
  - Cycle parking
  - Access and parking facilities in conformity with submitted details
  - Residential Travel Welcome Pack
- The site is in a highly sustainable location off a unclassified road, the site has an existing vehicular access. Churchfields Road is a shared surface road used by pedestrians, vehicles and cyclists. It is closed off with bollards where it connects Churchfields (accesses for cyclists and pedestrians only). There is no street lighting, and no parking restrictions in force in the vicinity. The site is located within walking distance of all amenities and facilities, bus route and bus stops are also located within acceptable walking distance.
- WCCHA have not requested a speed survey in this instance to determine 85<sup>th</sup>tile speeds due to the location of the proposed access and since the site already has an existing vehicular access. The proposed accesses are located off a narrow-shared surface, speeds of vehicles passing the proposed vehicular accesses would be below 20mph. Therefore, the visibility splays provided on the site plan are deemed to be acceptable.
- The applicant has included a Construction Management Plan which is deemed to be acceptable. It is noted there would be some disruption; however this is normal with these type builds.
- Based on the analysis of the information submitted, WCCHA concludes that there would not be an unacceptable impact and therefore there are no justifiable grounds on which an objection could be maintained

### **Conservation Officer**

- Note Historic England's report regarding the application to list the property, and note HE refusal of the request;
- It is not considered that the building would meet the criteria for inclusion on the local heritage list, on the basis of the following:
  - Age, authenticity and rarity: the building dates from the post war period but would not appear to be one of the 'prefabs' constructed post war.
  - Architectural interest: it is of little architectural interest and is not associated with a nationally or locally important architect.
  - Historic interest: it is not associated with a locally important, family, group or event, or a phase of local history.

- Townscape value: it is not a distinctive feature in the streetscape or make a positive contribution to the distinctive character of the area.

### **Arboricultural Officer**

- No objection
- Having considered the documentation provided with this application and having carried out a site inspection I do not envisage this application creating any detrimental impact or long-term sustainability issues with any trees.

### **WRS - Noise**

- No objection

### **WRS - Contaminated Land**

- No relevant concerns have been identified from records held. The site appears to have been an underdeveloped parcel of land until development of the residential property in the 1950s / 60s. Given the existing residential use, risks from contamination are considered unlikely and therefore have no adverse recommendations in this regard.

### **North Worcestershire Water Management**

- No objection subject to condition relating to a scheme for surface water drainage submitted to the Local Planning Authority.

### **Publicity**

15 letters sent 19.08.2025 (expired 12.09.2025)

1 letter of support has been received raising the following principal issues:

- The new dwellings will have a positive impact on the road
- Have their own parking spaces, and will not add to the problems on the road
- The loss of the two undesignated parking spaces will make the road more safe

13 objections received raising the following principal issues:

### **Highways**

- Highway safety into Churchfields Road
- Lack of parking
- Increase in traffic and effect on pedestrians
- No turning space for vehicles
- Concerns over street furniture and the need for a Grampian condition
- Access into the site during works
- Visibility splays

### **Residential Amenity**

- Impact of the proposal on residents health and quality of life
- Dust and debris
- Noise impacts

### **Design**

- Minor amendments make zero difference to ongoing and substantial concerns

- Design of the proposal
- Out of character and lacks architectural merit
- Impact on the streetscene
- Concerns over loss of light, overlooking, overshadowing and overbearance
- Impact on a historic and constrained location

### **Ecology and Trees**

- A full ecological survey to address bat numbers in the locality should be undertaken.

Other matters have been raised but are not material planning considerations and therefore have not been published in this report.

### **The Bromsgrove Society**

- Dimensions for the off-street parking have not been provided
- Concerns over incorrectly drawn visibility splays crossing third-party land
- Construction Environmental Management Plan should be submitted prior to the application determination
- Functional residential space
- Lack of a street scene drawing
- Possible breach of the 45-degree code
- Possibility of stud partition wall erection resulting in dwelling 3 no longer compliant with Nationally Described Space Standard.

### **Councillor Marshall**

- Further to residents' comments on the proposed development, I would like to add my own objection as Ward Councillor to the application for demolishing the existing property at 7 Churchfields Road, Bromsgrove and constructing three new dwellings with additional parking spaces. I am especially concerned about overdevelopment in this constrained space and negative impacts on the local character and residents' quality of life.
- Incompatibility with local building character: The proposed new dwellings building line and design are out of character with the existing Victorian terraces and Nailer's Cottage, lacking architectural merit.
- Concerns about overdevelopment: The proposed scheme is poor quality and overdeveloped, threatening the character of the street and the quality of life for existing residents.
- Parking limitations and antisocial behaviour: Parking is already severely limited. The development would eliminate a crucial parking area used by residents and workmen, increasing traffic and making it difficult for pedestrians, including children and elderly residents using mobility aids, to safely navigate the road. This would add to existing incidence of antisocial behaviour such as inappropriate parking and blocked driveways, with residents facing verbal abuse and threats when requesting vehicles to move.
- Road narrowing and safety hazards: Churchfields Road narrows to a single track with limited passing points, and the only passing point outside number 7 would be removed, creating dangerous conditions. The road is heavily used by pedestrians, including school children, and suffers from speeding motorbikes. Increased vehicle movements from new homes would exacerbate safety risks. Emergency vehicle

access has been compromised, prompting intervention from the Fire and Rescue Service. Additional cars and road narrowing would worsen these issues.

- Land use and visibility splay concerns: The proposed pedestrian visibility splay appears to cross private property without consent, and there seems to have been no communication from the applicants regarding this or the development.
- Loss of a unique bungalow: The existing 1950s/1960s cedar bungalow is valued for its charm and character and is considered an irreplaceable asset that should be preserved.
- Housing needs for older persons: The proposed terraces do not address the demand for bungalows sought by older or accessibility-needing residents, especially in this highly sustainable location adjoining the town centre, as highlighted in the Local Plan.
- Ecological considerations: There is a significant presence of bats in the area, particularly in the rear garden of the site at No.7, warranting a full ecological survey before development.
- Failure to meet Local Plan objectives: The development contradicts Bromsgrove Local Plan objectives emphasizing balanced, sustainable development, quality of life and high-quality design.

### **Relevant Policies**

#### **Bromsgrove District Plan**

BDP1 Sustainable Development Principles  
BDP2 Settlement Hierarchy  
BDP3 Future Housing and Employment Development  
BDP7 Housing Mix and Density  
BDP12 Sustainable Communities  
BDP19 High Quality Design  
BDP20 Managing the Historic Environment  
BDP21 Natural Environment

#### **Others**

Bromsgrove High Quality Design SPD  
National Planning Policy Framework  
National Planning Practice Guidance

### **Relevant Planning History**

BU/641/1960	Proposed timber bungalow.	Granted 1960
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### **Assessment of Proposal**

#### **The Site**

The site is located at 7 Churchfields Road and measures approximately 0.053 hectares. The surrounding properties are residential. The site is bound by No.5 and No.9 Churchfields Road to the either side of the existing dwelling, residential properties opposite the site, and residential properties on Spire View and Churchfields Close to the rear of the site.

The site is currently a pitched roof bungalow. There is a hardstanding driveway in the form of bricked paving, as well as a front garden and rear garden. There is a variety in

architectural styles and material in the streetscene, varying from terraced properties, to detached properties and semi-detached properties. Built form in the vicinity of the site is predominantly of a two-storey form.

The site is located within the residential area of Sidemoor, immediately adjacent to the west of Bromsgrove Town Centre. The site has good access to a small area of local shops along Broad Street (5-minute walk to the west), and Bromsgrove Town Centre is a 10-minute walk to the south-east of the site. Parkside Middle School and Churchfields Day Nursery are approximately 10-minute walk and 3-minute walk respectively.

### **Proposal**

This planning application is for the demolition of the existing bungalow at No.7 Churchfields Road and erection of 3 dwellings (3 x 2 bedroom), with associated external works and car parking.

The three dwellings would form a terraced block.

The proposal consists of 3 x 2 bedroom dwellings, and the measurements are below as follows:

- Dwelling 1 (2-bed): Height – 7.72 metres, width – 4.5 metres, amenity space – 60 metres;
- Dwelling 2 (2-bed): Height – 7,72 metres, width – 4.2 metres, amenity space – 60 metres;
- Dwelling 3 (2-bed): height – 7.72 metres, width – 5.4 metres, amenity space – 109 metres.

### **Principle of Development**

Policy BDP2 of the Bromsgrove District Plan supports development on previously developed land/buildings within existing settlements. The application site lies within the residential area and is previously developed land in a sustainable location. The principle of redeveloping the site for residential development has been accepted previously onsite and remains acceptable.

The residential properties that are proposed would provide 3 2-bedroom dwellings, all of which would meet the national spacing standards for dwellings.

As of April 2025, the Council can demonstrate a housing land supply of 2.24 years. Therefore, despite progress which has been made in identifying sites and granting planning permissions, the Council considers that it cannot demonstrate a five-year housing land supply.

Paragraph 11(d) of the National Planning Policy Framework (NPPF) states that where policies that are most important for determining the application are out-of-date, planning permission for new housing should be granted unless:

- (i) The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development;

- (ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Point (i) does not apply to this site.

With regard to Point (ii), the proposal would result in two 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 facilities. There is policy support for 2 bed dwellings and the re-development of previously developed land in a sustainable, residential area.

Paragraph 8 of the NPPF defines sustainable development as having three dimensions: economic, social and environmental. In terms of social benefits, the proposal would make a contribution to the Council's supply of housing. It is also acknowledged that there would be some economic benefits associated with the proposal during the construction phase and from occupants supporting local shops and services. The proposal would also fulfil the environmental and social dimensions of sustainable development because the site is in a sustainable location, therefore reducing the requirement to travel by private vehicle. The proposals would also contribute to supporting a sustainable community.

The proposed location of the proposal is located within the residential area of Sidemoor, Bromsgrove. Bus stops are located approximately 300 metres to the northwest of the site and Bromsgrove Bus Station located approximately 384 metres south of the site, the nearest footpaths are located approximately 77 metres east and 118 metres north, nearest shops located approximately 307 metres to the north, or a variety of day to day services in Bromsgrove Town Centre (420 metres to the south), and the nearest schools are located approximately 200 metres east.

Overall, it is considered that the principle of the demolition of the bungalow and erection of three dwellings is acceptable.

### **Character, Design, and Appearance**

Policy BDP7 of the BDP requires the density of new housing make the most efficient use of land whilst maintaining character and local distinctiveness. The proposal is for 3 x 2-bedroom dwellings, which is supported by Policy BDP7. Policy BDP19 of the Bromsgrove Local Plan sets out the importance of high-quality design. This local adopted policy reflect the requirement for high quality design set out in the National Planning Policy Framework (NPPF) and the Council's High Quality Design SPD which requires new development to respect and enhance the local character through the use of appropriate materials, siting, scale and mass.

The dwellings would be located on the site of the existing bungalow. The height of the dwellings would be approximately 7.72 metres in height and 10 metres in length (plot 3) and 8.8 metres (plots 1 and 2). There are 2 proposed parking spaces for each dwelling.

Materials have been submitted via the plans submitted, as shown on drawing no: 25-10-12A (Amended Elevations 1). This has been controlled via condition. For the avoidance of doubt, they include:

- Facing brickwork: Tuscan red multi bricks
- Rooftiles: Grey

The streetscene along Churchfields Road is varied in terms of age, design, size and materials. There is also a variation in terms of the proximity to the road. The proposed dwellings would be positioned adjacent to number 9. Furthermore, as the new dwellings would largely reflect the size of properties along the road, it would integrate within the varied streetscene.

The proposal would continue the varied layout of the road and the design would be acceptable in the residential area and provide a local enhancement to character in accordance with policy BDP19.

### **Residential Amenity**

Policy BDP1(e) of the District Plan states that regard should be had to residential amenity and paragraph 135(f) of the National Planning Policy Framework (NPPF) states that planning decisions should seek a high standard of amenity for existing and future occupants. Further to this, the Council's High Quality Design SPD outlines a number of standards for new development, including separation distances between dwellings. Paragraph 4.2.49 states that a minimum separation distance of 21 metres is required between opposing faces of two storey dwellings, in order to achieve privacy.

Having regard to the above, the front elevation of the proposed dwelling which include habitable windows would be approximately 30 metres from the front elevation of number 14 Churchfields Road. The rear elevation of the new dwellings, also containing habitable windows would be approximately 33 metres from the rear elevation of 12 Churchfields Close to the south of the application site. Whilst the west side elevation would only be approximately 2.5 metres from the side elevation of number 9 Churchfields Road, there are no windows proposed. Furthermore, there is one window proposed to the east side elevation towards the existing wall of number 9 Churchfields Road, which is a first-floor non-habitable bathroom window. Overall, given the relationship of the proposed dwellings to existing dwellings and the location of existing and proposed habitable windows, the development would provide adequate light, outlook and privacy for the occupiers of the proposed development as well as existing neighbouring properties.

With regards to the proposed garden area for the future occupiers of the development the Council's High Quality Design SPD recommends a minimum garden area of 70 square metres for all dwellings and a minimum garden length of 10.5 metres for two storey dwellings.

The length of the proposed garden area for each plot would be approximately:

- Plot 1: 13.28 metres
- Plot 2: 13.86 metres
- Plot 3: 17 metres

The garden spaces for Plot 1 and 2 would measure approximately 60 sqm. The garden space for Plot 3 would be approximately 109 sqm. Plot 1 and 2 would fall slightly short of the 70 square metre standard set out in the SPD. Notwithstanding this, the SPD also states that the private amenity spaces should be suitably sited and should be in scale with the plot and existing local density. Having regard to these additional matters, the rear garden area would be appropriately sited and would be in proportion to the proposed modest, two bedroom dwellings. Whilst density does vary within the local area, overall, the proposed garden areas would be acceptable based on the specifics of the site. The dwellings are also in close proximity to Bromsgrove recreation ground.

A representation has been made in relation to separation distances. The agent has provided an updated Site Plan drawing, demonstrating the proposal is approximately 12.9m away from the existing approximate location of windows on both levels when a 45-degree line is drawn from the closest edge of the nearest window. This is acceptable as it is longer than an acceptable flank wall distance is considered to be (12.5m).

A representation has been made in relation to air pollution, noise and dust during the works. This is noted; however, works would be temporary in nature during the construction period, and other legislative processes are available should a statutory nuisance occur. To assist with the construction period given the site-specific, a CEMP is proposed and thus has been suitably conditioned.

Subject to the imposition of suitable conditions, the impact of the development on the amenity of residential properties is considered acceptable and in accordance with Policy BDP19 of the Bromsgrove District Plan.

## **Highways Matters**

Information submitted within the application form and submitted documents have been supplemented by additional information submitted by the applicant in response to local concerns and Highway Authority comments.

Objections have been raised regarding Highways, including traffic, parking and general concerns on highway safety, as well as concerns over street furniture, the requirement for a Grampian condition.

The access arrangements, traffic generation, manoeuvring, parking provision, visibility splays and the matters of highway and pedestrian safety are all considered to be acceptable and suitable. All three dwellings would each have 2 designated parking spaces, as well as cycle storage and electric vehicle charging points, as required by the Streetscape Design Guide. The electric vehicle charging points would be secured through the Building Regulations process.

The application was deferred at the 12 February 2026 meeting of Planning Committee to clarify highway related matters. The updated comments from WCCHA are included in italics below.

*Comments raised by objectors include visibility splays, parking provision and vehicle tracking. WCCHA note that the Block Plan shows a visibility splay from the centre of the site, which in practice is not what would happen on a typical day based on the parking*

*arrangements submitted. However, having considered the visibility splay which conforms to standard for each bay and considering the street scene and the fact the highway is a cul-de-sac and not highly trafficked, and due to the dimensions of the existing highway being narrow the level of visibility is acceptable and not a reason for refusal.*

*WCCHA note the objections in regard to vehicle tracking and note the existing carriageway is narrow and may result in vehicles taking numerous movement and manoeuvres to exit the driveway, but as the levels of visibility are suitable this would be acceptable and considering neighbouring properties, they have similar requirements to exit their driveways or parking areas. WCCHA conclude this would not be a reason on which a recommendation for refusal could be made upon.*

*In relation to objections raised in regard to parking provision and dimensions, WCCHA consider the proposed parking arrangements and note the frontage of the property measures approximately 16.5 metres. The provision of 6 parking spaces with a width of 2.4 metres is 14.4 metres. Therefore, there would be sufficient width to accommodate the spaces as shown on the submitted plan.*

In relation to the use of a Grampian condition, WCCHA comments conclude that the department have assessed the existing street furniture identified in the picture submitted and considers that it does not interfere with the proposed parking space. Consequently, a Grampian condition is not deemed necessary in this instance, and the site layout plan submitted by the applicant is considered acceptable.

The block plan indicates the location and detail of a cycle store within the site.

WCCHA have included a condition in regard to Travel Welcome Packs, in order to encourage sustainable modes of travel to and from the site to local facilities and everyday amenities.

Regarding objectors' comments in relation to construction traffic in the site, these works would be temporary in nature and any impact would be time limited. In this instance, and because of the layout of the site and the location of the development, the applicant has submitted a Construction Environmental Management Plan to ensure the implementation of the development minimises any local highways impact. WCCHA have deemed this Plan to be acceptable, and note there might be some disruption, however this is normal with development. The Plan has been conditioned.

In conclusion on highway matters, WCCHA has confirmed that the proposal is acceptable and there are no highway grounds to refuse the application. Suitable conditions have been requested. Officers agree with this conclusion and have no reasons to take a contrary view to the Highway Authority.

## **Drainage**

North Worcestershire Water Management (NWWM) have no objection, subject to a suitable surface water drainage condition. NWWM have confirmed the site is in an area of low risk of flooding from all sources.

## **Historic Environment**

Objections have been raised in regard to the historic environment of the site, and for the building to be included within the Local Heritage List and be a Listed Building (subject to an application to Historic England).

Historic England had been consulted and state based on the current information, there is no statutory need to inform or consult them on this application.

The Conservation Officer has been consulted and notes Historic England have refused a request for the dwelling to be a Listed Building. The Conservation Officer also notes that it is not considered that the building would meet the criteria for inclusion on the local heritage list, on the basis of:

Age, authenticity and rarity – the building dates from the post war period, but would not appear to be one of the ‘prefabs’ constructed post war.

Architectural interest – it is of little architectural interest and is not associated with a nationally or locally important architect. It does not illustrate distinctive artistic, craftsmanship, design, construction or landscaping qualities of interest.

Historic interest – it is not associated with a locally important, family, group or event, or a phase of local history.

Townscape value – it is not a distinctive feature in the streetscape or make a positive contribution to the distinctive character of the area.

The site is not located within a designated Conservation Area.

Taking the comments from Historic England and the Conservation Officer into account, I do not consider the existing dwelling to be of historic significance. I am therefore of the view that the demolition of the dwelling to be acceptable.

### **Ecology and Biodiversity Net Gain**

The submitted Daytime Bat Assessment raises no concerns in respect of bats in the area of the application site. A planning condition can be secured to ensure the applicant carries out the recommendations set out within the Assessment to be carried out, and a condition relating to the installation of bird or bat boxes has been imposed.

There are no known protected species or irreplaceable habitat on site and an enhancement can be secured by the inclusion of bat and bird boxes and the proposed landscaping.

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% BNG. A BNG metric has been submitted which shows a net loss in habitat units and that post development BNG cannot be secured on site and a net loss is recorded. Off-site credits are therefore required to secure the uplift in BNG. It is considered reasonable that this is the only viable option and these credits can be secured via the market.

The development is therefore acceptable in this regard and the pre-commencement condition will be set out within the informatives section attached to any approval.

## **Trees**

The Council's Tree Officer has no objection to the proposed development.

## **Conclusion**

The Council cannot currently demonstrate a five year housing land supply (5YHLS), and therefore regard should be had to paragraph 11(d) and footnote 8 of the National Planning Policy Framework, which together state that for applications providing housing, where the Council cannot demonstrate a 5YHLS, the policies which are most important for determining the application are considered out-of-date and planning permission should be granted unless:

i: the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or

ii: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Limb i does not apply to this site.

Limb ii would result in three additional dwellings to the housing supply. The site is located within a sustainable location and is of a suitable land use and amount.

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 and contribute to the District's housing supply, and should be granted permission subject to conditions listed below.

**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 number: 25-10-00, titled: Location Map, dated July 2025;
- Drawing number: 25-10-01, Rev B, titled: Scheme Block Plan, dated July 2025;
- Drawing number: 25-10-12A, titled: Scheme Elevations (1), dated March 2025;
- Drawing number: 25-10-13A, titled: Scheme Elevations (2), dated March 2025;
- Drawing number: 25-10-11A, titled: Scheme First Floor Plans, dated March 2025;
- Drawing number: 25-10-10A, titled: Scheme Ground Floor Plan, dated March 2025.

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

3) The development hereby approved shall not be occupied until pedestrian visibility splays of 2m x 2m measured perpendicularly back from the edge of carriageway shall be provided on both sides of the access. The splays shall thereafter be maintained free of obstruction exceeding a height of 0.6m above the adjacent ground level.

Reason: In the interests of highway safety.

4) 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.

5) The development hereby approved 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.

6) The development hereby approved shall not be occupied until the access and parking facilities have been provided as shown on drawing 25-10-01.

Reason: To ensure conformity with submitted details.

7) The development hereby approved shall not be occupied until the visibility splays shown on drawing 25-10-01 have been provided. The splays shall at all times be maintained free of level obstruction exceeding a height of 0.6m above adjacent highway.

Reason: In the interests of highway safety.

- 8) The development hereby approved shall not be occupied until a residential 'Travel Welcome Pack' promoting and encouraging sustainable journeys to and from the development has been prepared and distributed to each resident at the point of site occupation. The content of the Travel Welcome Pack is to be approved in writing by the Local Planning Authority in conjunction with the Local Highway Authority.

Reason: To ensure residents of the development site are offered a genuine choice of sustainable travel modes and to promote sustainable access to the development site.

- 9) 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.

- 10) The development hereby approved shall be carried out in accordance with the document titled: Construction Environment Management Plan, WE/Churchfields/2025//V1.0, dated November 2025. The measures set out in the document shall be carried out and complied with in full during the construction of the development hereby approved.

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

- 11) 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.

- 12) The recommendations and actions required stated on pages 1 – 2 of the document titled *7 Churchfields Road, Daytime Bat Assessment*, dated October 2025 shall be carried out in full.

Reason: To ensure that the proposal results in a net gain of biodiversity having regard to Policy BDP21 of the Bromsgrove District Plan and Section 15 of the National Planning Policy Framework.

- 13) 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

**Case Officer:** Emily Cox Tel: 01527 881699 EXT 1699  
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