



Planning Committee

Wed 15 Sep
2021

7.00 pm

Council Chamber
Town Hall
Walter Stranz Square
Redditch

REDDITCH BOROUGH COUNCIL

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If you have any queries on this Agenda please contact

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GUIDANCE ON FACE TO FACE MEETINGS

Due to the current Covid-19 pandemic Redditch Borough Council will be holding this meeting in accordance with the relevant government guidance for face to face meetings of a local authority.

If you have any questions regarding the agenda or attached papers please do not hesitate to contact the officer named below.

GUIDANCE FOR ELECTED MEMBERS ATTENDING MEETINGS IN PERSON

In advance of the meeting, Members are encouraged to consider taking a lateral flow test, which can be obtained for free from the NHS website. Should the test be positive for Covid-19 then the Member should not attend the Committee meeting, should provide their apologies to the Democratic Service team and should self-isolate in accordance with national rules.

Members and officers are encouraged to wear face masks during the Council meeting, unless exempt. Face masks should only be removed temporarily if the Councillor requires a sip of water and should be reapplied as soon as possible. Refreshments will not be provided by the venue. Hand sanitiser will be provided for Members to use throughout the meeting.

The meeting venue will be fully ventilated, and Members may need to consider wearing appropriate clothing in order to remain comfortable during proceedings.

PUBLIC ATTENDANCE

Whilst the meeting is open to the public, due to the need to maintain social distancing, the amount of seating in the public gallery will be very limited.

Members of the public in attendance are encouraged to wear face masks, to use the hand sanitiser that will be provided and will be required to sit in a socially distanced manner at the meeting. It should be noted that members of the public who choose to attend in person do so at their own risk.

In line with Government guidelines, any member of the public who has received a positive result in a Covid-19 test on the day of a meeting should not attend in person and should self-isolate in accordance with the national rules.

PUBLIC SPEAKING

The usual process for public speaking at meetings of the Planning Committee will continue to be followed subject to some adjustments in light of the on-going Covid-19 pandemic. For this meeting the options to participate in public speaking will be in person, by joining the meeting using a video link, or by submitting a written statement to be read out by officers.

The process approved by the Council for public speaking at meetings of the Planning Committee is (subject to the discretion and control of the Chair), as summarised below:

- 1) Introduction of application by Chair
- 2) Officer presentation of the report

3) Public Speaking - in the following order:-

- a) Objectors to speak on the application**
- b) Supporters to speak on the application**
- c) Ward Councillors**
- d) Applicant (or representative) to speak on the application**

4) Members' questions to the Officers and formal debate / determination.

Speakers will be called in the order they have notified their interest in speaking to the Democratic Services Team and invited to address the committee in person or via Teams.

Each individual speaker will have up to a maximum of 3 minutes to speak, subject to the discretion of the Chair.

Each group of supporters or objectors with a common interest will have up to a maximum of 10 minutes to speak, subject to the discretion of the Chair.

Notes:

- 1) Anyone wishing to address the Planning Committee on applications on this agenda must notify the Democratic Services Team on 01527 64252 Extn.2884 or by email at sarah.sellers@bromsgroveandredditch.gov.uk before 12 noon on Monday 13th September.**
- 2) Advice and assistance will be provided to public speakers as to how to access the meeting and those registered to speak will be invited to participate via a Teams invitation. Provision has been made in the amended Planning Committee procedure rules for public speakers who cannot access the meeting in person or by Teams, and those speakers will be given the opportunity to submit their speech in writing to be read out by an officer at the meeting. Please take care when preparing written comments to ensure that the reading time will not exceed three minutes. Any speakers wishing to submit written comments must do so by 12 noon on Monday 13th September.**
- 3) Reports on all applications will include a summary of the responses received from consultees and third parties, an appraisal of the main planning issues and a recommendation. All submitted plans and documentation for each application, including consultee responses and third party representations, are available to view in full via the Public Access facility on the Council's website www.redditchbc.gov.uk**
- 4) It should be noted that, in coming to its decision, the Committee can only take into account planning issues, namely policies contained in the Borough of Redditch Local Plan No. 4 and other material considerations, which include Government Guidance and other relevant policies published since the adoption of the Development Plan and the "environmental factors" (in the broad sense) which affect the site.**
- 5) Although this is a public meeting, there are circumstances when the committee might have to move into closed session to consider exempt or confidential information. For agenda items that are exempt, the public are excluded and for any such items the live stream will be suspended and that part of the meeting will not be recorded.**

- 6) Late circulation of additional papers is not advised and is subject to the Chair's agreement. The submission of any significant new information might lead to a delay in reaching a decision. The deadline for papers to be received by Planning Officers is 4.00 p.m. on the Friday before the meeting.

Planning

COMMITTEE

Wednesday, 15th September,
2021

7.00 pm

Council Chamber Town Hall

Agenda

Membership:

Cllrs:

Michael Chalk (Chair)
Julian Grubb (Vice-Chair)
Imran Altaf
Karen Ashley
Tom Baker-Price

Aled Evans
Andrew Fry
Gemma Monaco
Timothy Pearman

1. Apologies

2. Declarations of Interest

To invite Councillors to declare any Disclosable Pecuniary Interests and / or Other Disclosable Interests they may have in items on the agenda, and to confirm the nature of those interests.

3. Confirmation of Minutes of the Planning Committee meeting held on 25th August 2021 (Pages 1 - 4)

4. Update Reports

To note Update Reports (if any) for the Planning Applications to be considered at the meeting (circulated prior to the commencement of the meeting)

5. Application 21/00444/FUL - The Alexandra Hospital Woodrow Drive Redditch B98 7UB - Mr Lewin (Pages 5 - 12)

6. Application 21/00195/FUL - Land South Of Astwood Lane Feckenham Redditch B96 6HP - Mr Michael Fletcher (Statkraft UK LTD) (Pages 13 - 54)

7. Application 21/01170/OUT - land adjacent to 46 Badger Close Winyates West Redditch B98 0JE - Redditch Borough Council (Pages 55 - 64)

8. Application 21/01056/FUL - Unit 2 Millsborough House Ipsley Street Smallwood Redditch B98 7AL - Mr D Clarke (Pages 65 - 72)

9. Application 21/00148/FUL - 1 Blackstitch Lane Redditch B97 5TE - Mr Nick Bennett (Pages 73 - 78)

10. Application 21/00973/FUL - 17 Howard Road, Redditch, B98 7SH - Mr Steve Bennett (Pages 79 - 86)



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MINUTES

Present:

Councillor Michael Chalk (Chair), and Councillors Gemma Monaco, Tom Baker-Price, Andrew Fry, Imran Altaf, Aled Evans, Karen Ashley, Timothy Pearman and Mike Rouse

Officers:

Helena Plant, Clare Flanagan and Claire Gilbert

Democratic Services Officer:

Sarah Sellers

16. APOLOGIES

Apologies for absence were received from Councillor Julian Grubb. Councillor Mike Rouse attended as substitute for Councillor Grubb.

17. DECLARATIONS OF INTEREST

There were no declarations of interest.

18. CONFIRMATION OF MINUTES OF THE PLANNING COMMITTEE MEETING HELD ON 28TH JULY 2021

RESOLVED that

The Minutes of the Planning Committee meeting held on 28th July 2021 be confirmed as a true record and signed by the Chair.

19. UPDATE REPORTS

There was no update report.

20. APPLICATION 21/00444/FUL - THE ALEXANDRA HOSPITAL WOODROW DRIVE REDDITCH B98 7UB - MR LEWIN

The Chair announced that this item had been withdrawn from the agenda and would come back for consideration at a future meeting.

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Chair

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21. APPLICATION 21/00922/FUL - 5 UNICORN PARADE UNICORN HILL REDDITCH B97 4QR - MR KHALIL REHMAN

Change of use from shop (Class E) to hot food takeaway (Sui Generis)

Officers presented the report and noted the location of the site just inside the area defined as the Retail Core under Policy 32. The restrictions on having a frontage of more than two non-retail units therefore applied, but that threshold had not been met in this case, and Members could disregard that part of the policy.

There had been 8 objections received from the public and Members were referred to the summary of comments on page 19 of the report.

There had been no objections from statutory consultees and no issues had been raised around noises, odour, highways issues or residential amenity.

Officers were of the view that the application would enhance the town centre by bringing a vacant unit back into use, and that the proposal would contribute to the night time economy. The application was recommended for approval.

At the invitation of the Chair Mr Adeel Akhtar addressed the committee under the Council's public speaking rules.

In debating the application Members acknowledged that there were a number of existing hot food establishments in the area, but that the proposal did not breach the policy on consecutive frontages and there were no material reasons to reject the application.

RESOLVED that

Having regard to the development plan and to all other material considerations planning permission be GRANTED subject to the conditions and informatives set out on pages 21 to 23 of the agenda.

22. APPLICATION 21/01079/FUL - 22 UNICORN HILL REDDITCH B97 4QU - MR A H KHAN

Change of use of ground floor from offices (formerly Hemmings estate agents) to drinking establishment

Officers presented the application for conversion of the ground floor of former estate agents offices into a bar. With regard to relevant

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policies, it was noted that the site was not located in either the retail core or the conservation area.

No objections had been received from the public or from statutory consultees. Officers considered that the application would enhance vitality of this part of Redditch by bringing a vacant unit back into use and would contribute to the night time economy.

The application was recommended for approval.

RESOLVED that

Having regard to the development plan and to all other material considerations planning permission be GRANTED subject to the conditions set out on pages 28 to 29 of the agenda.

The Meeting commenced at 7.00 pm
and closed at 7.21 pm

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**PLANNING
COMMITTEE****15th September 2021****Planning Application 21/00444/FUL**

Creation of 2 new staff car parks and demolition of 2 existing staff carparks, plus creation of some additional infill car parking spaces around the trust site and repositioning of helipad

The Alexandra Hospital, Woodrow Drive, Redditch, Worcestershire, B98 7UB,

**Applicant: Mr Lewin
Ward: Greenlands Ward**

(see additional papers for site plan)

The case officer of this application is Sarah Hazlewood, Planning Officer (DM), who can be contacted on Tel: 01527881720 Email: sarah.hazlewood@bromsgroveandredditch.gov.uk for more information.

Procedural Matter

Members will recall that this application was considered at the Planning Committee meeting of 28th July 2021. It was resolved to defer the application for further information with respect to the number of car parking spaces being provided, particularly with respect to the number of staff car parking spaces being replaced compared with those being lost. Amended plans and further information has been sought with respect to this matter which is discussed in detail below.

Site Description

The site comprises the Alexandra Hospital situated to the south of Redditch close to the boundary with Stratford upon Avon District. To the east of the site lies Tudor Grange Academy and to the south a new residential development accessed off Nine Days Lane. The hospital site itself is access off Woodrow Drive to the north of the site.

Proposal Description

The proposal seeks the removal of two staff car parks which are located in the north west corner of the site and their replacement. A new car park is proposed to the north east of the site along with a new helipad. An extension to the existing staff car park in the south eastern corner of the site is proposed as well as extended car parking to the south west of the site. As well as this some reordering of the existing public car park to create additional spaces and the formation of some new public car parking spaces are proposed.

For the avoidance of doubt a table is provided below outlining the number of spaces affected by the proposal:

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Type of parking space affected	Existing	Proposed	Difference
Staff	307	308	+1
Public	-	28	+28

Please note, the 'existing' public car parking spaces is blank in the table above as none of the existing spaces are being removed. Reordering of the existing public car park has led to an increase of the number of public car parking spaces being proposed.

Relevant Policies :

Policy 1: Presumption in Favour of Sustainable Development
 Policy 16: Natural Environment
 Policy 18: Sustainable Water Management
 Policy 20: Transport Requirements for New Development
 Policy 44: Health Facilities

NPPF National Planning Policy Framework (2021)
 NPPG National Planning Practice Guidance

Relevant Planning History

21/00447/OUT	Outline application for the removal of existing carpark and demolition of existing apartment buildings (Use Class C3). Proposed new residential development of up to 92 homes (Use Class C3) with all matters reserved (scale, layout, appearance, landscaping) except access.	Pending consideration
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Consultations**North Worcestershire Water Management**

No objections subject to recommended condition relating to the submission of a scheme of surface water drainage to be implemented before first use of the development.

Arboricultural Officer

No objections subject to recommended conditions and informative relating to tree protection measures and methods of construction.

Highways Redditch

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No objection subject to conditions and informatives.

Public Consultation Response

A site notice was displayed on 15.04.21 which expired on 09.05.21

A total of 43 letters were sent on 12.04.21 which expired on 06.05.21

Two representations have been received as a result. The matters raised cover the following points:

- Negative carbon impact
- Removal of trees and shrubs which provides a screen to the hospital
- Impact of proposed lighting
- Poor air quality
- Increased risk of traffic on hospital roads
- Use of hospital ground which may be needed for expansion in the future

Assessment of Proposal

Principle

The Alexandra Hospital site is covered by Policy 44 of the Borough of Redditch Local Plan No. 4 (BoRLP) 'Health Facilities'. This states, at 44.3, that the Borough Council will continue to safeguard land with the curtilage of the hospital for development which is intended for genuine health related purposes. The reasoned justification outlines at 44.6 what the Local Planning Authority consider are genuine health related facilities. Car parking does not feature within this list. It is noted, however, at 44.4 that a review of healthcare services at the hospital may necessitate a more flexible approach to land use in the curtilage of the hospital where it relates to the functioning of the hospital. In addition, it is noted that the applicant is the hospital itself, and the submitted design and access statement explains that the proposals have been prepared in view of Government directives requiring NHS Trusts to consider their land requirements. A result of this is the requirement to relocate the car parks in order to allow surplus land to be released for development.

Taking all these matters in to account it is considered that the NHS no longer has a need for the land subject to this application and as such the principle of redeveloping the site for car parking is acceptable.

Visual impact

The car parking will encroach into areas of the hospital site which are currently landscaped and grassed over. This will visually change parts of the site. However, when the development is seen in the context of the existing hospital building and associated development and considering the development will not be prominent outside of the

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bounds of the hospital site it is considered that the visual impact of the proposal will be acceptable.

Highways

The highway authority has been consulted on the application and raise no objection, subject to the imposition of conditions. Importantly, a condition is recommended with respect to timing such that the existing car parking provision is not closed until the replacement parking is constructed.

Members will note the table at the start of this report outlining the spaces being proposed with respect to those being lost. The application now proposes creating 308 staff spaces compared with 307 being lost. In addition, 28 public car parking spaces are being created.

With respect to the staff car parking spaces the application also notes that much of the existing car parking provision was associated with the residential blocks on the site, two of which have been vacant for some time. Notwithstanding, the application seeks to retain, and indeed now exceed by 1, the existing staff car parking provision on the site.

Taking all these matters in to account the proposal is considered acceptable on highway grounds.

Ecology

A preliminary ecological appraisal has been submitted with the application. No evidence of protected species was found at the application sites, however a series of recommendations have been made with respect to protected species when carrying out the works which can be adequately controlled by planning condition.

Amenity impact

One of the representations received raises the impact of the southern car park extension on the amenity of the occupiers of Whetstone Street which will be exacerbated by the removal of vegetation present along the boundary. Additional information has been sought which shows the proposed lighting arrangement and light spill from the car park extension. These plans indicate that any spill to the gardens of the properties on Whetstone Street will be limited. In addition, there is a robust boundary treatment between the application site and the residential properties which also benefit from garden lengths in excess of the current adopted standard. Taking all these matters in to account it is considered that the proposal development will not have a significant adverse impact on the occupiers of these dwellings sufficient to warrant refusal of planning permission.

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Other matters

In response to concerns raised by members with respect to health and safety concerns surrounding the Helipad element of the proposal the agent has provided some further information in this regard.

The space for the helipad exceeds the Civil Aviation Authority International and CAP 1264 (Standards for helicopter landing areas at hospitals) guidelines. The helipad would be suitable for an Augustawestland AW189 helicopter classification and the clearance around the pad exceeds the minimum recommended 3m clear zone. The helipad is to be fenced and the street lights to the car park in the near vicinity of the helipad are bollards as opposed to higher poles.

Whilst members are aware that this matter is covered by other legislation as outlined above it is hoped that this additional information provides some comfort with respect to safety matters relating to the helipad.

RECOMMENDATION:

That having regard to the development plan and to all other material considerations, planning permission be GRANTED subject to the following conditions:

Conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the grant of this permission.

Reason: In accordance with the requirements of Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be carried out in accordance with the following plans and drawings:

ALX2942/E1B
(80)007 Rev P1
(80)005 Rev P2
(80)004 Rev P1
(80)003 Rev P1
(80)002 Rev P1
(80)001 Rev P1
(10)001 Rev P2

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

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3. Prior to any works above foundation level commencing on site a scheme for surface water drainage will be submitted to and approved in writing by the Local Planning Authority. The scheme should provide appropriate levels of surface water attenuation. This scheme should be indicated on a drainage plan and the approved scheme shall be completed prior to the first use of the development hereby approved.

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

4. No trees or hedges on the application site, or the branches or roots of trees growing onto the site from adjacent land, other than those shown on the plans hereby approved shall be topped, lopped, felled or uprooted without the specific written permission of the Local Planning Authority

Reason: To safeguard the visual amenities of the area.

5. Prior to the commencement of any works on site including any site clearance, demolition, excavations or import of machinery or materials, the trees or hedgerows which are shown as retained on the approved plans both on or adjacent to the application site shall be protected with fencing around the root protection areas. This fencing shall be constructed in accordance with the guidance in the British Standard BS5837:2012 and shall remain as erected until the development has been completed. There shall be no storage of plant/materials within the Root Protection Areas of any retained trees.

Reason: In order to protect the trees which form an important part of the amenity of the site.

6. No works of any kind shall be permitted within or through the Root Protection Areas of trees or hedges on and adjacent to the application site to be retained on site without the prior specific written permission of the Local Planning Authority. This specifically includes any works such as changes in ground levels, installation of equipment or utility services, the passage or use of machinery, the storage, burning or disposal of materials or waste or the washing out of concrete mixing plants or fuel tanks.

Reason: In order to protect the trees which form an important part of the amenity of the site.

7. Any excavations within the root protection areas must be carried out by hand and in accordance with BS5837:2012.

Reason: In order to protect the trees which form an important part of the amenity of the site.

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8. The Development hereby approved shall not be first brought in to use until details of the provision of proposed dropped kerbs and tactile paving, where appropriate, associated with the various car parks have been submitted to and approved in writing by the Local Planning Authority and installed on site.

Reason: In the interests of highway safety.

9. The Development hereby approved shall not be brought in to use until details of the proposed accessible car parking spaces have been submitted to and approved in writing by the Local Planning Authority and installed on site. These spaces shall thereafter be kept available for disabled users as approved.

Reason: To provide safe and suitable access for all.

10. The Development hereby approved shall not be brought in to use until details of the proposed electric vehicle charging spaces have been submitted to and approved in writing by the Local Planning Authority and installed on site. The spaces shall thereafter be retained on site.

Reason: To encourage sustainable travel and healthy communities.

11. The Development hereby approved shall not be brought into use until a draft Signage and Marking Strategy document, setting out appropriate changes to existing signage and road markings associated with parking and wayfinding, has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

12. The existing car parks shall not be closed until all of the replacement parking has been built and is available for operational use.

Reason: To help prevent any indiscriminate parking during the construction phase and to ensure the safe and free flow of traffic onto the highway.

13. The development hereby approved shall be carried out in complete accordance with the recommendations of the protected species survey by Worcestershire Wildlife Consultancy dated September 2020.

Reason: In order to protect any protected species which may be present on the site.

Informatives

1. You shall carry out all works in accordance with British Standard BS: 5837.12 document 'Guide for trees in relation to Construction 2012'.

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Reason: To protect the health and condition the tree/s.

2. Drainage arrangements shall be provided to ensure that surface water from the vehicular access and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.
3. The attention of the applicant is drawn to Section 59 of the Highways Act 1980 which allows the Highway Authority to recover additional costs of road maintenance due to damage by extraordinary traffic. Before any work is commenced upon the development hereby approved representatives of Worcestershire County Council, as the Highway Authority and the applicant, shall carry out a joint road survey/inspection on the roads leading to this site. Any highlighted defects shall be rectified to the specification and satisfaction of the Highway Authority before work is commenced on the development hereby approved. A further joint survey/inspection shall be undertaken following completion of development hereby approved and any necessary remedial works shall be completed to the specification and satisfaction of the Highway Authority within one month or other agreed timescale.
4. Any work involving the removal or disturbance of ground or structures supporting or abutting the publicly maintained highway should be carried out in accordance with details to be submitted to and approved in writing by the Highway Authority.

Procedural matters

This application is reported to Planning Committee for determination because the application is for major development and as such the application falls outside the scheme of delegation to Officers.

**PLANNING
COMMITTEE****15th September 2021****Planning Application 21/00195/FUL****Construction of a Greener Grid Park comprising energy storage and grid balancing equipment, along with associated infrastructure, landscaping and access.****Land South Of, Astwood Lane, Feckenham, Redditch, Worcestershire, B96 6HP****Applicant: Mr Michael Fletcher (Statkraft UK LTD)
Ward: Astwood Bank and Feckenham Ward****(see additional papers for site plan)**

The case officer of this application is Mr Paul Lester, Planning Officer (DM), who can be contacted on Tel: 01527 881323 Email: paul.lester@bromsgroveandredditch.gov.uk for more information.

Site Description

The site comprises 2.83 ha of land to the south of Astwood Lane, immediately east of the Feckenham National Grid Substation. The site is located within semi-improved grazing land and comprises one rectangular field and part of two adjacent fields to the east and northeast. The boundaries of the western field are well defined with tall/grown-out hedgerow as well as post and wire and wooden fencing. A large pond is located in the eastern part of the western field, while a water-filled ditch runs along its eastern boundary. Astwood Lane runs to the north of the site, which includes an access corridor through a small field with manmade grassed bund and tall hedgerow. A low voltage overhead electricity transmission line crosses the site from northwest to southeast.

The surrounding area is primarily agricultural, with cultivated fields and grazing land to the north, south and east of the site. The existing National Grid Substation immediately to the west of the site is used for power distribution and is industrial in appearance. The metal pylons and overhead cables associated with the Substation, which are approximately 50 m in height, extend into the surrounding area.

The village of Feckenham is approximately 1 km to the west of the site. The nearest residential properties are Salt Way Farm and Mutton Hall, which lie approximately 350 m to the south and 500 m to the northeast. The site is within the Greenbelt and lies within Flood Zone 1 and is not subject to any ecological or heritage designations,

Proposal Description

The applicant is seeking planning permission for the construction and operation of a Greener Grid Park including an energy management facility, battery storage technology and associated infrastructure, with landscaping and access.

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The development is designed to support the flexible operation of the National Grid and decarbonisation of electricity supply. The development will store, import and export electricity but will not generate any additional electricity nor have any direct on-site emissions of CO₂ in the course of normal operations. Planning permission is sought for the following components.

- 2 no. energy management buildings (20.7 m x 38.6 m x 8.91 m eaves height/10 m ridge height) constructed with pre-galvanised powder coated steel in the northern portion of the site containing mechanical equipment (synchronous condensers) to balance the grid and associated e-houses;
- 40 no. containerised battery units (12.9 m x 2.44 m x 2.59 m) located in the southern portion of the site;
- 5 no. inverter units (6.1 m x 2.44 m x 2.59 m) located adjacent to the batteries;
- 2 no. communications houses (12.19 m x 2.44 m x 2.59 m) near the eastern site boundary;
- 2 no. LV switch houses near the eastern boundary (7.5 m x 9.1 m x 3.5 m);
- 8 no. coolers (9.6 m x 2.4 m x 2.5 m) adjacent to the energy management buildings;
- 4 no. transformers with max height of 10.8 m and 7 m high connecting busbars adjacent to the energy management buildings;
- 2 no. emergency backup diesel generators (6.1 m x 3.6 m x 2.9 m);
- 1 no. welfare facility (12.9 m x 2.44 m x 2.59 m);
- 6 no. security columns of 6 m in height with CCTV cameras;
- 3.4 m palisade/security fence around the perimeter of the main compound;
- Existing pond to be retained with 5 m buffer from new infrastructure; surface of main compound to be covered with permeable crushed aggregate;
- Creation of 1 no. surface water attenuation pond (822 m²) and 1 no. habitat management pond (607m²) to the east of the main compound

A permanent access for the site for maintenance and operation purposes is proposed from the Astwood Lane. The main components of the facility will be light grey in colour to blend in the development with the adjacent substation which is also grey.

The development will be operated remotely, with occasional inspection and maintenance visits which will occur on average once per month. The proposed welfare facility for visiting staff will contain a WC with a sealed septic tank so that no foul drainage connection is required. The remote operation of the facility is anticipated to result in 11 FTE jobs.

The application also proposes substantial landscaping works. All existing trees will be retained and protected. A significant amount of new planting and biodiversity enhancements are proposed, as shown as the Landscape and Biodiversity Mitigation Plan.

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The features of the landscape scheme are as follows:

- 34 m of Native Hedgerow Planting adjacent to Astwood Lane in order to provide visual screening from the road and replace the hedgerow removed to facilitate access;
- 9,501 m² of Native Woodland and Scrub Planting in the field to the east of the main compound;
- 1,459 m² of Native Woodland Screening Planting to the northeast and southeast of the main compound to screen views of infrastructure from the north and east;
- New habitat management pond and SuDS pond; and
- 465 m² of wildflower and grass seeding on embankments and disturbed ground to create an herb rich strip of wildflower grassland.

60 native trees of 1.5-1.75 m in height will be planted within the proposed woodland areas, along with hundreds of smaller trees. The species to be planted have been selected for their contribution to biodiversity and include species such as English oak, hawthorn, rowan and field maple.

Relevant Policies:

Borough of Redditch Local Plan No. 4

Policy 1: Presumption in Favour of Sustainable Development

Policy 2: Settlement Hierarchy

Policy 5: Effective and Efficient use of Land

Policy 8: Green Belt

Policy 11: Green Infrastructure

Policy 15: Climate Change

Policy 16: Natural Environment

Policy 17: Flood Risk Management

Policy 18: Sustainable Water Management

Policy 19: Sustainable Travel and Accessibility

Policy 20: Transport Requirements for New Development

Policy 22: Road Hierarchy

Policy 36: Historic Environment

Policy 39: Built Environment

Policy 40: High Quality Design and Safer Communities

Others

NPPF National Planning Policy Framework (2021)

NPPG National Planning Practice Guidance

Redditch High Quality Design SPD

National Policy Statement for Energy

National Policy Statement for Electricity Networks Infrastructure

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Relevant Planning History

None

Consultations

Highways Redditch

No objection subject to conditions

- Access gates
- Vehicular access
- Conformity with Submitted Details
- Vehicular visibility splays approved plan
- Construction Environmental Management Plan
- Highway condition survey

Red Kite Network

No objection subject to the following conditions

- Biodiversity Enhancement
- Landscape Ecological Management Plan

WRS - Noise

No object subject to condition

- Noise Assessment

WRS - Lighting

No objection subject to condition

- External Lighting: Full details of any proposed external lighting, in line with the ILE guidance, shall be submitted for comment and approval.

Climate Change Manager

Supports the application

I consider this to be sustainable development. Although the site is in the green belt, this is necessitated by the location of the Feckenham high voltage substation. The overall effect of the development will be to aid decarbonisation, though every effort should still be made to minimise carbon emissions associated with construction of the site, such as related to transport and materials.

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Arboricultural Officer

No objection subject to conditions:

- Tree protection
- Hand excavation in tree protection area.
- No storage of plant/materials in tree protection areas.

Western Power Distribution

No comments received

Conservation Officer

No objection

Worcestershire County Council Countryside Service

No objection

Consultant Conservation and Landscape Officer

No objection subject to a condition
Landscape Ecological Management Plan

Worcestershire Archive and Archaeological Service

No objection subject to conditions relating to:

- The submission of a programme of archaeological work
- Written scheme of investigation

North Worcestershire Water Management

No objection subject to condition relating to:

- Surface water drainage

WRS - Contaminated Land

No objection

Cllr Clayton

No comments received

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Cllr Warhurst

I am objecting on the ground of access to the site and road safety, having tried to reach compromise I am pleased that Church Road Astwood Bank has been discounted due to road safety and complete unsuitability of this route, for 58 artics a day. It could never have worked as a route, so common sense has hopefully prevailed.

However the proposed second route is just as unsuitable which would take 58 articulated vehicles per day directly through Astwood Bank, down Evesham Road and Edgioake Lane. I strongly suggest that Highways and planning officers visit these sites and watch the turmoil unfold when 1 artic passes through this route.

Evesham Road at Astwood Bank is very narrow through the village and only 1 lane can be used in the central section throughout the day. There is no way that the road could take 7 x 44ft artics per hour every day one every nine minutes), gridlock would be the guaranteed outcome all day every day.

This exact same route was turned down for routing for the new Amazon site and it was proven at the time that route could not take more than an occasional articulated vehicle.

Cllr Rouse

Whilst I welcome green energy initiatives and job creation I do need to raise some concerns about this application.

There appears to be a calculation of over 50 lorries per day arriving at the site, for a period of 12-18 months. Assuming each lorry has to travel an average of 40 miles per day to make the trips to and from the site that is a total mileage of over 520,000 miles - or around the distance to travel from the Earth to the Moon and back again. I cannot believe this figure is correct, otherwise it would indicate the carbon cost of transporting materials to the site would never be mitigated by the resulting scheme.

The roads in this area are also not suitable to withstand this volume of traffic and the types of large delivery vehicles required. From whichever direction the site is approached there is insufficient infrastructure to cope with the additional demand and type of vehicles.

I also need to see safety reports compiled around the handling and storage of lithium at this site. I, like many others, will need to be satisfied on the risks around leaks and potential fires, mitigation measures put in place, and contingency planning to ensure the safety of residents, wildlife and nature.

I hope the applicant is able to provide additional detail on the points raised and the mitigations they will deploy to reassure local residents, not just those in the immediate vicinity but those further up in Redditch South too. With the Eastern Gateway increasing HGV traffic along Rough Hill Drive by 10% we need to understand what increase this

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development will cause on the same road and what steps will be taken to mitigate climate harm as well as congestion effects.

Natural England

No Objection

Feckenham Parish Council

Feckenham Parish Council (FPC) held a Parish Meeting on 15.3.21 to assess local public opinion and views on the Feckenham Greener Grid planning application by Statkraft 21/00195/FUL. We noted that this was the largest and most significant development proposal effecting the village for a very long time and thus the outcome of this application would be extremely important. Views of local people covered a number of different topics relevant to this planning application. Whilst there was widespread support for the concept of energy conservation and "green energy measures" there was overwhelmingly more concern about the specifics of Statkraft's proposed scheme. Feckenham Parish Council subsequently held a full formal meeting on 24.3.21 to discuss its response to the planning application and voted unanimously to object to it on the basis that this was the overwhelming majority view of the local population. The Parish Council noted that some of the issues were difficult to comment on at this point because we could not be sure of what might happen in the future - for instance there was uncertainty and great worry about whether this development might subsequently trigger very unwelcome follow-on construction of solar farms occupying large swathes of local agricultural land. Furthermore we were aware that there is a substantial body of published information which draws into question the concept and utility of Lithium Ion Battery Energy Storage Systems (BESS) of 50MW capacity such as Statkraft's current scheme, when compared with other types, size, and siting of alternative BESS facilities - some of which are much larger and some of which use alternative technologies. We therefore doubt that Statkraft's argument that this particular format and layout detailed in their current planning application justifies the strict criteria needed to demonstrate an exceptional need for this particular development in Green Belt Land. This is because the same or better energy saving capacity could well be provided by building larger energy storage facilities elsewhere or by using different configurations of more efficient technology. We request that Redditch Planning Authority take note of the following points in processing and determining the application.

Planning History

This is the third application to site a Battery Energy Storage System (BESS) facility close to the National Grid electrical substation in Feckenham. The first application near to Grade II* listed Shernock Court by ANESCO in 2016 was opposed by FPC, due to environmental and heritage concerns, and was withdrawn by the applicant. The second application (17/01445/FUL) was sited in an existing modern agricultural barn at Saltway Farm on the B4090, it gained planning consent, but was never built and we think this permission expired on 5.2.21. In this second application FPC raised a number of very

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significant safety concerns and requested that the Local Planning Authority (LPA) investigate and address these - but disappointingly it completely failed to do so and granted permission without the due diligence we had expected. Some of these same concerns exist for this current application (see below) and we specifically request that the LPA take these matters seriously and ensure that they are appropriately investigated and addressed this time.

Green Credentials

FPC note that the proposed scheme could make a positive contribution to stabilizing the electricity supply, thereby saving energy - which is a very important environmental issue, however we were not convinced that such grid stabilizing technologies could not be more efficiently sited nearer to where the energy was actually generated and Statkraft have not provided any independent evidence to corroborate their claim that can only be done by siting a small 50MW BESS facility at this particular location. We note that no electricity is actually generated at the National Grid facility in Feckenham and that Statkraft deny that they are going to build any solar farms locally. We did however note that Statkraft had taken some trouble to assess and try to minimise the negative environmental impacts of the development itself, however there were still areas of great concern - see below:

Areas of Concern

Safety:

The technology involved in battery storage facilities is new and evolving and there have already been a large number of serious adverse incidents worldwide involving these units. FPC believes that safety is paramount. Specifically, the presence of large quantities of lithium in the batteries (which is known to be both highly toxic and inflammable) requires a comprehensive independent Health and Safety assessment by the Health and Safety Executive (HSE). This has not yet been done and we believe that such an assessment is a statutory requirement for a facility of this size under Section 4 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, and we therefore request that the LPA make an appropriate referral to HSE. In regard to Fire risks - we request that the LPA consults the Redditch Fire & Rescue Service and obtains a comprehensive assessment of the fire risks and their ability to effectively respond to any adverse events. We think there should also be some planning consultation and risk assessment involving the LPA and Western Power/National Grid who operate the existing substation, as there is no mention of this in the existing documentation. For instance, were the BESS facility to catch fire, what would happen to the electricity supply routed through the substation to Redditch and the surrounding areas?

Location and Design:

Concerns have been raised by local residents who point out that the physical appearance of a large number of metal container buildings is very unsightly and incongruous in precious Green Belt agricultural land. This particular site also has historic connections to the ancient forest of Feckenham and is very close to Feckenham Village with its Conservation Area. The facility will be visible from the top floor of Grade II* Shernock

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Court (we are unsure whether the owners have been consulted in the original list of consultees - certainly they should be). Questions have also been raised about whether this facility could be sited elsewhere (as above). The development site is Green Belt land so FPC request that the LPA are mindful of whether sufficient exceptional need has been demonstrated for this large project on this particular site or whether it could equally well be located elsewhere, for instance, within the existing electricity substation or in existing local power stations, thereby avoiding the unnecessary sacrifice of irreplaceable Green Belt land. As far as design goes suggestions have been made about whether a soil bund construction would be better than the proposed metal fencing and tree screening. A soil bund would provide better visual cover, protection from water runoff, noise screening, and would complement the existing earth bund adjacent to the electricity substation. Concerns have also been raised about the entrance to the facility and whether an alternative or second entrance could be made onto the B4090 via the National Grid substation land - this would have the significant advantage of allowing lorries to enter the site from a different direction, thereby reducing HGV traffic along Astwood Lane.

Environmental Impact & Traffic

The LPA have said that a formal EIA assessment is not required - presumably because the site is less than 5Ha in area. FPC notes that Statkraft have, to some extent, considered environmental impact in their application reports and were trying to minimise its adverse effects. However concerns have been expressed about low frequency noise pollution from electrical units and cooling fans. Such noise pollution is known to carry over long distances and could disturb residents in Feckenham, so we ask that specific consideration is given to minimising noise generation and providing effective noise absorbing shielding or fencing within the development. Preferably any specifications for shielding or fencing should be defined and conditioned at the planning and approval stages. FPC notes that, during the construction phase of the proposed development, a very large number of HGV vehicles would be accessing the site and using the local roads (approximately 58 lorries daily). We specifically request the Highways officer make a careful assessment of this very heavy burden of traffic on the existing road network and Feckenham itself and that robust arrangements are made to prevent any lorries from entering the village and that road access for these HGV vehicles should be defined and precisely conditioned in any subsequent planning approval. Statkraft's current proposals do not contain a formal Transport Plan and FPC conclude that such a Plan would be the most efficient mechanism for minimising these significant adverse traffic impacts. We ask therefore that the LPA require Statkraft to produce a suitable Transport Plan. Furthermore, we question whether a single entrance onto Astwood Lane will be adequate and ask (as above) whether a second access route needs to be constructed via the existing National Grid site.

Ongoing Issues

Whilst FPC accepts that there are time limits within the normal planning consultation process, we are aware that further significant concerns or issues may become apparent after the official consultation period ends. Because of the size and importance of this particular development we ask that the LPA to take a flexible approach and to fully

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consider any further communications we make up until the point where this application is determined.

Additional comments received 27th May 2021; Planning Application 21/00195/FUL
Further comments by Feckenham Parish Council

Feckenham Parish Council wish to draw attention to the following issues in relation to Transport Access and Highways consequences of this Planning Application. This statement is correct as of 25th May 2021, but we note that Statkraft are possibly already revising their access to the development site in relation to our concerns, though we have yet to have sight of any such revisions. We also note that the Council's Highways Officer claims to have done a robust assessment of the current application, but, in our opinion, he has overlooked a number of important factors, and his report is therefore significantly flawed. The three issues are as follows: -

1. At present the sole proposed access to the development site is via Astwood Bank from the Evesham Road, along Astwood Lane. This is a tortuous and narrow road, with significant areas where only single file traffic is possible. For instance, for several hundred metres adjacent to Astwood Bank Primary School, the road is regularly partially blocked by parked cars, and traffic flow is seriously compromised at school drop off times. Astwood Lane also has a 7.5-ton weight restriction on it (there is a sign saying this in Astwood Bank); and use above this level is only permitted for "access". Whilst it is arguable that HGV serving the development area would be "accessing" the site, we question whether the volume of traffic involved might damage the road itself - given the stated weight limits and the sheer number of HGV's involved in building the facility.
2. Statkraft have produced a traffic survey detailing the proposed level of construction, when compared to the current number of HGV's using Astwood Lane. They claim that the construction traffic would only represent a small increase on the existing figures. However, we have questioned the accuracy of their measurements because the stated existing levels of use, do not correspond with our own observations.
3. In any event we suggest that the matter be re-referred to the Council's Highways Officer, so that he could consider whether access from the Evesham Road via the B4090 Saltway and then along Rockhill Lane might be a more sensible option. This alternative route is a completely straight and much wider road (without weight restrictions) and which is not hampered by the presence of a Primary School. However, we note also, that Rockhill Lane also has a 7.5-ton weight limit "except for access". We therefore ask that the Highways Officer consider whether this limit would cause difficulties in relation to this proposed alternative route for construction traffic.

In short, the Parish Council objects to the existing proposal for construction traffic access because it is totally unsuitable; and recommends that the Highways Officer and Statkraft discuss using the B4090 from the Evesham Road as an alternative.

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Pre Application Consultation Exercise by Statkraft

The NPPF recognises that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. The Council's adopted Statement of Community Involvement suggests examples of pre-application community involvement.

In order to comply with Covid-19 social distancing requirements in place at the time, the consultation was conducted remotely using a variety of communication methods to reach the widest possible audience. This included letters to local residents, letters and emails to Feckenham Parish Council and Redditch Borough Council Ward Members, a Consultation website, a phone line, postal address and email address for enquiries and consultation responses and enquiries and publicity poster to raise awareness of application placed in window of local shop.

A limited number of queries were raised by members of the public, this covered the following topics:

Source and amount of energy to be stored in the batteries;
Specifications of equipment to be used;
Environmental benefits;
Reason for site being selected;

In addition, Feckenham Parish Council asked a further 10 questions which were responded to by the applicant.

These concerns form a material consideration in the assessment of this planning application and the queries raised have been addressed within this report.

Public Consultation Response

Publicity

- 79 letters sent 18th February 2021 (expired 14th March 2021)
- Site notice posted 18th February 2021 (expired 14th March 2021)
- Press notice published in the Redditch Standard 22nd February 2021 (expired 15th March 2021)

21 representations received objecting to the scheme on the following issues:

Principle

- Development will result in a loss of countryside/agricultural land
- Development will result in a loss of Green Belt land

Form of Development

- Detrimental visual impact
- Loss of views

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Highways and Access

- Development will add to the already congested roads in this area and through Redditch
- Highway safety
- Pedestrian safety concerns

Noise and Disruption

- Concerns regarding the increased noise from traffic and development
- Concerns regarding the disruption during development from site traffic and work
- Delays and disruption caused by highways work

Drainage and Flood Risk

- Drainage in the area is not adequate for the development
- Development will increase the risk of flooding

Biodiversity and Trees

- Destruction of wildlife habitats
- Concerns regarding the removal of tree and hedgerows and the effect this will have on the ecology of the site and wildlife
- Impact on protected species

Public Safety

- Risk of Fire
- Risk of accidents, which would have a detrimental impact on Feckenham

Other Matters

- No green credentials to justify the proposal
- Impact on Feckenham Conservation Area
- Lighting impact

Other issues have been raised but these are not material planning considerations and have not been reported.

Assessment of Proposal

Background

In 2015, the UN Climate Change Conference agreed that in order to limit significant impacts arising from global warming, a worldwide temperature increase would need to be limited to 1.5°C. In response to this, the Intergovernmental Panel on Climate Change (IPCC) published a report (6 October 2018)¹ following the 48th Session in South Korea, to establish the rapid and far-reaching changes which are required to meet this target.

¹ [Global Warming of 1.5 °C — \(ipcc.ch\)](https://www.ipcc.ch)

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Amongst other significant transitions, the IPCC has stated that by 2050, 97% of power will need to be generated from renewables.

The UK's commitment to the 2015 Paris Agreement and its long-term objective of a 2050 decarbonised economy, makes the transition to a decarbonised energy system essential. In October 2017, the Government published a Clean Growth Strategy², focussing on growing national income whilst cutting greenhouse gas emissions. The strategy recognises that the way in which energy is generated in the UK is changing and that complementary mechanisms, including energy storage, will play a vital role.

In July 2017, BEIS and Ofgem published Upgrading our Energy System: Smart Systems and Flexibility Plan³, which sets out 29 actions that the UK Government, Ofgem, and industry will undertake to remove barriers to smart technologies, including storage; enable smart homes and businesses; and make electricity markets work towards flexibility. The SSFP states that:

“By harnessing the potential of energy storage, demand-side response and smarter business models, we have an opportunity to upgrade to one of the most efficient, productive energy systems in the world. This is central to how we deliver secure, affordable and clean energy now and in the future”. This document has recently been updated by the Transitioning to a net zero energy system which was published in July 2021⁴.

In June 2019⁵, the UK became the first major economy in the world to pass laws to end its contribution to global warming by 2050. The target will require the UK to bring all greenhouse gas emissions to net zero by 2050, compared with the previous target of at least 80% reduction from 1990 levels. The UK's 2050 net zero target — one of the most ambitious in the world — was recommended by the Committee on Climate Change, the UK's independent climate advisory body. Net zero means any emissions would be balanced by schemes to offset an equivalent amount of greenhouse gases from the atmosphere, such as planting trees or using technology like carbon capture and storage.

The UK Government published its Energy White Paper⁶ in December 2020. The Paper builds on the Prime Minister's Ten Point Plan to set the energy-related measures consistent with net zero emissions by 2050. One of the key aspects of achieving net zero identified in the paper is the modernisation of the energy system. The Paper indicates that electricity demand in the UK could double by 2050 due to the electrification of transport and heating.

² [Clean Growth Strategy \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

³ [\[Withdrawn\] Upgrading our energy system: smart systems and flexibility plan - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

⁴ [Transitioning to a net zero energy system: Smart Systems and Flexibility Plan 2021 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

⁵ [Climate change targets: the road to net zero? - House of Lords Library \(parliament.uk\)](https://www.parliament.uk)

⁶ [Energy white paper: Powering our net zero future - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

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The Applicant

The applicant Statkraft UK Ltd⁷ is Europe's largest generator of renewable energy; producing hydropower, wind power, solar power, battery storage, and supplying district heating. Statkraft owns and operates 11 wind farms in the British Isles and the Nordic countries with a combined installed capacity of almost 1,000 MW (1 GW).

The Need for the Development

Renewable technologies are intermittent as the amount of energy generated is dependent on weather conditions. It is therefore necessary to balance demand and supply in order to prevent shortages and blackouts.

There is a growing demand by network operators for a broad range of services such as energy storage and management. The proposed development is designed to support the flexible operation of the National Grid and the decarbonisation of the electricity supply. The proposed Greener Grid Park would provide rapid-response electrical back-up and energy management to the National Grid and would also represent an early deployment within the UK of a high-tech grid balancing facility, addressing intermittency and fluctuations in inertia. This is required for several reasons:

Electricity Market Reform

Given the reduction in centralised coal-fired power, increasingly cheap but intermittent renewable energy supply and the transition to electric vehicles, it is increasingly likely there will be peaks and troughs in the UK energy supply and demand.

The development is proposed in response to the requirement for continuity of supply and storage of electricity, particularly during periods of peak demand and over-supply. Electricity Market Reform ('EMR')⁸ is a UK government policy designed to:

- Incentivise investment in secure, low-carbon electricity;
- Improve the security of the UK's electricity supply; and
- Improve affordability for consumers.

It is estimated that over the next decade, the UK will require approximately £100 billion investment in electricity infrastructure to accommodate projected future increases in electricity demand, replace ageing power stations and prevent electricity blackouts. However, old coal power plants are in the process of reducing capacity and closing as they no longer meet the required environmental and performance standards and existing nuclear power plants are reaching the end of their design lives, while the delivery of new nuclear plants has been beset by delays.

⁷ [Statkraft](#)

⁸ [Electricity Market Reform: policy overview - GOV.UK \(www.gov.uk\)](#)

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The Capacity Market

Through the Energy Act 2013⁹, the Capacity Market mechanism was introduced to ensure security of electricity supply at the least cost to the consumer.

To deliver a supply of secure, sustainable and affordable electricity, the UK needs not only investment in new generation projects and innovative technologies but to get the best out of existing assets on the network. The Capacity Market aims to deal with both these issues by bringing forward new investment while maximising current generation capabilities.

The Capacity Market aims to balance the difference between demand and supply and to bring forward investment in new generation projects and innovative technologies, in parallel with maximising the utilisation of the existing generation capacity.

Balancing the Network

Balancing the system to ensure demand is met by supply is a key requirement of the National Grid, and it is becoming more challenging as intermittent generation – such as wind and solar power – becomes a bigger proportion of the overall energy mix. The National Grid has a constant supply of ‘extra power’ available for use when the power required by customers is not equal to the power generated and a reserve supply is needed. The Balancing Mechanism is used to ensure that the network is in balance and reserve power is then used when the network comes under ‘stress’. When unforeseen demand is put on the network, such as when a large power station suddenly comes offline, then the National Grid control room need an alternative source of power.

Climate Emergency

Redditch Borough Council recognises that climate change is one of the greatest challenges facing humanity and is committed to tackling the causes of climate change and reducing carbon emissions in Redditch and being resilient to its impacts. As part of this, the Council declared a climate emergency in September 2019¹⁰ and is committed to making Redditch to net zero by 2050¹¹.

The Council’s plans for tackling this will be called the Action to Reduce Carbon (ARC) Plan. There are nine identified themes for the ARC. Each theme contains specific focal points where carbon can be reduced.

Theme 1: Sustainable Buildings and Workplaces

- Decarbonise energy systems
- Reduce consumption of unnecessary goods & services

⁹ [Energy Act 2013 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2013/32/contents)

¹⁰ [\(Public Pack\)Agenda Document for Council, 23/09/2019 19:00 \(redditchbc.gov.uk\)](#)

¹¹ [Climate emergency - redditchbc.gov.uk](#)

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- Embed the waste hierarchy in all service areas

Theme 2: Renewable Energy

- Seek opportunities to embed renewable energy technology within the Council and wider Area

Theme 3: Transport and Travel

- Prioritise & facilitate low carbon fleet option
- Prioritise & facilitate low carbon travel options (Council & Community)
- Facilitate transition to electric vehicles (Residents, Workforce & Visitors)
- Reduce unnecessary miles travelled

Theme 4: Planning / Building Control and Retrofit

- Influence low carbon buildings by introducing a positive bias in our planning system

Theme 5: Community

- Become a positive influence and advocate for climate change through all the work we do

Theme 6: Waste

- Provide and develop a sustainable Waste Management Service to residential homes and business as appropriate.
- View Waste as a resource with a commitment to the Waste Hierarchy
- Deal with Waste as close to source as possible

Theme 7: Biodiversity

- Create opportunity for carbon storage and support habitats and adaptation to climate change

Theme 8: The Low Carbon and Circular Economy and Resources

- Actively encourage a thriving low carbon economy to our Area
- Actively encourage a circular economy within the Area by encouraging & supporting business to function in this way

Theme 9: Procurement

- Encourage sustainability through the supply chain

The planning system is one of the main ways in which climate change can be mitigated and can help places be more resilient to its impacts because it has a key role in place-making by shaping the use of land and buildings through the grant of planning permission in line with a Development Plan.

The electrification of transport and heating are key priorities within the emerging ARC, both of which require grid decarbonisation. The ARC identifies seeking opportunities to embed renewable energy technology within the Council and wider Area.

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Why Feckenham National Grid Substation has been selected

The grid at Feckenham and in the Midlands is subject to voltage variations which leads National Grid to procure reactive power services to manage this. Feckenham Substation has been selected by Statkraft after considering all the substations in the region and assessing the needs of the transmission grid in the Midlands.

The Feckenham National Grid Substation is a key strategic transmission substation in the B17 zone in the West Midlands, as defined in National Grid's Electricity Ten Year Statement¹², which is one specific area National Grid have identified as requiring the stability service.

The Substation is interconnected by 4 x 400kV and 2 x 275 kV circuits which enhance the effectiveness of this complex technology. Only 7 sites in this region allow for connection to 4 x 400kV circuits, of which, just 2 substations are located close to transmission boundaries. In addition, Feckenham is adjacent to 3 transmission boundaries. Given the number of connections and proximity to transmission boundaries, Feckenham Substation is therefore the most appropriate location for the Development within the West Midlands B17 zone.

As outlined in the planning statement, the key criteria in selecting a location for the development include:

- The ability to use underground cables and not overhead electricity transmission lines
- Separation from residential properties and settlements;
- Existing visual screening provided by trees and hedgerows around the perimeter of the Site;
- Ease of access to the site for construction; and
- Lack of environmental constraints (e.g. ecological/landscape designations, heritage assets, flood risk, etc.).

Alternative sites within 1 km of the grid connection point were considered, with a focus on areas outside of the Green Belt to the south of Alcester Road/Salt Way.

Summary of Constraints Table

Location	Constraints
North of Feckenham NG Substation	Green Belt <ul style="list-style-type: none"> • Road • Public footpaths • Overhead electricity transmission lines
West of Feckenham NG Substation	Green Belt <ul style="list-style-type: none"> • Proximity to Feckenham (visual/amenity

¹² [3.3 North Wales and the Midlands boundaries | National Grid ESO](#)

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	impacts) • Public footpaths • Some residential properties • Setting of heritage assets in Feckenham (Scheduled Monument and numerous listed buildings) • Overhead electricity transmission lines
South of Feckenham NG Substation	Shurnock Meadows Local Wildlife Site • Several residential properties • Grade II* Listed Shurnock Court • Public bridleways and footpaths • Overhead electricity transmission lines
East of Feckenham NG Substation	Green Belt • Grade II Listed Mutton Hall • Public bridleway and footpaths • Overhead electricity transmission lines • Few residential properties
Application Site	Green Belt • Overhead electricity transmission line

The development has been proposed strategically sited adjacent to the National Grid Feckenham Substation which lies immediately to the west of the Site. Given the close proximity to the substation, lengthy transmission cables will not be required, ensuring efficient connection to the National Grid, minimising disturbance and costs. The substation can accommodate the transfer of electricity to and from the Development at an acceptable cost which will provide valuable support to the grid, protecting customers at times when high demand places stress on the local and national electricity network.

Principle of Development

The application site lies outside of any defined settlement. Under the locational strategy for the Borough, set out in Policy 2 Settlement Hierarchy, development is in the first instance directed to the existing urban areas and defined rural settlements. It would need to be demonstrated that a rural location was essential for the development or the proposal would conflict with the locational strategy. Furthermore, the site is located in the West Midlands Green Belt where development is strictly controlled. It is these matters which determine whether the principle of development in this location and for the proposed purpose is acceptable.

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Green Belt

The National Policy Statement for Energy (NPS EN-1)¹³ sets out the government's policy for the delivery of major energy infrastructure. The proposed battery installation is part of a national programme of essential energy infrastructure to support the transition towards a low carbon future.

Section 5.10 of EN1 looks specifically at the issues surrounding the development of energy infrastructure projects in the Green Belt. It recognises at paragraph 5.10.3 that although the re-use of previously developed land can make an important contribution to sustainable development, it may not be possible for many forms of energy infrastructure.

Paragraph 5.10.17 states that when located in the Green Belt, energy infrastructure projects are likely to comprise inappropriate development. Very special circumstances will not exist unless the harm by reason of inappropriateness, and any other harm, is outweighed by other considerations.

There is no specific definition of very special circumstances. However, paragraph 5.10.17 states that the extent to which a development's physical characteristics are such that it has limited or no impact on the fundamental purposes of Green Belt designation, should be considered.

Paragraph 148 of the National Planning Policy Framework (NPPF) states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Paragraph 151 goes on to state that while elements of many renewable energy projects may be considered inappropriate in the Green Belt, the wider environmental benefits associated with increased production of energy from renewable sources may constitute very special circumstances.

The NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. The proposed development site is located within the Birmingham Green Belt, which serves five purposes, as set out in paragraph 138 of the NPPF:

- a) to check the unrestricted sprawl of large built up areas;
- b) to prevent neighbouring towns from merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

¹³ [1938-overarching-nps-for-energy-en1.pdf \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/61622/1938-overarching-nps-for-energy-en1.pdf)

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Local Policy

Policy 8 Green Belt states that applications for development in the Green Belt will be determined in line with national planning guidance on Green Belts and other relevant policies within the development plan.

Openness

The Courts have, over the years, made a number of rulings on how the effects of a development on openness should be assessed. These judgments have established that both the spatial and visual aspects should be assessed in order to arrive at a rounded decision on the effects on openness.

The Planning Practice Guidance (PPG) summarises the position as follows:

Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case... these include, but are not limited to:

- Openness is capable of having both spatial and visual aspects;
- The duration of the development and its remediability; and
- The degree of activity likely to be generated, such as traffic generation.

In terms of the the spatial aspect of openness, the site comprises 2.83 ha and the footprint of the Development would be less than 25% of the size of the existing Substation. The proposed infrastructure will have a maximum height of 10m, which is much less than that of infrastructure at the Substation and the electricity pylons in the surrounding area, which are typically 50m in height. Overall, it is considered that the spatial impact of the development would be minor.

In terms of visual impact on openness, the site of the proposed battery facility is directly adjacent to the Feckenham National Grid Substation. This comprises large-scale infrastructure, including the substation, pylons, overhead cables and access roads. The substation can be seen from vantage points surrounding the site, where it is viewed as built development. Clearly the proposal will have an impact on openness from the introduction of structures in an area currently free of any development. As a remotely operated facility, the degree of activity likely to be generated by the Development once operational would be negligible. Overall, while there would be some loss of openness in spatial and visual terms, the impact of the Development on the openness of the Green Belt would be limited.

Impact on the purposes of the green belt

When considering proposals in the Green Belt, the NPPF states that the extent to which a development's physical characteristics are such that it has limited or no impact on the

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fundamental purposes of Green Belt designation should be considered. The essential characteristics of Green Belts are their openness and their permanence.

As noted above, paragraph 138 of the NPPF sets out the five purposes of the Green Belt:

- a) to check the unrestricted sprawl of large built up areas;
- b) to prevent neighbouring towns from merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

To check the unrestricted sprawl of large built up areas

It is not considered to play a role in preventing the unrestricted sprawl of large built up area as the land is too contained by surrounding development to have any significant relationship with the wider countryside between the settlements of Feckenham and Astwood Bank. The site is located within the countryside but it does not adjoin built-up areas associated with these settlements. Therefore, the development would not increase the sprawl of these areas as it is both separated by areas of open green space and is not a form of development which would comprise an extension to an urban/built up area.

Overall, the presence of the existing substation and a potential energy storage facility in the parcel would provide a physical barrier to any residential expansion. It is not necessary for the substation and surrounding land to be in the Green Belt to achieve this, nor is it appropriate given that the existing substation erodes the openness in this location.

To prevent neighbouring towns from merging into one another

The South Worcestershire Green Belt Assessment (2018) (SWGBA)¹⁴ indicates that the Green Belt segment (E1) in which the Site is located only makes a low contribution to preventing neighbouring towns from merging into one another. The Site is visually well contained and screened by existing vegetation and the Substation adjacent to the west. The development will therefore not appear to be associated with Feckenham or Astwood Bank and would not create the perception of the coalescence of these settlements. Nor it is considered that it would set a precedent for future commercial or residential development in these areas.

To assist in safeguarding the countryside from encroachment

Overall, given the scale of the existing substation and the significant area of which it occupies, it is considered that the substation has a significant urbanising influence over

¹⁴ [Green Belt Study - South Worcestershire Development Plan \(swdevelopmentplan.org\)](http://swdevelopmentplan.org)

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the countryside characteristic of the parcel and thus significantly compromises the site's contribution to assisting the safeguarding of the countryside from encroachment.

The Landscape Visual Assessment at Appendix 1a indicates that due to the retention of existing vegetation and new woodland and hedgerow planting, views of the development from the surrounding area will be very limited and will be seen in the context of the existing substation and overhead power lines. Overall, the proposed development in the context of the existing substation with significant woodland screening, will not result in an impermeable encroachment into the countryside.

To preserve the setting and special character of historic towns

The SWGBA indicates that Green Belt segment E1 makes a limited contribution to preserving the setting and character of historic towns.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

It is considered that the proposed development of a battery facility, which is not necessarily considered to be an urban use, will have no impact on the parcel's contribution to assisting urban regeneration by encouraging the recycling of derelict and other urban land.

There are no alternative sites on derelict or urban land where this development could be located. The development will not have any impact on the functioning of the Green Belt to direct future development of other types towards derelict and urban land.

Very Special Circumstances

The proposal has been identified as representing inappropriate development in the Green Belt by definition. Further harm has been identified as a result of the limited impact on openness of the development and harm to the landscape and visual character of the area. The development can therefore only be approved in very special circumstances. The following very special circumstances have been put forward:

Decarbonisation, Net Zero and the Climate Emergency

While the development will not generate energy, it will increase the energy efficiency of the grid and reduce carbon emissions in the energy sector. It will enable the grid to support a greater proportion of renewable energy and will store energy from intermittent sources such as solar and wind energy, so that it can be used efficiently when required.

The main function of the development, for grid stabilisation to reduce the need for coal and gas-fired turbines to maintain inertia on the grid. In combination with other similar developments at strategic locations on the grid, this will facilitate the permanent closure of fossil fuel power stations as they will no longer be required to stabilise the grid.

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The development will therefore support the National Grid's target to operate the electricity system with zero carbon grid by 2025. As such, the environmental and decarbonisation benefits of the development are comparable to that of a new wind or solar farm, except with a smaller spatial footprint than a new solar farm and lower level of visual impact than a wind farm.

The contribution of the development to the decarbonisation of the grid should be afforded significant weight in light of the Climate Emergency declared by Redditch Borough Council in 2019, the UK's commitment to achieving net zero greenhouse gas emissions by 2050 and the Government's commitment to provide a flexible grid as set out in the Energy White Paper.

The development comprises infrastructure which is essential for the storage and supply of renewable energy to the National Grid, and as such, the environmental benefits contribute to very special circumstances.

Suitability of Location

In order to be operationally viable, the Development must be located within 1 km of the grid connection point at the existing Substation, which itself is situated on Green Belt land.

The National Grid has identified the need for grid stabilisation infrastructure in the West Midlands and an assessment of grid connection points in the region has confirmed that Feckenham National Grid Substation is the most suitable location for this type of infrastructure.

The assessment of alternative sites outside of the Green Belt indicates that all potential sites within 1 km of the grid connection are subject to significant environmental and planning constraints such as existing residential development, a local wildlife site and Grade II* listed Shurnock Court.

The site itself is not subject to any significant environmental constraints and is well contained visually by existing hedges and trees. It is therefore a far more appropriate location for the Development than the non-Green Belt sites considered, the development of which would have resulted in unacceptable impacts in terms of environment and amenity.

Biodiversity Gain

The development will incorporate significant improvements to wildlife habitats within and adjacent to the Site. A substantial area of intensively grazed grassland will be converted to high value habitats including mixed broadleaved deciduous woodland and scrub, a wildlife pond and a sustainable drainage pond which will be suitable for great crested newts. The Development will also retain and protect the existing hedgerows, (except for a

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small section removed to create access) trees and ponds at the Site. The landscape and biodiversity enhancements will deliver a considerable biodiversity net gain of over 40% over the baseline scenario and should therefore be accorded substantial weight in the planning balance.

Conclusion on Green Belt Matters

In conclusion, it is not considered that that the proposed development would conflict with the five purposes of the Green Belt; namely the sprawl of built up areas or the merging of neighbouring towns. Set within the context of the existing substation, associated infrastructure and it would not lead to encroachment of the countryside.

Whilst there would be some effects on openness in both spatial and visual terms, these are very limited in terms of the surrounding context, the low scale of development, and proposed additional planting.

Very special circumstances relating to the locational need; innovative nature of the technology proposed; and the sustainability and energy resilience benefits of the proposal in helping contribute to the national target of decarbonisation by balancing the supply and demand of the electricity network have been put forward. Support has also been found in paragraph nos. 8 and 152 of the NPPF for the scheme as well as policies in Local Plan in view of both National and local planning policy to address climate change and the Council's own commitment to this though its declaration of a Climate Emergency, greater weight should be afforded to this.

Any harm, moderate or otherwise, to the Green Belt attracts substantial weight. The 'very special circumstances' required to approve 'inappropriate' development in the Green Belt will not exist unless the potential harm to the Green Belt, by reason of inappropriateness and any other harm resulting from the proposal, is clearly outweighed by other considerations.

It is a finely balanced decision, but it is considered that the applicant has demonstrated that very special circumstances exist which justify this proposal in the Green Belt. On balance, it is concluded that the environmental, economic and social benefits that will be delivered as a result of this proposal are sufficient to outweigh any impact caused by inappropriate development in the Green Belt.

Loss of Agricultural Land

Paragraph 174(b) of the NPPF as amplified by Footnote 53 of the NPPF states - "Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality."

The application site has a provisional agricultural land classification (ALC) grade of 4 of 5 (poor quality agricultural land with severe limitations which significantly restrict the range

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and level of yield of crops)¹⁵ and has no known history of crop cultivation. ALC Grades 1, 2 and subgrade 3a are considered within the 'best and most versatile' land category in the planning system. The proposed layout has been designed to minimise land take and built development is restricted to one well-defined field. The loss of such land constitutes a slight dis-benefit of the proposal but not one which would justify refusal. The proposed development complies with NPPF Paragraph 170 with regard to preserving best and most versatile agricultural land and Local Plan Policy 5 in terms of making efficient use of land.

Design

Policy 39 states development in the Borough should contribute positively to the local character of the area, responding to and integrating with distinctive features in the surrounding environment, particularly if located within a historic setting. All development proposals should:

- Seek to optimise the potential of the site to accommodate sustainable development through making the most efficient use of the space available
- Be resilient to the effects of climate change, whilst also protecting and enhancing local distinctive and historic features to improve the character and quality of the local environment
- Incorporate features of the natural environment including infrastructure

Policy 40 deals with good design. It states that good design should contribute positively to making the Borough a better place to live, work and visit. All development should be of a high-quality design that reflects or compliments the local surroundings and materials.

The design of the proposed buildings is of a standard appearance which is designed with functionality in mind. The size and scale of the site is not higher than the neighbouring substation, as discussed in the landscape and visual impact section of the committee report and would not be visually intrusive or detrimentally harmful to the area's character.

The proposed layout has been influenced by the operational requirement for the energy blocks and associated equipment and the site characteristics. The main components include the battery units, inverters, transformers, switchgear containers, spares container, auxiliary transformer, CCTV, security fencing and access and turning area.

In this particular context it is considered that the proposal responds to the requirements of the policies outlined above.

It is also worth stating that a variety of energy infrastructure is in rural and Green Belt areas. Power Stations, overhead electricity lines and their pylons, substations and above ground installations associated with pipelines are situated in these locations where necessary to deliver, reliable, secure energy supplies to the country.

¹⁵ [Provisional Agricultural Land Classification \(ALC\) - data.gov.uk](https://data.gov.uk)

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Heritage Assets

The application site is near the Grade II* Shurnock Court (NHLE ref 1099994), Grade II 1 Water Pumps (NHLE ref 100063) which is adjacent to the Grade II Mutton Hall (NHLE ref 1157335). In accordance with section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (LBCA), special regard has been paid to the desirability of preserving listed structures or their settings or any features of special architectural or historic interest which they may possess.

Policy 36 Historic Environment is relevant in that it sets out that designated heritage assets will be given the highest level of protection and should be conserved and enhanced. Non-designated heritage assets will also need to be conserved and enhanced in a manner appropriate to their significance. Applications for development affecting any heritage assets or its setting must be accompanied by a heritage statement.

Paragraph 199 of the NPPF states that: "When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance."

Paragraph 202 of the NPPF states that: "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal". Paragraph 206 of the NPPF outlines that Local planning authorities should look for opportunities for new development within.... the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Following review of the submitted Heritage assessment (Cultural Heritage Report) it is concluded that no harm to the significance of any other designated or non-designated heritage assets, either directly or through changes to their setting, is anticipated because of the proposed development.

Objectors have commented on the impact on the Feckenham Conservation Area and related settlement. The Zone of Theoretical Visibility (ZTV) submitted as part of the Landscape Visual Impact indicates that there will not be any intervisibility with Feckenham and therefore there is no potential indirect effects upon the Conversation area.

It is considered that the proposed development would not conflict with the relevant legislation cited above and would accord with the requirements of the development plan in respect of Policy 36 of the BORLP4. Any residual adverse impacts upon the setting of these heritage assets could be mitigated by planning conditions with respect to landscaping.

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Flood Risk and Drainage

Policy 17 deals with flood risk. It states, amongst other things, that all developments should fall within Flood Zone 1 and where a site falls outside this categorisation a comprehensive flood risk assessment will be required. Development should incorporate water efficiency measures and appropriate sustainable drainage techniques.

The proposed development site is situated in the catchment of the Brandon Brook. The site falls within Flood Zone 1 and it is not considered that there is any significant fluvial flood risk to the site. Risk to the site from surface water flooding is indicated as low based on the EA's flood mapping. There is some pooling around the existing pond, which is proposed to be retained.

North Worcestershire Water Management have reviewed the Drainage Impact Assessment. They conclude that the proposed outline drainage layout is generally acceptable: the proposed SuDS and habitat ponds are welcome. However, a full construction drainage plan will need to be provided to and approved by the LPA.

The proposal is therefore considered acceptable in relation to Policy 17 which seeks to ensure that adequate drainage provision is provided on site, subject to a condition surface water drainage condition.

Highways and Highway Impact during Construction Phase

The development itself when operational would have little daily impact on the local highway network. Visits to the site are likely to be infrequent for maintenance works predominantly. The sites import and export functions can be managed remotely. The traffic and trips generated with the operational phase of the development would not have a severe impact on highway safety. The proposed is considered acceptable subject to planning conditions.

Construction Programme

Construction is expected to take up to 18 months with peak periods expected in months 1-3 and 8-9. During the peak period of construction, approximately 58 two-way HGV vehicle movements per day are expected to occur, with additional car or van movements expected from staff. Up to 20 staff are expected on site during the peak phase of construction, which would result in an additional 40 two-way car or LGV movements per day, although staff will be encouraged to car share so this figure is likely to be considerably reduced. Therefore, a maximum of 98 two-way vehicle movements per day can be expected during the peak phase of construction.

During the other phases of construction, the intensity of vehicle deliveries and the number of staff present on site will be much less than stated above. The above vehicle estimates therefore, represents a worst-case scenario.

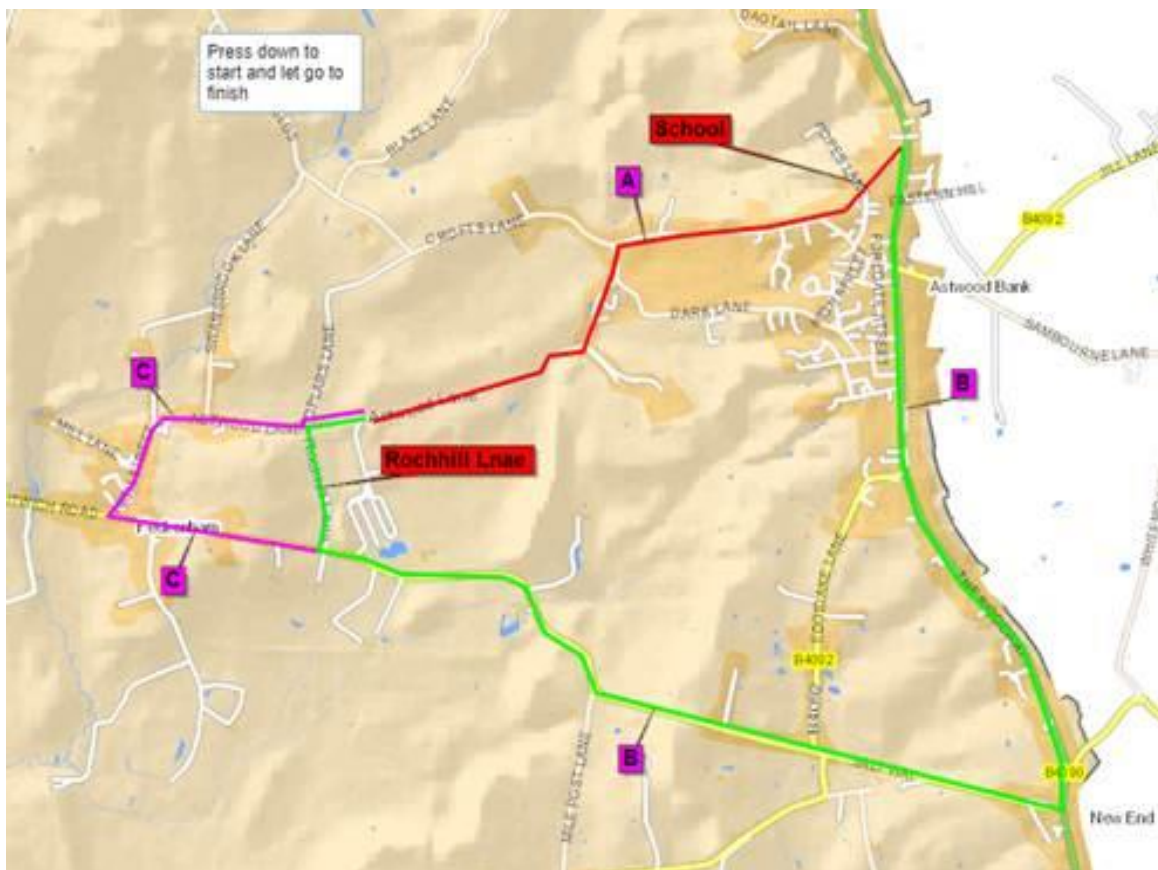
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In addition to the above vehicle movements a small number of Abnormal Load Vehicles (ALV) deliveries will be required during the construction phase (8-12 abnormal loads in total depending on the final contractor). All ALVs will be transported by escort vehicles and temporary road closures would be in place during ALV movements.

The routing of these vehicles has been discussed in length between County Highways and the applicant and. As originally considered County Highways had no objection to the use of Feckenham village. However, following a site visit and further consideration of High Street, Church Road these roads are not considered to be appropriate for HGVs and Abnormal Load Vehicles (ALVs) deliveries due to the parked cars, traveling through residential areas, school and the narrowness of the roads in places. County Highways also noted that alternative routes considered travelling via Edgioake Lane to the Saltway, this proposed route is deemed to be unacceptable since vehicles turning right here would cause congestion due to the width of the road at this location and would also require the HGV's to travel through an urban environment.

County Highways preference is for the HGV's to travel via the A441 The Ridgeway/Saltway junction to Rock Hill Lane, as shown on the green route (B) on the plan below. This has now been agreed by the applicant.

Routing Plan by County Highways



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Rockhill Lane will require upgrades and post development remedial works as the developer has stated within the Technical Note in order to make it suitable for HGVs. The developer would be required to enter into an agreement with the Council to agree on the scope of works required and all cost would be borne by the developer.

A further assessment of Rockhill would be required, it is recommended a joint site visit with the developer would be required to assess the current condition and to agree and works required in order to make it suitable for HGVs.

In terms of Abnormal Load Vehicles, the applicant has confirmed that 8-12 abnormal loads in total would be required for the development. Following discussion with the Worcestershire Abnormal Loads teams, in this instance the grey route indicated below on the attached plan which involves Church Rd and Astwood Lane would be acceptable.

All ALVs will be transported by escort vehicles and temporary road closures would be in place during ALV movements. An Abnormal Load Route Assessment will be undertaken for the anticipated ALV prior to delivery. ALVs are required to approach the site from the east via the ALV route due to constraints on the General Traffic Route.

A detailed pre commencement Construction Environmental Management Plan condition is proposed by the Highways Authority. On this basis along with the other proposed conditions, County Highways have no objection.

NPPF paragraph 111 sets out 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 would be severe. According severe its ordinary meaning of 'very great', that is a strict test. Nevertheless, NPPF paragraph 110 sets out that planning should ensure that safe and suitable access can be achieved, and that any significant impacts arising from development in respect of capacity and congestion can be mitigated to an effective degree. Consequently, it is appropriate to take account of the effects of development on the safe and efficient operation of the highway network as part of the overall planning balance as to the acceptability of a proposal, even if they would not be severe.

Given the nature of the nature of the highway network as set out above, a maximum of 98 two-way vehicle movements per day during the peak phase of construction total of at least 16 weeks would not be insignificant. Even with mitigation measures in place, based on this the proposal would have an adverse effect on the safe and efficient operation of the highway network in conflict with the relevant provisions the NPPF paragraph 110. Nevertheless, subject to the mitigation measures set out above, as disruption during construction would be temporary and relative to existing levels of traffic, such effects cannot reasonably be described as severe.

It is noted that many objectors are concerned with a range of highways issues. However, based upon the response from County Highways there are no justifiable grounds on which an objection could be maintained on highway grounds.

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Therefore, it is considered that the proposed development would deliver sustainable development in accordance with the requirements of Policy 46, and Policies 19, 20 and 22.

Landscape

The impact on the openness of the area and its character, amenity and distinctiveness has already been set out. The site is not subject to any special landscape designation. A Landscape and Visual Appraisal (LVA) has been carried out by Arcus. The LVA has assessed landscape character and visual amenity and the resulting landscape and visual effects of the proposed development on the receiving landscape and visual resource.

The LVA indicates that the site is of medium landscape sensitivity due to the absence of landscape designations, degraded boundary features together with the presence of landscape detractors such as the Substation, power lines and larger scale modern farm and business park buildings. The LVA indicates that the site could absorb the Development due to its location immediately adjacent to the Substation as it would be viewed as a continuation of similar infrastructure and not as a prominent standalone development.

Regarding landscape effects on the Green Belt, the development would be contained to a small geographical area and would retain all field margin trees and hedgerows (with the exception of 22 m of hedgerow at the site access point which would be replaced by 35 m of proposed native hedgerow). The development would be seen in the context of a large existing substation which covers an area over four times the size of the Development.

Given the scale and height of the development when compared to the adjacent Feckenham substation, and with the proposed mitigation measures, it is considered that the receiving landscape has the capacity to accommodate the Development without adverse effects on the openness of the Green Belt. The siting of the Development immediately adjacent to the existing substation would be perceived as a contiguous extension to the power infrastructure and would be confined within the current field boundaries which would be maintained and enhanced by mitigation planting.

In terms of visual effects, views of the Development from the surrounding areas would be predominantly from groups of residential properties to the east of the Site on elevated ground on the outskirts of Astwood Bank. However, these views would be barely discernible due to intervening vegetation and farm buildings.

A Landscape and Biodiversity Mitigation Plan has been produced to provide woodland and hedgerow planting and other habitats around the northern, eastern areas within the site boundary. This is to screen and assimilate the Development into the landscape and provide biodiversity and green infrastructure benefits.

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The existing Feckenham substation visibility would also be reduced through woodland planting. The development whilst potentially resulting in short term combined cumulative effects would be in close proximity to the similar infrastructure of the substation, with time it would be contained and partially screened by the proposed mitigation planting and existing hedgerow boundaries.

WCC Landscaping Adviser has reviewed the Landscape and Visual Appraisal, they conclude that this application is satisfactory, subject to the implementation of the Landscape and Biodiversity Mitigation Plan.

It is recognised that any mitigation planting would take time to mature and reduce the visibility of the development. However, the development is considered to be in line with Policy 11 and 16 of the Borough of Redditch Local Plan. The proposed development would result in high quality design that would comply with Policies 39, 40 and the Worcester landscape and biodiversity guidelines and published landscape character assessment.

Ecology and Biodiversity

In line with Policy 46, appropriate mitigation measures must be implemented to ensure protection of the natural environment, with benefits from development to biodiversity captured.

A Preliminary Ecological Appraisal (PEA) has been undertaken. The PEA incorporates the results of a Phase 1 Habitat Survey, Ornithological Walkover, Great Crested Newt Habitat Survey, Badger Survey and Bat Roost Assessment. Surveys for great crested newts ('GCN') and reptiles have also been undertaken and standalone Ecological Impact Assessments for GCN and reptiles are submitted with this application

No statutory or non-statutory designated sites occur within the site boundary. In terms of statutory designations, Wylde Moor SSSI is located 1.1 km to the southwest of the site. No European/International statutory designated sites are located within 5 km. There are 7 non-statutory sites within 2 km of the site, the closest of which is Shurnock Meadows Local Wildlife Site, 500m to the south of the site.

Natural England have no objection to the proposal and Red Kite have raised no objection to the scheme, subject to the imposition of suitable conditions relating to the ecological mitigation and enhancement.

Subject to implementation of appropriate mitigation measures, the proposed development would comply with Policy 46 of BORLP4 11, 16.

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Ground Conditions

WRS have reviewed the planning application site for potential contaminated land issues of which none have been identified. Therefore, WRS have no adverse comments to make with regards to contaminated land.

Residential Amenity

Development should not be permitted that has a prejudicial impact on residential amenity. The proposed development is some distance from the nearest residential properties. It is not considered that the operation of the site would have a notable impact on residential amenity. The impact of construction would be limited through an appropriate construction management plan.

In terms of environmental effect, the proposal is for battery storage. It would not result in any emissions from the site. This includes odour and fumes. Furthermore, the development would not be overly noisy although there would be some noise from the equipment the impacts would not be widespread or significant.

The role of battery storage in the move to a low-carbon economy is noted. The exploitation of precious metals is an adverse impact from the production of batteries, and recycling of spent batteries is a growing industry. However, these are not specific planning matters to which weight should be applied in decision taking.

Overall, it is not considered that the proposal would have a significant adverse impact on residential amenity or the environment and no objection is raised in this regard.

Public Safety

An issue that has been raised through the public consultation responses is concerns over public safety, particularly from fire.

A fire safety report has been submitted to provide further information on this issue.

The facility would use rechargeable lithium ion-based batteries as these are the most suited to this type of storage. In the UK, according to Department for Business, Energy & Industrial Strategy and Ofgem, 1GW of lithium-ion battery storage that has been built since 2017¹⁶. The use of lithium-ion in rechargeable batteries is well established in the UK. Battery fires are a rare occurrence due to the multiple levels of prevention, protection and mitigation measures that go into their design, manufacture, distribution and operation.

The Fire Safety document outlines that the Statkraft project team will develop the following safety documents during the design phase to ensure fire safety risks are

¹⁶ [Transitioning to a net zero energy system: Smart Systems and Flexibility Plan 2021 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/864247/Transitioning_to_a_net_zero_energy_system_Smart_Systems_and_Flexibility_Plan_2021.pdf)

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considered and mitigated as best as reasonably practicable. The following documents capture the safety requirements of a Greener Grid Park.

1. Fire Strategy Report
2. Fire Risk Assessment
3. Evacuation strategy
4. Fire Safety Drawings
5. A Fire Safety Manual is produced containing design information and operational records.

It is considered this could be conditioned as part of any planning approval.

In addition, it will provide a full description of the fire safety design, in regard to the management of the buildings, housekeeping and other functions. Thus, providing a continuously updated record of all aspects of the buildings and the buildings users that affect its fire safety. As well as specific site measures for the Green Grid Park.

It is also worth noting that while public safety is a material planning consideration, planning legislation would only form the primary statute where there was no other specific legislation to address the particular issue. For example, in the construction of a dwelling, fire risk is managed through the building control process. A similar situation applies here; the facility is an industrial process and would be subject to the regulations specific to the operation of this form of plant.

Therefore, officers are satisfied that public safety is adequately addressed and that the proposed development would not present an unacceptable risk to nearby residents or property.

Planning Balance and Conclusion

The proposed development comprises essential electrical infrastructure to support the functioning and stability of the National Grid in the West Midlands. It will support the aims of the meeting the UK's Net Zero carbon emissions commitments and the Climate Emergency.

The applicant has shown that the West Midlands region has been specifically identified by National Grid as requiring more stability on the network. This development proposal has significant potential to help deliver further sustainable development opportunities and carbon & emission reductions in the local area

As well as the reasoning regarding the location of the development adjacent to the Feckenham substation. The applicant has used a multidisciplinary approach to designing the proposed layout to avoid negative impacts on the surrounding environment or on residential amenity. The development has been designed to mitigate any potential effects in terms of landscape, ecology, and residential amenity.

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The impacts on the local landscape character and the Green Belt, and the impacts on ecology are found to be minimal. Very special circumstances have been demonstrated to account for the siting of the proposal in a Green Belt location. Impacts on the Green Belt have been demonstrated to be relatively negligible and are otherwise outweighed by the benefits of the proposal.

Landscape enhancements including a habitat management area with native species mixed broadleaved woodland and two new ponds are proposed, which will result in a significant increase in biodiversity in and around the site and ensure that the Development is well integrated into the wider landscape.

In conclusion, the proposed development is in accordance with adopted local plan policies and is strongly supported by Government Policy, which encourages sustainable development which assists in the transition towards a low carbon future.

RECOMMENDATION:

That having regard to the development plan and to all other material considerations, planning permission be GRANTED subject to the following conditions:

Conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the grant of this permission.

Reason: In accordance with the requirements of Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be carried out in accordance with the following plans and drawings:

Site Location Plan	Planning Drawing 1 – 3419-REP-023
Constraints Plan	Planning Drawing 2 – 3419-REP-026
Site Layout Plan	Planning Drawing 3 - 3419-DR-P-0001, Rev 16
Landscape and Biodiversity Mitigation Plan	Planning Drawing 4 - 3419-DR-LAN-101, Rev B
Indicative Battery Container/Welfare Facility	Planning Drawing 5 - 3419-DR-P-0005
Indicative Inverter Cabinet	Planning Drawing 6 - 3419-DR-P-0006
Indicative Transformer & HV Compound	Planning Drawing 7 - 3419-DR-P-0007
Indicative Cooler	Planning Drawing 8 - 3419-DR-P-

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Indicative Energy Management Building	0008 Planning Drawing 9 - 3419-DR-P-0009
Indicative Palisade Fence Detail	Planning Drawing 10 - 3419-DR-P-0010
Indicative Palisade Gate Detail	Planning Drawing 11 - 3419-DR-P011, Rev 1
Indicative Diesel Generator	Planning Drawing 12 - 3419-DR-P-0012
Indicative Communications Room	Planning Drawing 13 - 3419-DR-P-0013
Indicative Security Column	Planning Drawing 14 - 3419-DR-P-0014
Indicative LV Switch House	Planning Drawing 15 - 3419-DR-P-0015
Access Junction Visibility Assessment	Planning Drawing 16 - 3419-DR-P0004, Rev 1

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

3. Prior to installation the structures, including battery containers, storage and utility containers, generators and transformers, and fencing shall be finished in a colour to be agreed in writing by the Local Planning Authority. The structures and fencing shall be retained and maintained in the agreed finish for the lifetime of the development.

Reason: In the interests of visual amenity.

4. No development shall take place until an assessment on the potential for noise from the development affecting residential or commercial properties in the area has been submitted to and been approved in writing by the Local Planning Authority.

If the assessment indicates that noise from the development is likely to affect neighbouring affecting residential or commercial properties then a detailed scheme of noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

The noise mitigation measures shall be designed so that nuisance will not be caused to the occupiers of neighbouring noise sensitive premises by noise from the development. The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS 4142:2014+A1:2019.

The approved scheme shall be implemented prior to the commencement of the use and be permanently maintained thereafter.

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Reason: In order that noise levels may be agreed prior to the commencement of works on site which may require changes to the design and to safeguard the amenities of nearby occupiers.

5. Prior to the commencement of any works on site including any site clearance, demolition, excavations or import of machinery or materials, the trees or hedgerows which are shown as retained on the approved plans both on or adjacent to the application site shall be protected with fencing around the root protection areas. This fencing shall be constructed in accordance with the guidance in the British Standard BS5837:2012 and shall remain as erected until the development has been completed.

Reason: In order to protect the trees which form an important part of the amenity of the site.

6. No works of any kind shall be permitted within or through the Root Protection Areas of trees or hedges on and adjacent to the application site without the prior specific written permission of the Local Planning Authority. This specifically includes any works such as changes in ground levels, installation of equipment or utility services, the passage or use of machinery, the storage, burning or disposal of materials or waste or the washing out of concrete mixing plants or fuel tanks.

Reason: In order to protect the trees which form an important part of the amenity of the site

7. Any excavations within the root protection areas must be carried out by hand and in accordance with BS5837:2012.

Reason: In order to protect the trees which form an important part of the amenity of the site.

8. All retained trees and their Root Protection Areas must be protected during clearance and construction phase in accordance with BS5837:2012, using suitable protective fencing and/or ground protection as appropriate. No storage of plant/materials within the Root Protection Areas of any retained trees.

Reason: In order to protect the trees which form an important part of the amenity of the site.

9. The development hereby approved shall not be occupied until the proposed access gates have been set back a minimum 10 metres from the adjoining carriageway edge and made to open inwards only.

Reason: In the interests of highway safety.

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10. 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

11. The development hereby approved shall not be brought into use until the access, parking and turning facilities have been provided as shown on drawing 3419-DR-P-0004 Rev 1 and 3419-DR-P-0001 Rev 16.

Reason: To ensure conformity with submitted details.

12. The Development hereby approved shall not commence until the visibility splays shown on drawing 3419-DR-P-0004 Rev 1 have been provided. The splays shall at all times be maintained free of level obstruction exceeding a height of 0.6m above adjacent carriageway.

Reason: In the interests of highway safety.

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

- a. Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway;
- b. Details of site operative parking areas, material storage areas and the location of site operatives facilities (offices, toilets etc);
- c. The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring.
- d. Details of any temporary construction accesses and their reinstatement.
- e. A highway condition survey, timescale for re-inspections, and details of any reinstatement.
- f. Details of the proposed route for the Abnormal Loads and HGV's
- g. Details of any temporary improvements to the highway

The measures set out in the approved Plan shall be carried out and complied with in full during the construction of the development hereby approved. Site operatives' parking, material storage and the positioning of operatives' facilities shall only take place on the site in locations approved by in writing by the local planning authority.

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

14. The Development hereby approved shall not commence until a condition survey of the highways to be used by construction traffic has been carried out in association with the Highways Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and Highways Authority and shall assess the existing state of the highway.

No building or use hereby permitted shall be occupied or the use commenced until a second condition survey has been submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.

Reason: To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.

15. Prior to the installation of any lighting within the site, a detailed lighting scheme including lighting levels at the boundary of the site shall be submitted to and approved in writing by the Local Planning Authority. Any lighting shall be carried out in accordance with the approved details.

Reason: The plans do not currently show any lighting to serve the development and without details it is unclear whether the visual qualities of the area will be affected as a result of their levels, number and position.

16. No development shall take place until a programme of archaeological work including a Written Scheme of Investigation(s), has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording.
- b. The programme for post investigation assessment.
- c. Provision to be made for analysis of the site investigation and recording.
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e. Provision to be made for archive deposition of the analysis and records of the site investigation
- f) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason: In accordance with the requirements of paragraph 199 of the National Planning Policy Framework.

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17. The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme(s) of Investigation approved under condition (16) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: In accordance with the requirements of paragraph 199 of the National Planning Policy Framework.

18. No works or development shall take place above foundation level until complete details for scheme for surface water drainage have been submitted to, and approved in writing by the Local Planning Authority.

This should include, but is not limited to:

A detailed drainage layout showing all proposed private foul and surface water connections and SuDS features. This should show the proposed discharge rate for the 100 year AEP + CC.

Details of any existing site drainage features and evidence these have been allowed for and where appropriate connected to the proposed site drainage
Calculations in an electronic format.

A plan showing the exceedance flows from any flooded volumes on the site.

The approved scheme shall be fully implemented prior to the first use of the development hereby approved.

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

19. Notwithstanding the submitted details, prior to above ground works a Landscape and Ecological Management Plan (LEcMP) shall be submitted to, and be approved in writing by, the local planning authority. The content of the LEcMP shall include, but not limited to the following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management including those in relation to dormice and bats.
- d) Appropriate management options for achieving aims and objectives including appropriate enhancement measures.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a 10-year period).
- g) Details of the body or organisation responsible for implementation of the plan.

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- h) Legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer.
Ongoing monitoring and remedial measures.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEcMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: To safeguard the visual amenities of the area and to increase the biodiversity of the site, to mitigate any impact from the development.

20. Notwithstanding the submitted details, prior to above ground works a scheme for biodiversity enhancement, such as incorporation of permanent bat roosting feature(s) and or nesting opportunities for birds, shall be submitted to and agreed in writing with the Local Planning Authority. The approved details thereafter shall be implemented, retained and maintained for their designed purpose in accordance with the approved scheme. The scheme shall include, but not limited to, the following details:

- a. Description, design or specification of the type of feature(s) or measure(s) to be undertaken.
- b. Materials and construction to ensure long lifespan of the feature/measure
- c. A drawing(s) showing the location and where appropriate the elevation of the features or measures to be installed or undertaken.
- d. When the features or measures will be installed and made available.

Reason: To increase the biodiversity of the site, to mitigate any impact from the development.

21. Notwithstanding the details outlined in the submitted Fire Safety document, prior to the commencement of development a site-specific Fire Statement shall be submitted to and approved by the Local Planning Authority. The development must be carried out in accordance with the provisions of the approved Fire Statement unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the development incorporates the necessary fire safety measures.

Procedural matters

This application is reported to Planning Committee for determination because the application is for major development (more than 1000 sq metres of new commercial / Industrial floorspace), and as such the application falls outside the scheme of delegation to Officers.

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15th September 2021

Planning Application 21/01170/OUT

Outline application (all matters reserved for subsequent consideration) for the erection of 1 No. 2 Bed bungalow

Land adjacent to 46 Badger Close, Winyates West, Redditch, B98 0JE

Applicant: Redditch Borough Council
Ward: Winyates Ward

(see additional papers for site plan)

The case officer of this application is Steven Edden, Principal Planning Officer (DM), who can be contacted on Tel: 01527 548474 Email: steve.edden@bromsgroveandredditch.gov.uk for more information.

Site Description

The application site is located on land within Badger Close, an existing development constructed in the early 1980s.

The site comprises a grassed area containing 4 trees together with a Silver Birch and Field Maple within a grassed verge. The site is 0.03 hectares in area and fronts an adopted cul-de-sac. To the rear (west) of the site is an area of trees and scrub, beyond which lies Battens Drive. To the north of the site lie numbers 46 to 50 Badger Close which are bungalows. To the south of the site lie 43a, 44 and 45 Badger Close. No's 41 to 45 Badger Close are two storey houses with access via Badger Close (to the north).

The site is Incidental Open Space as designated on the Borough of Redditch Local Plan No.4 Policies Map.

Proposal Description

This is an outline application for residential development comprising 1, two bedroomed bungalow with all matters reserved for future consideration (access, layout, scale, appearance and landscaping).

Although the matter of access is not for consideration at this stage, an indicative plan has been submitted showing vehicular access off Badger Close to the east where three car parking spaces could be created.

A Stopping Up Order, which has been informally agreed with Worcestershire County Council Highways would be required if planning permission were to be granted for the proposed development.

Trees present on the site would need to be removed to facilitate the development, (5 in total), with the exception of a Field Maple which would remain.

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Relevant Policies :

Borough of Redditch Local Plan No. 4

Policy 1: Presumption in Favour of Sustainable Development

Policy 5: Effective and Efficient use of Land

Policy 11: Green Infrastructure

Policy 14: Protection of Incidental Open Space

Policy 15: Climate Change

Policy 16: Natural Environment

Policy 17: Flood Risk Management

Policy 39: Built Environment

Policy 40: High Quality Design and Safer Communities

Others

NPPF National Planning Policy Framework (2021)

Redditch High Quality Design SPD

Relevant Planning History

None

Consultations

WCC Highways

I have no highway objections to the proposed outline application. The site is located in a residential and sustainable location off an unclassified close. The site does not benefit from an existing vehicular access. Badger Close benefits from footpaths and street lighting and no parking restrictions are in force in the vicinity. The site is located within walking distance of amenities and bus stop. No speed surveys would be required for the proposed vehicular access in this instance due to the site location being at the end of a close. Any future detailed application should reference the WCC Streetscape Design Guide with regards to layout and parking requirements.

North Worcestershire Water Management

The proposed development site is situated in the catchment of Blacksoils Brook. The site falls within flood zone 1 and it is not considered that there is any significant fluvial flood risk to the site. Risk to the site from surface water flooding is indicated as low based on the EA's flood mapping. Correctly designed drainage will mitigate any flood risk from surface water on the site. Based on the available information there is no reason to withhold approval of this application on flood risk grounds and I do not deem it necessary to recommend attaching a drainage condition.

Arboricultural Officer

I have no objection to the loss of the four trees on the grass area and the Silver Birch on the entrance to the proposed new dwelling. The retained tree (Field Maple) as shown on the plan will need some remedial work i.e. Crown lifting to allow access for vehicles which should be carried out in accordance with BS3998 tree work guidelines.

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I measured the Root Protection Area (RPA) of this tree which has a 5.76m radius. The proposed access road to the property would heavily encroach into the RPA of this tree so I would request that the access road is built on a suitable grade of Cellular Ground Support Material, within any section of the access road that incurs into the root protection area. The tree should have protective fencing to the edge of the RPA throughout all stages of construction.

Worcestershire Regulatory Services - Contaminated Land

No objection subject to the imposition of a gas protection measures condition

Public Consultation Response

13 representations have been received raising objections which are summarised as follows:

- This green space should not be built on. It is a haven for wildlife and a valuable amenity in the area
- The development would result in a loss of outlook from existing habitable rooms
- Privacy would be compromised
- Air pollution concerns
- The development is unlikely to be in-keeping with existing dwellings in the Close
- Concerns regarding parking and turning facilities on site
- Objection to the loss of trees at a time when more should be planted
- Construction traffic and noise disturbance would harm the amenities of the area
- Increased traffic in an already congested close would result in highway safety issues

Other matters which are not material planning considerations have been raised but are not reported here as they cannot be considered in the determination of this application.

Procedural matters

This is an outline application with all matters reserved, and as such only the principle of development can be considered at this stage. However, if there are reasons why the development could not be designed to be appropriate to the site, these can be raised as concerns at this stage.

The application plans include an indicative layout, however this is for illustrative purposes only to demonstrate how the site **could** be developed to accommodate a dwelling and not how the site **would** be developed.

Assessment of Proposal

The key issue for consideration in this case is the principle of the development as all other matters are reserved for future consideration.

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Principle of development

The site is designated as Incidental Open Space in the Borough of Redditch Local Plan No.4 (BORLP4). As such, Policy 14 applies.

Policy 14 is a criteria based policy and at 14.2 states that Incidental Open Space will be protected from development unless:

- i. the need for the development is considered to outweigh the need to protect the incidental open space;*
- ii. it can be demonstrated that the site does not make an important contribution to the Green Infrastructure Network and has no particular local amenity or wildlife conservation value;*
- iii. the site does not have a strategic function separating clearly defined developed areas or acting as a buffer between different land uses;*
- iv. it can be demonstrated that there is alternative provision of equivalent or greater community benefit provided in the area at an appropriate and accessible locality; and*
- v. the incidental open space does not play an important role in the character of the area*

i. Does the need for the development outweigh the need to protect the incidental open space?

Currently, the Council cannot demonstrate a 5 year supply of housing land within the Borough. Paragraph 11 of the National Planning Policy Framework (NPPF) says that in such circumstances relevant policies for the supply of housing should not be considered up-to-date. The so called 'tilted balance' as advocated by the framework is engaged and the presumption in favour of sustainable development, as set out in the Framework applies. Where relevant policies are out of date, Paragraph 11 advises that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole, or specific policies in the Framework indicate development should be restricted.

Significant weight should be afforded to the fact that the scheme would contribute to the Councils housing figures where the Council cannot demonstrate a 5 year supply of housing land as required under the NPPF. Account should be taken of the opportunities the development would create for local businesses in the construction of the development.

Some environmental harm would be caused by reason of the loss of some of the trees present on the site although members will note that the Councils Tree Officer has raised no objection to their removal. One tree (Field Maple) would be retained and its health can be safeguarded by the use of an appropriately worded planning condition.

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Wider environmental harm is considered to be limited. Your officers consider that any adverse impacts arising from granting permission for the residential development of this site would NOT significantly and demonstrably outweigh the benefits of the application.

ii. Does the site make an important contribution to the Green Infrastructure Network and does it have a particular local amenity or wildlife conservation value?

The small size of the site together with the presence of trees and scrub limits the sites accessibility. The ecological value of the site is considered to be low, although it is recommended that integrated bat and bird boxes together with bee bricks are installed on the new bungalow in order to aid biodiversity (as required under the NPPF and the Local Plan). This can be achieved via planning condition.

iii. Whether the site has a strategic function separating clearly defined developed areas or whether it acts as a buffer between different land uses;

This site is not considered to have a strategic function and does not form a buffer between different land uses.

iv. Can it be demonstrated that there is alternative provision of equivalent or greater community benefit provided in the area at an appropriate and accessible locality?

Alternative open space with excellent accessibility exists at Arrow Valley Park to the west of the site beyond Battens Drive which offers far greater diversity and variety than the application site.

v. Does the incidental open space play an important role in the character of the area?

In this case, the incidental open space does not play an important role in the character of the area.

Having regard to Criteria 1 to 5 above, no objections are raised to the principle of a residential scheme on the site.

Scale, layout and appearance of development

Policy is supportive of new residential development so long as it respects the character and appearance of its surroundings and does not impinge on the residential amenities enjoyed by occupiers of existing nearby development.

Whilst scale, layout and appearance are not for specific consideration at this stage, the indicative plan does demonstrate how a single, two bedroomed bungalow could be accommodated within the site without harming the character and appearance of the area and without compromising the amenities enjoyed by occupiers of nearby dwellings. Whilst the submitted plan is only for illustrative purposes, separation distances between existing dwellings and the proposed new dwelling would comply with standards contained within the Councils High Quality Design SPD and the garden serving the new dwelling would also comply with minimum requirements.

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Trees and Ecology

Policy 16 (Natural Environment) aims to protect and, where appropriate, enhance the quality of natural resources including wildlife corridors, ancient and important trees and biodiversity.

There are no ancient or 'Veteran' trees on the site and the Council's Tree Officer has raised no objection to the application.

Paragraph 180 of the NPPF comments that opportunities to improve biodiversity in and around developments should be integrated where this can secure net gains for biodiversity. To enhance ecological biodiversity, an appropriately worded planning condition is recommended to be imposed at this outline stage.

Impact of the proposals on highway safety

The matter of access to and from the development would be considered in more detail under a future reserved matters application. Access via Badger Close in the manner proposed under the submitted Indicative Plan is considered at this stage to be acceptable.

Off-road / on site car parking spaces would be provided for the development meeting the Council's parking standards.

Residential amenity considerations

Your officers are satisfied that no loss of residential amenity would result from granting permission having regards to the density of the proposed development and separation distances that could be achieved between the proposed bungalow and existing nearby properties. Although noise disturbance during construction is an inevitable consequence of granting permission for new development, such noise and general inconvenience is temporary and not in itself a reason to refuse permission.

Other matters

Sections 100ZA (4-6) of the Town and Country Planning Act 1990 requires the applicant's written agreement to the terms of a pre-commencement condition. Written agreement to the terms of relevant recommended conditions has been sought and agreed by the applicant. Such conditions include recommended condition 11, suggested by Worcestershire Archaeology which is considered to meet the relevant tests of relevance and reasonableness as set out under Paragraph 56 of the NPPF.

Conclusion

Having regard to the requirements set out under Policy 14 above, your officers have concluded that the demonstrated need for the development outweighs the value of the land as an area of Incidental Open Space.

The proposal would amount to sustainable development and would not conflict with the Borough of Redditch Local Plan No.4 as a whole. Subject to compliance with conditions as listed in full below, a favourable recommendation can be made.

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RECOMMENDATION:

That having regard to the development plan and to all other material considerations, **OUTLINE** planning permission be **GRANTED** subject to the following conditions:

Conditions:

- 1) Details of appearance, landscaping, layout, access and scale (hereafter called 'the reserved matters') shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.

Reason:- In accordance with the requirements of Section 92 (2) of the Town and Country Planning Act 1990

- 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.

Reason:- In accordance with the requirements of Section 92 (2) of the Town and Country Planning Act 1990.

- 3) The development hereby permitted shall begin no later than two years from the date of the approval of the last of the reserved matters to be approved.

Reason:- In accordance with the requirements of Section 92 (2) of the Town and Country Planning Act 1990.

- 4) The development hereby approved shall be implemented in accordance with the following plans:

P2049.159B - SITE LOCATION PLAN - Amended 17 August 2021

Reason: To accurately define the permission for the avoidance of doubt

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

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

- 6) During the course of any site clearance and development, the hours of work for all on-site workers, contractors and sub-contractors shall be limited to between;

0800 to 1800 hours Monday to Friday

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0900 to 1200 hours Saturdays

and NO WORKING shall take place at any time on Sundays, Bank Holidays or Public Holidays or at any time outside of the above permitted working hours unless first agreed in writing by the Local Planning Authority.

Reason: In the interests of neighbour's amenity

- 7) Prior to the first occupation of the development hereby approved, a scheme for the provision of bee bricks, bat roost opportunities and bird nest boxes within the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented by suitably qualified personnel to the satisfaction of the Local Planning Authority prior to the first use of the development approved.

Reason: In the interests of biodiversity and in accordance with the provisions of National Planning Policy Framework

- 8) a) Gas protection measures complying with Characteristic Situation 2 as set out in BS8485:2015 and CIRIA C665 as a minimum requirement shall be incorporated within the foundations of the proposed structure(s). Following installation of these measures, and prior to the first occupation of the development, a verification report shall be submitted to and approved in writing by the Local Planning Authority.
Or
- b) A risk assessment shall be undertaken to establish whether the proposed development is likely to be affected by landfill or ground gas or vapours. The risk assessment shall be provided to and approved in writing by the Local Planning Authority, prior to the commencement of development. The assessment shall be carried out in accordance with current UK guidance and best practice.
- c) Where the approved risk assessment (required by condition (b) above) identifies ground gases or vapours posing unacceptable risks, no development shall commence until a detailed remediation scheme to protect the development from the effects of such ground gases or vapours has been submitted to and approved in writing by the Local Planning Authority. Following approval, the remediation scheme shall be implemented on site in complete accordance with approved details unless otherwise agreed in writing by the Local Planning Authority.
- d) Following implementation and completion of the approved remediation scheme (required by condition (c) above) and prior to the first occupation of the development, a verification report shall be submitted to and approved in writing by the Local Planning Authority to confirm completion of the remediation scheme in accordance with approved details.

Reason: To ensure that the risk to buildings and their occupants from potential landfill or ground gases are adequately addressed.

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- 9) In the event that contamination is found at any time when carrying out the approved development it must be reported immediately to the Local Planning Authority. The applicant is advised to immediately seek the advice of an independent geo-environmental consultant experienced in contaminated land risk assessment, including intrusive investigations and remediation.

No further works should be undertaken in the areas of suspected contamination, other than that work required to be carried out as part of an approved remediation scheme, unless otherwise agreed by the Local Planning Authority, until requirements 1 to 4 below have been complied with:

1. Detailed site investigation and risk assessment must be undertaken by competent persons in accordance with the Environment Agency's 'Land Contamination: Risk Management' guidance and a written report of the findings produced. The risk assessment must be designed to assess the nature and extent of suspected contamination and approved by the Local Planning Authority prior to any further development taking place.
2. Where identified as necessary, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to identified receptors must be prepared and is subject to the approval of the Local Planning Authority in advance of undertaking. The remediation scheme must ensure that the site will not qualify as Contaminated Land under Part 2A Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
3. The approved remediation scheme must be carried out in accordance with its terms prior to the re-commencement of any site works in the areas of suspected contamination, other than that work required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority.
4. Following completion of measures identified in the approved remediation scheme a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval of the Local Planning Authority prior to the occupation of any buildings on site.

Reason: To ensure that the risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecosystems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 10) The retained (Field Maple) Tree located to the south-east corner of the site shall be protected with fencing in accordance with the requirements of BS5837:2012 during the course of all on-site development works. A 'No Dig' Cellular Ground Support Material shall be used in the construction of the access road where any

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section of that access road incurs into the root protection area of the tree. Any 'crown lifting' taking place to the Field Maple shall be carried out in accordance with the requirements of BS5837:2012.

Reason: To ensure adequate protection trees in the interests of the visual amenities of the area

- 11) 1. No development shall take place until a Written Scheme of Investigation for a programme of archaeological works have been submitted to and approved by the Local Planning Authority in writing. The scheme shall include an assessment of significance and research questions and:

- a) The programme and methodology of site investigation and recording.
- b) The programme for post investigation assessment.
- c) Provision to be made for analysis of the site investigation and recording.
- d) Provision to be made for publication and dissemination of the analysis and records of the site investigation.
- e) Provision to be made for archive deposition of the analysis and records of the site investigation.
- f) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

2. The development shall not be occupied until the site investigation and post investigation has been completed in accordance with the programme set out in the Written Scheme of Investigation and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To protect any below-ground archaeological interests in accordance with the requirements of the National Planning Policy Framework

Procedural matters

This application is being reported to the Planning Committee because the applicant is Redditch Borough Council. As such the application falls outside the scheme of delegation to Officers.

PLANNING COMMITTEE

15th September 2021

Planning Application 21/01056/FUL

9no New Dwellings, built over 2 Storeys over existing roof of Unit 2

Unit 2, Millsborough House, Ipsley Street, Smallwood, Redditch, B98 7AL

Applicant: Mr D Clarke
Ward: Central Ward

(see additional papers for site plan)

The case officer of this application is Steven Edden, Principal Planning Officer (DM), who can be contacted on Tel: 01527 548474 Email: steve.edden@bromsgroveandredditch.gov.uk for more information.

Councillor Imran Altaf as Ward Member has requested that this application be considered by Planning Committee rather than be determined under delegated powers

Site Description

Millsborough House is a large, predominately commercial building bounded by Ipsley Street (to the north), Millsborough Road (to the east), Summer Street (to the south) and Lodge Road (to the west).

The site contains substantial, generally three storey brick buildings which were formerly in use by Herbert Terry & Sons Ltd when Millsborough House was built in 1912 as a spring production factory. A large central courtyard provides car parking and access to the various units. The courtyard is accessed via Millsborough Road through a vehicular and pedestrian tunnel.

Unit 2, the subject of this planning application is a steel framed, three storey building with substantial brickwork external walls and large buttressing piers. The steel frame supports substantial timber intermediate floors and a lightweight steel truss roof.

Millsborough House is designated as a building of historical interest within the Councils 'Schedule of Buildings of Local Interest 2009'.

The site is located within what was (formerly) the Town Centre Peripheral Zone as designated within the Borough of Redditch Local Plan No.3. When the Borough of Redditch Local Plan No.4 was adopted in 2017, the 'Peripheral Zone' designation was removed. Millsborough House now falls within the 'expanded' Town Centre boundary as defined within the Borough of Redditch Local Plan No.4.

REDDITCH BOROUGH COUNCIL**PLANNING
COMMITTEE****15th September 2021****Background**

In the 1970's, Millsborough House was purchased by G&C Properties Ltd, a predecessor of the applicant company following the decision of Herbert Terry & Sons to vacate the premises. The former spring factory was subdivided into multiple units for letting to small businesses who predominantly occupy the lower floors.

The site has been purchased relatively recently by the current applicant who is in the process of implementing permission 2014/321/FUL which granted consent to change the use of the vacant first and second floors of Unit 2 to create 14 no. two bedroomed flats (7 flats to the first and 7 to the second floor).

Proposal Description

This is a full planning application for the erection of nine, 2 bedroomed residential flats over two storeys above Unit 2, Millsborough House in the form of a 'roof box' design.

No car parking would be allocated to the occupiers of the proposed 9 flats given the sites sustainable Town Centre location.

Relevant Policies:**Borough of Redditch Local Plan No. 4**

Policy 1: Presumption in Favour of Sustainable Development

Policy 4: Housing Provision

Policy 5: Effective and Efficient use of Land

Policy 30: Town Centre and Retail Hierarchy

Policy 31: Regeneration for the Town Centre

Policy 37: Historic Buildings and Structures

Policy 39: Built Environment

Policy 40: High Quality Design and Safer Communities

Others:

NPPF National Planning Policy Framework (2021)

Redditch High Quality Design SPD

Relevant Planning History

21/00368/FUL	9no. new dwellings built over two storeys over existing roof of Unit 2: Millsborough House	Application withdrawn	18.06.2021
2014/321/FUL	Conversion of existing Unit 2 into 14 apartments (first and second floors)	Granted subject to Section 106 Agreement	08.04.2016

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Consultations

WCC Highways

No objections. The site is in a town centre / residential and sustainable location off unclassified roads, the site benefits from an existing vehicular access. The site is located on the corner of Ipsley Street and Summer Street, both roads benefit from footpaths and street lighting on both sides of the road. Parking restrictions are in force in the vicinity and along these roads, parking bays with time restrictions are also located on these roads. The site is located within walking distance of amenities, bus route and bus stops. Redditch Bus Station and Redditch Railway Station are located approx. 780m from the proposed development.

The applicant has not provided car parking for the proposed development. However, due to the sites location, a car free development is acceptable in this instance. Should you be minded to grant permission a condition requiring the provision of sheltered, safe and secure cycle parking to comply with WCC Council's adopted highway design guide should be imposed.

Conservation Officer

Millsborough House comprises a substantial courtyard plan building located on Ipsley Street/Millsborough Road/Lodge Road/Summer Street. It is the Former spring factory of Herbert Terry & Sons. The front building, located on the corner of Ipsley Street and Lodge Road dates to 1912 probably designed by F.W.B. Yorke, and was extended in 1930-2 along Millsborough Road, again by Yorke assisted by his son F.R.S. Yorke.

The front building comprises 2 storeys with attic and basement. It is divided by pilasters with entablature above, into five bays, with moulded sill string to ground-floor windows. Windows are mainly large multipaned leaded casements, with paired sashes on the attic storey and arched windows to basement. The ground floor is dominated by a prominent porch with segmental canopy on paired columns with double doors and stained-glass fanlight and side lights. Above the central entrance bay is a shaped parapet inscribed 'Established 1855'. The front range was extended by three bays in an Art Deco in style with chevron detail. The vast warehouse addition along Millsborough Road is also in Art Deco style.

The rear section fronting Summer Road and the subject of this application is a simpler building, constructed in brick with large windows. There is a two north light roof to the section on the corner of Millsborough Road and Summer Road, with a pitched roof covering the remaining section running parallel with Summer Road. From looking at historic maps this part of the building was constructed in the early part of the 20th century.

The applicant is proposing to add two floors of accommodation to Unit 2, the rear section of the complex facing Summer Street. The new floors will be slightly set back on the Summer Street elevation but within a frame which is flush with the existing elevation. It would be flush on the Millsborough Road elevation and covered with a shallow mono pitched roof sloping towards Summer Street. The pattern of fenestration would follow the

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large windows to the floors beneath, although smaller panes of glass are proposed. It is unclear from the application which materials are to be used to construct the addition. The proposals are similar to an application made earlier in the year ref 21/00368/FUL, which was withdrawn by the applicant in June 2021.

Policy 37 of the Redditch Local Plan supports applications for development which conserve and enhance a building, its setting and features of special architectural or historic interest and will expect proposals in respect of the Borough's industrial heritage to better reveal their significance. Applications for development that will harm a historic building will not be permitted unless there is a clear and convincing justification. In terms of the NPPF, Paragraph 194 requires applicants to describe the significance of any heritage asset affected, the level of detail being proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on the significance. Paragraph 203 requires that the effect of a proposal on the significance of a non-designated should be taken into account in determining the application, and a balanced judgement will be required having regard to the scale of harm and the significance of the asset.

A planning application was granted in 2014 (2014/321/FUL) to convert the first and second floors of the Unit 2 residential use. Although Unit 2 itself is of lesser architectural merit compared to that of the Art Deco addition fronting Millsborough Road, the proposed extension would be clearly seen in the context of this elevation. The proposed addition of two floors to this building with no set back on this elevation, will result in a dominant and incongruous addition to this building. The proposed materials for the addition are unclear, the drawings suggest that they will contrast with the red brick of the original building. The proposed windows, although lining up with the original window openings below, are proposed to have small panes and appear comparatively fussy. The proposed addition would clearly detract from the architectural interest of the building and in doing so harm the significance of the building.

A heritage statement has been submitted with the application and the proposed scheme is justified with reference to photographs of 19th industrial buildings from other parts of the country where additional floors of accommodation have been added. No information has been provided in respect of these buildings. It may be possible to add additional floors to this building but thought needs to be given to the overall appearance of the scheme and particularly the impact on the Millsborough Road elevation. The scheme will clearly not conserve or enhance the building, for the reasons noted above, and no justification for the harm to this non designated heritage asset has been submitted as required by the policies in the Local Plan.

From a conservation perspective it is recommended that the application is refused.

North Worcestershire Water Management

The site falls within flood zone 1 and it is not considered that there is any significant fluvial flood risk to the site. Risk to the site from surface water flooding is indicated as low based on the EA's flood mapping.

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Based on the available information of no increased building footprint and the proposed connection to existing drainage there is no reason to withhold approval of this application on flood risk grounds and I do not deem it necessary to recommend attaching a drainage condition.

Waste Management

No objection

West Mercia Constabulary

No objection

Town Centre Co-ordinator

No comments received

Worcestershire Archive and Archaeological Service

Should the development be deemed acceptable a programme of archaeological works should be secured and implemented by means of a suitably worded condition attached to any grant of planning permission.

Cllr Imran Altaf

Having examined the application, I feel it would be a significant investment for the town and specifically central ward.

Public Consultation Response

None received at the time of writing

Assessment of Proposal

Principle

Millsborough House is located within the Town Centre where Policy 30 applies.

The proposal is in accordance with the requirements of this policy because it comprises of an acceptable (residential) use which would complement the role and function of the town centre. Further, the sites' location is considered to be highly sustainable. The principle of residential development would be compatible with surrounding land uses and as such principle of residential development is acceptable.

Highways, access, and parking

County Highways have raised no objections to the scheme in terms of access and parking issues. No on-site dedicated car parking is provided for future occupiers. However, due to the highly sustainable location of the site, WCC Highways consider that a 'car free' development is acceptable. Your officers have noted that no objections have been received from nearby residents in respect of highway safety matters and have concluded that in highway safety terms, the development is acceptable.

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Housing Land Supply

Currently, The Council cannot demonstrate a 5-year supply of housing land within the Borough (currently 3.24 years where 5 is required).

Paragraph 11 of the National Planning Policy Framework (NPPF) says that in such circumstances, policies which are the most important for determining the application are out-of-date. The so called 'tilted balance' as advocated by the framework is engaged and the presumption in favour of sustainable development, as set out in the Framework applies. Where such policies are out of date, Paragraph 11 advises that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

Design and scale of proposed development

The former spring factory of Herbert Terry & Sons (Millsborough House) – of which Unit 2 is a component is recognised as a non-designated heritage asset on both the Worcestershire Historic Environment Record (HER) (ref: WSM66531) and on the Borough Councils 2009 Schedule of Buildings of Local Interest.

The HER record notes the following:

'Former spring factory of Herbert Terry & Sons. 1912 probably by F.W.B. Yorke, and extended 1930-2 along the Millsborough Road, again by Yorke assisted by his son F.R.S. Yorke. Now divided into smaller units. Brick with stone dressings and hipped roof behind parapet. Courtyard plan with main front facing north. 2 storeys with attic and basement and moulded sill string to ground-floor windows. 5 bays articulated by pilasters with entablature. Windows are mainly large multi-paned leaded casements. Paired sashes on the attic storey and arched windows to basement. Panels between windows of main storeys. Central entrance bay has shaped parapet inscribed 'Established 1855'. Prominent porch with segmental canopy on paired columns with double doors and stained-glass fanlight and side lights. Good iron railings to front. Extension adjoining to east of 3 bays and Art Deco in style with chevron detail. Vast warehouse addition along Millsborough Road also in Art Deco style. This is said to retain the shell of the former Baptist Chapel by John Wills of 1897-8 that was replaced by the new chapel and Sunday school in the Easemore Road.'

The Borough of Redditch Schedule of Buildings of Local Interest notes the following reason for its inclusion on that list:

'A free Classical composition with a remarkably bold Art Deco addition that exploits the elevated site and dominates the skyline. Although altered and in poor condition this building is a significant survival of an important local industry and it makes a considerable contribution to the character and identity of this part of the town centre. Together with Emmanuel Church and the Warwick Arms Hotel it forms a diverse and complementary group of buildings that anchors the somewhat desultory structures that survive in the

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immediate vicinity, helping to create a visual link between the town centre and the Smallwood district beyond’.

The Borough of Redditch Local Plan No.4 recognises that Redditch has a rich and varied built heritage that is key to preserving the distinct local identity of the Borough. Policy 37 comments that *‘the Borough Council will implement strict controls over the use, extension or alteration of a historic building, structure or its setting.’* It goes on to say *‘Applications for development that will harm or result in the loss of a historic building or structure will not be permitted unless there is a clear and convincing justification demonstrating that the harm or loss is necessary to deliver substantial public benefits that cannot be achieved through an alternative design or location.’*

Millsborough House is recognised in Policy 37 Reasoned Justification. 37.7 *As well as needles, Redditch is known for the development of other metal-based trades including fishing tackle, springs, motorcycles and batteries. Many of the surviving buildings and structures relating these trades make an important contribution to the Borough’s heritage, both in terms of their individual histories and their architectural significance. Buildings of note include Forge Mill, British Mills, Ashleigh Works, Millsborough House, Anchor Works and Prospect Works.*

Your officers agree with the Council’s Conservation Officers’ comments with respect to Unit 2. Although Unit 2 itself is of lesser architectural merit compared to that of the Art Deco addition fronting Millsborough Road (Unit 1), it is a component of a former industrial complex with considerable local historic, architectural, townscape and communal significance.

The proposed roof extension would be clearly seen in the context of this Millsborough Road elevation. Unit 2 (as existing) is clearly smaller in scale and lower in height than that of Unit 1. The proposed addition of two floors of accommodation to this building with no set back on this elevation, is considered to result in an incongruous addition to the building, with the roof line rising above the existing roof line of Unit 1, dominating and competing with Unit 1 rather than remaining subservient.

The proposed materials for the addition are not clear but suggest elements of grey cladding mixed with glazing which would contrast with the red brick of the original building. The proposed windows, although lining up with the original window openings below, are proposed to have small panes and are considered to be at odds with the character of the existing building.

Ground levels fall away steeply in a north to south direction with levels being at their highest where both Lodge Road and Millsborough Road meet Ipsley Street. They are at their lowest where the same roads meet Union Street to the south. The scale and appearance of the development would therefore be particularly visible from Summer Street. The proposals would also remove the distinctive, double ‘saw tooth’ roof design which is clearly visible from Summer Street. Such roofs regularly appear on industrial and

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former manufacturing buildings of this age and feature on the roof of Ashleigh Works, 24 Bromsgrove Road for example.

Your officers therefore concur with the concerns raised by the Councils Conservation Officer and have concluded that the proposed addition would detract from the architectural interest of the building and in doing so would harm the significance of this historic, non-designated heritage asset, failing to comply with Policy 37 of the Borough of Redditch Local Plan No.4.

Conclusion and Planning balance

The Councils lack of 5 year housing land supply means that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

Significant weight should be afforded to the economic and social objectives set out under Paragraph 8 of the NPPF. The scheme would contribute to the Councils housing figures where the Council cannot demonstrate a 5-year supply of housing land as required under the NPPF. Account should be taken of the opportunities the development would create for local businesses in the construction of the development and the longer term economic and social benefits. The NPPF's environmental objective requires applications for development to protect and enhance our natural, built and historic environment. For the reasons set out above, the application proposals are considered to perform poorly against this objective and the adverse impacts of granting permission for the development proposed are considered to significantly and demonstrably outweigh the benefits when assessed against policies within the framework which seek to protect and enhance the quality of the built and historic environment.

RECOMMENDATION:

That having regard to the development plan and to all other material considerations, planning permission be REFUSED for the following reason

Reason for Refusal

1. The proposed development by reason of scale, appearance and design would fail to conserve or enhance the character of the building, its setting and features of special architectural and historic interest, harming the character and significance of the building. The extensions would be incongruous and dominant with the proposals being contrary to Policies 37, 39 and 40 of the Borough of Redditch Local Plan No.4 and the provisions of the National Planning Policy Framework (2021)

Procedural matters

This application is being reported to the Planning Committee because the application has been 'called in' to the Planning Committee by one of the Central Ward Members Cllr Altaf

**PLANNING
COMMITTEE****15th September 2021****Planning Application 21/00148/FUL****Change of use from adopted highway land to residential garden****Land adjacent to 1 Blackstitch Lane, Redditch, Worcestershire, B97 5TE****Applicant: Mr Nick Bennett**
Ward: West Ward**(see additional papers for site plan)**

The case officer of this application is Charlotte Wood, Planning Officer (DM), who can be contacted on Tel: 01527 64252 Ext 3412 Email: Charlotte.Wood@bromsgroveandredditch.gov.uk for more information.

Site Description

The application site comprises a parcel of land which is situated on the corner of Blackstitch Lane and Middle Piece Drive and adjoins the north east boundary of number 1 Blackstitch Lane. The piece of land is broadly rectangular in shape and is heavily covered with trees and vegetation. The site lies within the residential area of Webheath, on the western side of Redditch, however as it currently falls outside of any residential boundary, it remains as open space. Policy 14 of the Borough of Redditch Local Plan no. 4 (BoRLP 4) clarifies that any areas of open space that are not 'Primarily Open Space', should be considered 'Incidental Open Space'. Therefore, as the area of open space subject to this application is not indicated on the BoRLP 4 proposals map to be Primarily Open Space, it should be regarded as Incidental Open Space.

The land is currently owned by Worcestershire County Council and forms part of the adopted highway verge. Given its prominent roadside location, close to the nearby mini roundabout, the application site is highly visible when travelling east and west along Middle Piece Drive.

Proposal Description

The application proposes the change of use of the highway verge to residential garden land, in order to incorporate the land into the residential boundary of number 1 Blackstitch Lane. The proposal does not include the erection of any structures or boundary enclosures and does not seek to carry out any engineering operations. However, it should be noted that these types of development may not require planning permission in the future should the change of use of land be granted planning permission.

It should also be made clear that land ownership remains a separate matter to planning. The change of use of land would not affect the ownership status of the land; a separate non-planning process is required to purchase the land.

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Relevant Policies :**Borough of Redditch Local Plan No. 4**

Policy 1: Presumption in Favour of Sustainable Development

Policy 14: Protection of Incidental Open Space

Policy 16: Natural Environment

Others

NPPF National Planning Policy Framework (2021)

NPPG National Planning Practice Guidance

Relevant Planning History

No relevant planning history

Consultations**Highways Redditch**

No objections. Vehicular visibility is not affected, therefore there are no highway implications.

Arboricultural Officer

No objections. The land is a highway barrier bed with mixed species of semi-mature trees, which are not of the best quality.

Public Consultation Response

Seven neighbour letters were sent, and one site notice was erected in order to publicise this application. Three letters of objection were received, which raised the following concerns:

- The land provides a habitat for a number of wildlife species.
- Development of the land would leave houses behind open to security risk.
- Development of the land would lead to a significant increase in noise and pollution from the road.
- Stability of the bank needs to be considered.
- Development could lead to flooding.
- Impact to trees
- Impact to character
- Overlooking to neighbouring properties
- Concerns that land will be built upon.
- Work on the land has already begun.

PLANNING COMMITTEE

Assessment of Proposal

Given that the site currently comprises incidental open space, the main issues to consider with this proposal are the principle of development, having regard to the loss of the open space and its implications on the character and appearance of the area, the impact to residential amenity, and the impact of the development on trees and highway safety.

Principle of Development

Policy 14 of the BoRLP 4 states that incidental open space can make an important contribution to the Green Infrastructure Network in the Borough. Whilst the policy acknowledges that it may be necessary to develop some areas of incidental open space, it states that development should be resisted unless the following criteria are met:

- i. the need for the development is considered to outweigh the need to protect the incidental open space;
- ii. it can be demonstrated that the site does not make an important contribution to the Green Infrastructure Network and has no particular local amenity or wildlife conservation value;
- iii. the site does not have a strategic function separating clearly defined developed areas or acting as a buffer between different land uses;
- iv. it can be demonstrated that there is alternative provision of equivalent or greater community benefit provided in the area at an appropriate and accessible locality; and
- v. the incidental open space does not play an important role in the character of the area.

The reasoned justification section of this policy states that applicants will be required to demonstrate the merits of their development in relation to the value of the open space; if the merits of retaining the land in its existing open use outweigh the merits of the proposed development, planning permission will not be granted.

Having regard to this and the criteria listed above, it is considered that the need for the development in this case would not outweigh the need to protect the incidental open space. Number 1 Blackstitch Lane already benefits from an adequate size garden and increasing the garden size would only provide a limited personal benefit. With regards to criteria (ii), the application site currently forms a green highway buffer, which is highly visible from public viewpoints. Given that the land is currently covered with trees and is undeveloped it would likely provide habitats for local wildlife. Whilst the proposal may not propose to remove the trees, domestic activity within this location would likely have some impact to the trees and local wildlife over time. Finally, with regards to criteria (v), it is considered that this piece of incidental open space does play an important role in the character of the area. The wide green highway verge is a feature that is present all along this southern part of Middle Piece Drive. Furthermore, wide green highway verges are notable throughout Redditch and they therefore form an important part of the borough wide character, adding to the green and verdant appearance of Redditch. Although harm to the green and open appearance of the land could be reduced through the removal of permitted development rights for fences and outbuildings, there would still be some impact to the land as a result of domestic storage and other paraphernalia, which could

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not be controlled through the planning system. Encroachment into this area just from changing the use of the land would have an impact to the character of the area.

Trees

The Tree Officer has commented on this application and has raised no objections, stating that the trees on the land are comprised of semi-mature mixed species trees, which are not of the best quality. During the application process it has been clarified that the majority of the trees on the land are subject to a Tree Preservation Order (TPO) and would therefore need consent to be removed. Notwithstanding this, it is recognised that the incorporation of the land into the residential boundary could result in future pressure for the removal of trees.

Highway Safety

As the proposed change of use of land would not affect vehicular visibility, the Highways Officer has confirmed that there would be no highway implications arising from the proposal and has therefore raised no objections.

Residential Amenity

Whilst the proposal does not include any building operations, officers have considered the impact of the change of use of land on the amenity of surrounding neighbours. The rear boundary of the application site lies closest to the rear boundaries of number 24 and 25 Weatheroak Close to the south east. Although changing the use of this land to residential may result in some increase to noise and activity levels, the proximity and relationship of this land to neighbouring properties is typical of that which is found within a residential area with back-to-back gardens. Furthermore, whilst there are some level changes in this location, given the existing vegetative screening and boundary treatments in place there would be no adverse loss of privacy to 24 and 25 Weatheroak Close that would warrant refusal of planning permission. As no structures are proposed in this area, there would also be no adverse loss of light or outlook to these properties.

Third Party Representations

Three third party representations were received from neighbouring properties (23, 24 and 25 Weatheroak Close to the rear of the site). All of the comments raised in these letters have been considered, however a summary of the main issues raised and an officer response has been provided in the table below.

Concern raised	Officer response
The land provides a habitat for a number of wildlife species. Neighbouring property 24 Weatheroak Close is a "nursery" for pipistrelle bats.	As the proposal does not include building operations or demolition works and does not indicate trees for removal, an ecological assessment was not requested to support the application. Given that protected species are afforded protection under alternative legislation to planning, this was considered adequate in this instance.
Development of the land would leave	It is not considered that the change of use of

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houses behind open to security risk.	this land would result in any additional security risk, given that the land is more likely to be monitored if it were to become used for residential purposes. Other measures can also be used to combat security concerns.
Development of the land would lead to a significant increase in noise and pollution from the road.	It is not expected that the change of use of land would result in neighbours experiencing any significant increase in noise or pollution from the road.
Stability of the bank needs to be considered.	This is not a planning matter.
The land should be retained for screening purposes and should not be built upon.	Whilst there are no building operations proposed as part of the application, the impact of the proposal on the character and appearance of the area has been considered in the report above.
Work on the land has already begun.	This does not affect the merits of the proposal and consideration of this current application. This matter will be considered separately to the current planning application.
Removal of trees would lead to flooding issues.	The trees on the site are protected by a blanket Tree Preservation Order (TPO) and there is no other development proposed within the application that would affect local flooding.
The development would introduce overlooking to neighbouring properties.	This has been considered above in the neighbouring amenity section of the report.
A tree survey should be carried out.	A Tree Officer has visited the site, however, as the proposal does not include building work and as the trees on site are protected, the submission of a tree survey is not considered necessary.
A site visit should be undertaken.	A site visit has been undertaken by both a Planning Officer and a Tree Officer.
Removal of trees would affect character.	Whilst the trees on site are protected, the impact of the change of use of land on the character of the area has been assessed in the report above.
If further housing developments take place in Webheath it is likely that traffic and noise will increase.	The proposal does not include the construction of any new houses. If a future application relating to new houses was received, it would be assessed at that time based on its planning merits and in accordance with local and national policy.

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Conclusion

Whilst it is not considered that the proposed change of use of land would result in any direct impact to trees or highway safety, it would lead to an adverse impact to the character of the area. As the need for the development would not outweigh the need to protect the open space, officers consider that the proposal would not comply with key Policy 14 of the BoRLP 4.

RECOMMENDATION:

That having regard to the development plan and to all other material considerations, planning permission be **REFUSED.**

Reasons for Refusal

The proposal would comprise the change of use of land which is incidental open space and currently plays an important role in the character of the local area by contributing to a substantial section of open green highway verge which is free of development. Incorporating this land into the residential boundary of 1 Blackstitch Lane would have a significant detrimental impact to this character by eroding the open appearance of this land by the introduction of domestic paraphernalia and storage, resulting in visual clutter. As the benefits of the development would only be limited and personal to the occupiers of 1 Blackstitch Lane, the need for the change of use of land would not outweigh the need to protect the incidental open space, contrary to Policy 14 of the Borough of Redditch Local Plan no. 4.

Procedural matters

This application is being reported to the Planning Committee because the land subject to this application is currently owned by Worcestershire County Council. As such the application falls outside the scheme of delegation to Officers.

**PLANNING
COMMITTEE****15th September 2021****Planning Application 21/00973/FUL****Warehouse extension****17 Howard Road, Redditch, Worcestershire, B98 7SH, ,****Applicant: Mr Steve Bennett
Ward: Greenlands Ward****(see additional papers for site plan)**

The case officer of this application is Charlotte Wood, Planning Officer (DM), who can be contacted on Tel: 01527 64252 Ext 3412 Email:

Charlotte.Wood@bromsgroveandredditch.gov.uk for more information.

Site Description

The application site is located on the south side of Howard Road, within the Park Farm Industrial Estate, which lies approximately 3km south east of Redditch Town Centre. The site is bound by Howard Road to the north, Studley Road to the west (a section of which is a bus and cycle route) and industrial units to the south and east. The site is 'L' shaped, and currently there are parking areas to the north and south sides of the industrial building, with vehicular accesses off the north, west and east boundaries of the site. The site falls within a Primarily Employment Area and the existing floor area of the warehouse totals 3,941sqm. There is a New Town Tree Preservation Order which covers the site.

Background

The premises has recently been taken over by Gemporia Limited, an online jewellery company. Supporting information provided with the application explains that the company are rapidly expanding and have outgrown their existing premises in Redditch. It is also stated that the company employ a large number of Redditch residents. A total of 48 full time staff and 22 part time staff will be based at the site.

Proposal Description

The proposal is for an extension to the existing warehouse, which would comprise of a total floor area of 1,591 sqm and would provide additional storage space for stock. The footprint of the extension would form an inverted 'L' shape and would attach to the existing south elevation of the building. The extension would cover an area of hardstanding to the rear of the factory and also a portion of the southern car parking area. An area of hardstanding, however, would be retained close to the western access of the site, which would provide space for lorries to enter and turn within the site. The existing parking area to the front of the factory, accessed from the northern boundary has recently been re-marked, showing 44 spaces. The rear parking area, which will be accessed from the eastern side of the site is also proposed to re-marked and would provide a further 38 spaces. A total of 82 spaces, including 2 disabled spaces would be provided altogether.

Relevant Policies :**Borough of Redditch Local Plan No. 4**

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Policy 1: Presumption in Favour of Sustainable Development

Policy 5: Effective and Efficient use of Land

Policy 16: Natural Environment

Policy 17: Flood Risk Management

Policy 18: Sustainable water Management

Policy 19: Sustainable travel and Accessibility

Policy 20: Transport Requirements for New Development

Policy 23: Employment Land Provision

Policy 24: Development within Primarily Employment Areas

Policy 39: Built Environment

Policy 40: High Quality Design and Safer Communities

Others

NPPF National Planning Policy Framework (2021)

NPPG National Planning Practice Guidance

Redditch High Quality Design SPD

Relevant Planning History

2010/256/FUL	New fence at front of property. Weighbridge and Portacabin at Crossgates Road entrance. Replacement gates at Studley Road entrance.	Approved	30.11.2010
2008/392/FUL	Alterations and extensions to building	Approved	16.02.2009
1993/494/FUL	Extension To Factory	Approved	14.03.1994
1992/503/FUL	Covered Storage Area Off Existing Service Yard	Approved	19.01.1993

Consultations**North Worcestershire Water Management**

No objections have been raised to the proposal subject to conditions.

The site is located within flood zone 1 and although there is no significant risk of fluvial flooding, there may be some risk of surface water flooding. Whilst drainage details have not been provided with the application, it is acceptable for this information to be provided by condition.

WRS - Contaminated Land

No ground contamination issues are anticipated with the development proposal and therefore no adverse comments are raised.

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Highways Redditch

No objections subject to conditions and contributions.

The site is located in an employment estate in a sustainable location. The site benefits from three existing vehicular access points with good visibility and is in walking distance to bus stops. Adequate parking has been shown on the proposed site layout plan to serve the whole site based on floor area. A tracking circle for a lorry entering and leaving the site in a forward gear has been provided. Based on the floor area of the proposal, IDP contributions amounting to £17,860.41 are required. Conditions relating to the provision of electric vehicle charging points, accessible parking, cycle parking and the laying out of parking and turning facilities are also recommended.

Arboricultural Officer

A Tree Preservation Order covers this site, which is TPO Redditch New Town No. 25 1965. There are two mature Oak trees and one Ash tree on the north side of the boundary shared with the factory Sertec where the new parking bays are proposed. No objections are raised to the loss of the Ash tree and a number of smaller trees but the mature Oak trees should be retained.

Following amendments to the parking layout which would retain the Oak trees, no objections are raised to the proposal subject to a condition for the use of a No Dig Method of construction around the RPA's of the Oak trees.

WRS - Noise

The application site is located on an established industrial estate and the proposal does not include any external plant or equipment. No objections are therefore raised to the application in terms of any noise or nuisance issues.

Waste Management

No comments received

Public Consultation Response

This application was publicised by two sites notices, a press notice and six neighbour notification letters, however no third party representations have been received as a result of this public consultation.

Assessment of Proposal**Principle of development**

The application site lies within an area designated as a Primarily Employment Area, as defined in the Borough of Redditch Local Plan No.4 (BoRLP 4). The primary aim of Policy 24 of the BoRLP 4 is to safeguard employment land for employment purposes. Employment purposes include business, general industrial and storage and distribution. As the current proposal seeks to maintain and expand the existing warehouse for storage and distribution purposes, the principle of the proposed extension clearly accords with this policy.

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The proposal is therefore considered acceptable subject to other planning considerations including design and layout, highway matters and impact to trees.

Design and layout

The rear elevation of the existing warehouse is formed of three shallow pitched gables and the proposed warehouse extension would attach to the easternmost gable, creating an inverted 'L' shaped footprint which would extend close to the western boundary of the site and the southern boundary of the site, which is shared with an adjacent industrial unit. The only public views of the extension would arise from the western boundary of the site, along Howard Road. Apart from the vehicular access, the remainder of this boundary is heavily screened with trees and vegetation, which would soften the visual impact of the extension. The section of the extension closest to the vehicular access that would be most prominent would be set back within the site.

With regards to the design of the extension, it would continue the form of the existing warehouse. The ridge height and the shallow pitch roof of the existing building would be replicated on the extension. Proposed materials would consist of brick and metal profile sheeting for elevations and metal profile sheeting for the roof; these materials would match those found on the existing building. New steel roller shutter doors are proposed on the west elevation of the extension and on the east elevation via a ramp. A number of pedestrian doors are also proposed. No changes other than those to facilitate the extension are proposed to the existing warehouse.

Policies 39 and 40 of the BoRLP 4 together require development within the borough to be of a high quality design which would integrate and contribute to the local character of the area. Having regard to the scale, design and proposed finish of the extension, and also in view of the siting and existing screening to the site, officers are satisfied that the proposal would respect the character and appearance of the area, taking into account the industrial context of the site. The proposed development would therefore accord with the relevant design policies of the local plan.

Highways, access and parking

The Highways Officer has provided comments in relation to the proposal and has noted that the application site is located in an industrial estate, within a sustainable location, with good access to public transport. Howard Road itself benefits from footpaths and street lighting, which would encourage employees and visitors to walk to the site.

The Highways Officer has also noted that the site benefits from three existing vehicular access points, which all have good visibility and that a tracking circle to enable lorries to enter and leave the site in a forward gear would be provided near to the access on the west boundary of the site.

Based on the floor areas of the existing factory on the site and the proposed extension, the Highways Officer has confirmed that the 82 parking spaces shown on the proposed layout plan would be adequate. It is noted that 18 of these would be new spaces. Whilst

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the applicant has indicated that some staff would be working part time and therefore the maximum number of staff present on site at any one time would be relatively low, the Highways Officer has pointed out that the site could be sold in the future, and there may be more staff present. However, the Highways Officer has clarified that the required car parking provision has been calculated based on a “worst-case scenario” and in this case is still considered acceptable. Whilst the applicant has indicated within the application form that one additional disabled parking space would be provided, this has not been highlighted on the layout plan. The Highways Officer has therefore recommended a condition for the provision of this as well as conditions for the provision of electric vehicle charging points, cycle storage, and the laying out of the parking and turning facilities on site.

Planning Obligation

In view of the additional 1,591 square metres of floor area that the proposal would provide, the Highway Authority has requested Infrastructure Delivery Plan (IDP) contributions from the applicant amounting to £17,860.41. It has been indicated that these contributions could be used to make the following improvements:

- One new solar bus shelter at Howard Road (east side) and two new solar bus shelters at Frederick Eary House (both sides) - cost £12,860.41
- Labour improvements to include the increase of the hardstanding on the east side stop at Frederick Eary, since at present there is no footpath - cost £1500.
- New pedestrian dropped crossing on the junction of the entrance to the development and the Studley Road - cost £3500

The above contributions and improvements have been identified in accordance with the County Council's Infrastructure Delivery Plan and the Highways Officer has stated that these improvements would benefit the proposed development due to their close proximity to the site. The applicant has agreed to enter into an obligation for these contributions.

Subject to these contributions and to the highways conditions that have been recommended, the Highways Officer raises no objections to the proposal.

Trees

The new parking layout proposed within the southern parking area of the site would impact a number of existing trees. The Council's Tree Officer has confirmed that the application site is covered by Tree Preservation Order (TPO) Redditch New Town No. 25 1965. The Tree Officer has visited the site and has noted that there are currently two mature Oak trees and one Ash tree on the northern boundary of the southern car park area, which is shared with the factory Sertec. Whilst no objections were raised to the removal of the Ash tree to facilitate the additional parking spaces, the Tree Officer confirmed that he would not wish to see the removal of the mature Oak trees. In view of this, amendments were sought to the parking layout to ensure that the Oak trees were retained. The Tree Officer has raised no other concerns with the proposal, however has recommended that the trees to be retained are afforded protection through the use of a

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No Dig Method of construction around their Root Protection Areas. This recommendation can be secured by planning condition.

Drainage

North Worcestershire Water Management (NWWM) have confirmed that the site falls within flood zone 1 and is not considered at risk for fluvial flooding. However, flood mapping does indicate some risk from surface water flooding. Although correctly designed drainage would mitigate any flood risk from surface water, as minimal drainage details have been provided with the application NWWM have requested a condition for the submission of a surface water drainage scheme is attached to any future permission.

Contaminated Land

Worcestershire Regulatory Services (WRS) have reviewed the proposal and have checked historical records for the site, however as they do not anticipate any ground contamination issues, they have raised no objections to the proposed development.

Noise

As the application site is located on an established industrial estate and is not proposing any external plant or equipment, WRS have also raised no objections to the application on noise or nuisance grounds.

Residential amenity

Given the distance to the nearest residential properties, it is not considered that there would be any detrimental impact to residential amenity. No third party representations have been received from any local residents.

Conclusion

Overall, as the proposed development would maintain and expand an existing employment site within a Primarily Employment Area, would be of an acceptable design that would integrate with the appearance of the area, and would not result in any harm to residential amenity, trees, highway safety or other technical matters, the proposal is considered to accord with the policies in the Local Plan and is deemed acceptable. Subject to the completion of the planning obligation and compliance with the conditions listed below, a favourable recommendation can be made.

That having regard to the development plan and to all other material considerations, authority be delegated to the Head of Planning, Regeneration and Leisure Services to GRANT planning permission subject to:-

- a) The satisfactory completion of a suitable legal mechanism to provide a financial contribution to Worcestershire County Council for localised improvements**

and

- b) Conditions and informatives as summarised below:**

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Conditions:

- 1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the grant of this permission.

Reason :- In accordance with the requirements of Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2) The development hereby approved shall be carried out in accordance with the following plans and drawings:

Existing and Proposed Block Plan and Site Location Plan - drawing no. PL007
Proposed Floor Plan Sheet 1 of 2 - drawing no. PL003 rev A
Proposed Floor Plan Sheet 2 of 2 - drawing no. PL004 rev A
Proposed Elevations - drawing no. drawing no. PL006

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

- 3) All new external walls and roofs shall be finished in materials to match in colour, form and texture those on the existing building.

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

- 4) Prior to any engineering or surfacing works commencing on site a scheme for surface water drainage will be submitted to, and approved in writing by the Local Planning Authority. This scheme should be indicated on a drainage plan and the approved scheme shall be completed prior to the first use of the development hereby approved.

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 Development hereby approved shall not be first used until 2 electric vehicle charging space has been provided in accordance with a specification which shall be submitted to and approved by the Local Planning Authority, such spaces and power points shall be kept available and maintained for the use of electric vehicles as approved.

Reason: To encourage sustainable travel and healthy communities.

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- 6) The Development hereby approved shall not be brought into use until 1 additional accessible car parking space has been provided on site and thereafter kept available for disabled users.

Reason: To provide safe and suitable parking for all.

- 7) The Development hereby permitted shall not be first occupied until sheltered, safe, secure and accessible cycle parking to comply with Worcestershire County 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.

- 8) The Development hereby approved shall not be occupied until the parking and turning facilities have been provided in their entirety as shown on approved drawings PL003 rev A and rev PL004 A.

Reason: To ensure conformity with submitted details.

- 9) All retained trees within the site should be afforded protection in accordance with BS5837:2012 recommendations throughout any ground or development work on the site.

Reason: To protect the health of retained trees; in the interests of visual amenity.

- 10) Any works within the Root Protection Area of the two Oak trees on site, indicated as 'Tree 1' and 'Tree 2' on approved drawing PL004 rev A, shall be carried out using a No Dig Method of construction.

Reason: to protect the health and condition of the Oak trees.

Informative:

Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.

Procedural matters

This application is reported to Planning Committee for determination because the application is for major development (more than 1000 sq metres of new commercial/Industrial floorspace), and because the application requires a legal agreement. As such the application falls outside the scheme of delegation to Officers.