



Planning Committee

Wed 22 Jun
2022
7.00 pm

Council Chamber
Town Hall
Redditch

REDDITCH BOROUGH COUNCIL

*making
difference*

www.redditchbc.gov.uk

If you have any queries on this Agenda please contact

**Gavin Day
Democratic Services Officer**

**Town Hall, Walter Stranz Square, Redditch, B98 8AH
Tel: (01527) 64252 (Ext. 3034)
email: gavin.day@bromsgroveandredditch.gov.uk**

REDDITCH BOROUGH COUNCIL **PLANNING COMMITTEE**



GUIDANCE ON FACE TO FACE MEETINGS

At the current time, seating at the meeting will be placed in such a way as to achieve as much space as possible for social distancing to help protect meeting participants.

If you have any questions regarding the agenda or attached papers, please do not hesitate to contact Gavin Day (Gavin.Day@bromsgroveandredditch.gov.uk)

GUIDANCE FOR ELECTED MEMBERS ATTENDING MEETINGS IN PERSON

Members and Officers who still have access to lateral flow tests (LFTs) are encouraged to take a test on the day of the meeting. Meeting attendees who do not have access to LFTs are encouraged not to attend if they have common cold symptoms or any of the following common symptoms of Covid-19 on the day of the meeting; a high temperature, a new and continuous cough or a loss of smell and / or taste.

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

Members of the public will be able to access the meeting if they wish to do so. However, due to social distancing arrangements to ensure the safety of participants, there may be limited capacity and members of the public will be allowed access on a first come, first served basis.

Members of the public are strongly encouraged not to attend the meeting if they test positive for Covid-19 on the day of a meeting or up to 5 full days before a meeting. Should the member of the public test positive for Covid-19 on the meeting or up to 5 full days before the meeting then they are expected not to attend the meeting. It should be noted that members of the public who choose to attend in person do so at their own risk.

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 will be in person, by joining the meeting using a video link, or by submitting a 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:

in accordance with the running order detailed in this agenda and updated by the separate Update report:

- 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.

Speakers will be called in the order they have notified their interest in speaking to the Democratic Services Team (by 12 noon on Monday 20th June 2022) and invited to the table or lectern.

- 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 Gavin Day from the Democratic Services Team on 01527 64252 (Ex 3034) or by email at gavin.day@bromsgroveandredditch.gov.uk before 12noon on Monday 20th June 2022.
- 2) Advice and assistance will be provided to public speakers as to how to access the meeting and those using the video link will be provided with joining details for Microsoft Teams. Provision has been made in the amended Planning Committee procedure rules for public speakers who cannot access the meeting 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 20th June 2022.
- 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, re 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.
- 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 day of the meeting.

Further assistance:

If you require any further assistance prior to the meeting, please contact the Democratic Services Officer (indicated on the inside front cover), Head of Legal, Equalities and Democratic Services, or Planning Officers, at the same address.

At the meeting, these Officers will normally be seated either side of the Chair.

The Chair’s place is at the front left-hand corner of the Committee table as viewed from the Public Gallery.

Planning

COMMITTEE

Wednesday, 22nd June, 2022

7.00 pm

Council Chamber Town Hall

Agenda

Membership:

Cllrs:	Michael Chalk (Chair)	Alex Fogg
	Timothy Pearman (Vice-Chair)	Andrew Fry
	Imran Altaf	Bill Hartnett
	Tom Baker-Price	Gareth Prosser
	Brandon Clayton	

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 held on 25th May 2022 (Pages 1 - 6)

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 - 19/01264/FUL - Rockhill Farm, Astwood Lane, Feckenham, Redditch (Pages 7 - 16)

6. Application - 22/00070/FUL - Alto House, Ravens Bank Drive, Redditch, Worcestershire (Pages 17 - 32)

7. Application - 22/00539/FUL - Kingfisher School , Clifton Close Redditch, Worcestershire, B98 0HF (Pages 33 - 36)

8. Application - 22/00637/FUL - Numbers 45 to 122 High Trees Close, Oakenshaw, Redditch, B98 7BP (Pages 37 - 40)



Planning Committee

Wednesday, 25th May, 2022

MINUTES

Present:

Councillor Michael Chalk (Chair), Councillor Timothy Pearman (Vice-Chair) and Councillors Karen Ashley (substituting for Councillor I. Altaf), Tom Baker-Price, Juma Begum (substituting for Councillor A. Fry), Brandon Clayton, Alex Fogg, Bill Hartnett and Anthony Lovell (substituting for Councillor G. Prosser)

Also Present:

Officers:

Helena Plant, Amar Hussain, Steve Edden and Lauren Hemmings

Democratic Services Officers:

Pauline Ross and Gavin Day

1. APOLOGIES

Apologies for absence were received from Councillors Imran Altaf, Andy Fry and Gareth Prosser, with Councillors Karen Ashley, Juma Begum and Anthony Lovell in attendance as substitutes.

2. DECLARATIONS OF INTEREST

There were no declaration of interests.

3. CONFIRMATION OF THE MINUTES OF THE PLANNING COMMITTEE HELD ON 16TH FEBRUARY 2022

RESOLVED that

The Minutes of the Planning Committee meeting held on 16th February 2022 be approved as a true record and signed by the Chair.

Chair

4. UPDATE REPORTS

There was no update report.

5. APPLICATION 22/00163/FUL - 32 PARSONS ROAD, REDDITCH, WORCESTERSHIRE, B98 7EQ - MRS B. HOUGHTON

This application was being reported to the Planning Committee as the applicant was an employee at Redditch Borough Council. As such the application fell outside the scheme of delegation to Officers.

Officers presented the report and in doing so drew Members' attention to the presentation slides on pages 1-16 of the Site Plans and Presentations pack.

The application sought planning permission for a single storey rear ground floor extension and internal alterations. The proposal involved removing the existing conservatory and replacing it with a single storey extension to accommodate a larger kitchen, a shower room, a utility and a study on the ground floor. The proposal also consisted of internal alterations to the property, converting an existing bedroom on the first floor.

Officers drew Members' attention to the various images on the presentation slides and noted the changes to both the ground and second floor of the property.

The proposed extension would project 4.0m from the rear of the dwelling and would have a width of that of the existing dwelling, a height of 3m from the floor level and 4.3m from the rear garden level. The proposed extension would have a flat roof with one roof light, a small side window, a door opening onto the terrace with steps leading down to the garden and one rear window. A larger window would also be added to the side of the existing dwelling, to replace a smaller existing window.

Officers also highlighted that the existing conservatory would be removed to accommodate the extension and steps would be added leading down to the garden due to the sloped nature of the property, as shown on page 15 of the Site Plans and Presentations pack.

Members were further informed that the existing property had a brick work finish, whereas the proposed finish to this proposed extension would be rendered. Para. 3.1.5 of the SPD states that extensions should complement the original property and thus matching bricks, roof tiles or other facing materials in form, colour and texture should be used. However, the applicant's agent had

justified the use of render, as detailed on page 6 of the main agenda report.

Officers undertook a site visit on 1st March 2022, and it was identified that several other properties down Parsons Road had render that was visible in the street scene. Therefore, in this instance it was deemed that the proposed use of render as a finish to the extension was considered acceptable.

In conclusion Officers felt that the proposal was considered acceptable as the design, scale and appearance were all sympathetic to the main house and the street scene of Parsons Road. Officers recommended that the application be approved.

It was noted that no representations had been made regarding the proposal.

Members then considered the application.

Members felt that it was a very straightforward application and had noted that the application had been brought before the Planning Committee as the applicant was an employee of the Council.

All Members were in agreement with the Officer's recommendation.

RESOLVED that

Planning permission be granted subject to the Conditions and Informatives, as detailed on page 7 of the main agenda report.

6. APPLICATION 22/00468/OUT - LAND AT CORNER OF LODGE ROAD AND UNION STREET, SMALLWOOD, REDDITCH, B98 7BP - REDDITCH BOROUGH COUNCIL

Officers explained that this application was being reported to the Planning Committee because the applicant was Redditch Borough Council. As such the application fell outside the scheme of delegation to Officers.

Officers presented the report and in doing so drew Members' attention to the presentation slides on pages 17-23 of the Site Plans and Presentations pack.

The application sought outline planning permission for residential development comprising 2, three bedroomed houses with all matters reserved for future consideration (access, layout, scale, appearance and landscaping).

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Officers highlighted that although the matter of access was not for consideration at this stage, an indicative plan had been submitted showing vehicular access off Union Street to the south where four car parking spaces could be created (two for each dwelling).

Officers reiterated that this application was an outline application with all matters reserved, and as such only the principle of development could be considered. The application plans included an indicative layout, however, this was for illustrative purposes only to demonstrate how the site **could** be developed to accommodate the two dwellings and not how the site **would** be developed.

Officers also drew Members' attention to the Arboricultural Officer's comments with regard to the two trees currently on site, a small Hawthorn and a semi mature Silver Birch, being removed, as detailed on page 11 of the main agenda report. The trees were not currently covered by any Tree Preservation Order (TPO) and the Arboricultural Officer had no objection to their removal to facilitate any proposed development.

Members then considered the application which Officers had recommended be approved.

Members referred to the Relevant Planning History as detailed on page 10 of the main agenda report, which highlighted that planning permission was granted on 29.09.1977 for laying out of public space and asked Officers if they were aware what the previous land use was.

Officers responded that prior to this the land had contained several terraced houses that had fallen into disrepair and needed to be demolished, and that at the time the best use of the land was deemed to be public space.

Members also referred to the footpath, as detailed on page 20 of the Site Plans and Presentations pack, and whether this was an official footpath. Officers clarified that this was not an official footpath and thus would not need to be moved as part of any planning application.

Members commented that there was a major problem with fly tipping on this plot of land so therefore welcomed the application to convert the land back to housing.

Members further enquired about the two trees on the plot of land that would be removed and if the Council had a replacement 'tree for tree' scheme. Officers clarified that there was no TPO attached to either of the trees so a developer would not need to consider them.

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Members further clarified and discussed if there was a scheme in place to plant a tree elsewhere in the Borough for each tree removed. Officers informed Members that there was no such regulation from a planning perspective and that they had not been aware of a separate Council policy/scheme.

Members then asked if there would be a policy in place, to which the Chair reminded Members that this was a matter for the Council to debate and did not form part of the remit of the Planning Committee.

On being put to a vote, it was

RESOLVED that

Having regard to the development plan and to all other material considerations, that OUTLINE planning permission be granted subject to the Conditions and Informatives, as detailed on pages 15-19 of the main agenda report.

The Meeting commenced at 7.00 pm
and closed at 7.19 pm

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REDDITCH BOROUGH COUNCIL**PLANNING
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Planning Application 19/01264/FUL

Erection of 2 x dwellings in lieu of 1 dwelling granted as part of the site's re-development under application 17/00451/FUL (Retrospective)

Rockhill Farm, Astwood Lane, Feckenham, Redditch, Worcestershire, B96 6HG

Applicant: Mr Gora
Ward: Astwood Bank and Feckenham Ward

(See additional papers for site plan)

The case officer of this application is Sharron Williams, Planning Officer (DM), who can be contacted on Tel: 01527 534061 Ext 3372 Email: sharron.williams@bromsgroveandredditch.gov.uk for more information.

Site Description

The application site forms part of the former Rockhill Farm complex. The former farm buildings having been converted to residential use. The application site is north of Feckenham Village, is within the Green Belt and is outside of the Village Settlement boundary and Feckenham Conservation Area. The application site benefits from a vehicular access from Astwood Lane.

Proposal Description

Revise the scheme from 1 No. 4 bedroom dwelling to 2 No. 2 bedroom dwellings.

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 40: High Quality Design and Safer Communities

Others

NPPF National Planning Policy Framework (2019)

NPPG National Planning Practice Guidance

Redditch High Quality Design SPD

Relevant Planning History

2014/159/OUT	Outline application with some matters reserved - Demolition of buildings and alteration of farmhouse with 9 no. new dwellings	Refused	14.08.2014
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2015/144/COU PRO	Change of use of Agricultural Barns into three dwellings	Refused	10.08.2015
2015/316/COU PRO	Change of use of Agricultural Barns into three dwellings	Prior Approval Refused	18.12.2015
AP2016/0003/ REF	Change of use of Agricultural Barns into three dwellings	Allowed at Appeal	12.07.2016
17/00451/FUL	Development at Rockhill Farm comprising conversion and extension of existing stables building; conversion of barn to 2 x new dwellings; demolition of existing barn and erection of new dwelling; associated works including demolition	Approved	01.08.2017

Consultations**Feckenham Parish Council**

Initially Feckenham Parish Council had no objection to this planning application.

Additional comments submitted 15.10.20

Object to application. The creation of a dwelling in the Green Belt is contrary to both policies of the NPPF and RBC. It is acknowledged that the subdivision of an existing dwelling is an acceptable exception to these policies, as set out in paragraph 79 (d) (Now paragraph 80 (d) of NPPF 2021). In order for this to be a subdivision of an existing property, there has, by definition, to be a single dwelling to be sub divided.

Barn 1 has not been constructed as a single dwelling in accordance with the approved documents, but as two dwellings. This is, the creation of a dwelling in the green belt without the benefit of a planning consent, not a subdivision of an existing single dwelling.

In addition, there is a significant increase in volume intended in the amended submission, the original being a mono pitch roof, this proposal being dual pitched. Therefore, there is an increase in the harm to the openness of the green belt.

North Worcestershire Water Management

The site is in flood zone 1 (low risk of modelled river and tidal flooding). There are records of frequent flooding to Astwood Lane. The onsite drainage for the development is acceptable.

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WRS - Contaminated Land

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

Highways Redditch

No objections and recommend conditions.

Public Consultation Response

1 letter of objection

Object to the additional building work on the grounds that it falls outside the granted application and the fact that the complex drainage requirements imposed on the build are now no longer adequate causing flooding to our property.

Application deferred from Planning Committee held 28 July 2021

Members may recall that this application was considered at Planning Committee on 28 July 2021. It was agreed to defer the application (as stated in section 12 of the approved minutes) for the following reason: -

Legal advice was given that some of the issues raised in public speaking regarding the implementation of the permission granted under reference 17/0045/FUL and the extent to which any deviation from that permission could be classed as “de minimis” would benefit from further investigation, and for that reason the recommended course of action would be for the application to be deferred.’

Counsel Advice

Counsel advice has been sought on this matter in respect to the original permission granted and the deviation now sought. Counsel advice referenced caselaw in respect to validity and implementation of challenged permissions.

Taking into consideration Counsel advice, officers remain of the view that the permission approved under 17/00451/FUL is extant and thus represents a realistic fall-back position in the assessment of the current proposal.

Assessment of the Development**Background to the Application**

That extant permission 17/00451/FUL related to the redevelopment of the site for residential purposes. This involved the conversion/extension of some of the former farm buildings and the demolition of various structures on site, including a large Dutch barn that was located close to the road frontage. A new dwelling would have been erected in its place.

Members will be aware that work progressed on the new dwelling during lockdown in 2020. The site has a steep gradient that slopes down to Astwood Lane. In order to construct the approved dwelling in accordance with the plans and with a single internal

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finished floor level, it may have been that the height of the built form facing the road would have increased relative to the original ground level. The applicant's agent has recently submitted drawings to demonstrate what this may have looked like. Therefore, although the footprint for the approved dwelling is as constructed on site, the applicant opted to step the floor level to take into account the gradient on site. The opportunity to split the development into two units was also taken. Subsequently, the development on site does not have the same appearance as the approved plans and hence this submission to regularise the position in providing 2 x No. 2 bedroom dwellings, instead of the approved 4-bedroom dwelling within the same footprint.

Another additional change is that the approved dwelling comprised a very shallow mono pitched roof, whereas this scheme (built form on site) provides a dual pitched roof with an overall height varying from 5.3-6.2m.

In respect to garden provision, the revised scheme is of a similar arrangement to that previously approved. Therefore, there would be no further harm to the openness of the Green Belt with respect to possible encroachment. Three car parking spaces were approved for the original dwelling. A total of 4 car spaces are required for the revised scheme and can be provided within the site without causing detriment to the openness of the Green Belt.

Since the deferral of the application at Committee in July 2021, additional detailed plans have been submitted that provide a comparison of the original barn, the approved dwelling, and the as built dwellings on site. Precise volumes and heights of the structures concerned have also been provided.

- The Dutch barn which was in poor condition was 7.4m high at its highest point and 5.3m at its lowest. The precise volume of the Dutch barn was 1627 cubic metres.
- The approved single storey 4-bedroom dwelling with shallow mono pitched roof in the same position as the Dutch barn would have been 740 cubic metres, with an overall varying height from 2.8 – 4.4m. (Considering the gradient of the site, it is probable that additional height and thus volume would have resulted at the road frontage.)
- The volume of the dual pitched roof building that has been provided on site for 2 No. 2 bedroom dwellings is 776 cubic metres with an overall varying height from 5.3 - 6.2m.

The additional details clarify that the built form on site would be more than the approved scheme by approximately 36 cubic metres.

Principle of development

The application site is located within the Green Belt. Policy 8 of the Borough of Redditch Local Plan No. 4 applies and states that applications for new development will be determined in line with national planning guidance on Green Belts. The National Planning

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Policy Framework (NPPF) states that new buildings within the Green Belt are considered to be inappropriate development subject to a closed list of exceptions as outlined in Paragraphs 149 and 150 of the NPPF (2021).

Officers consider that the application does not accord with any of the closed list of exceptions to inappropriate development in the Green Belt, the proposal is therefore considered to be inappropriate development in this location. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering a planning application, substantial weight should be afforded to any harm to the Green Belt.

When the redevelopment application was considered under 17/00451/FUL, the officer at the time of determining the application acknowledged that the new dwelling and the proposal overall would result in a visual improvement of the site. It is noted that a shallow mono pitched roof was approved to minimise the impact of the new dwelling in this Green Belt setting. These factors amounted to very special circumstances to justify the harm by reason of inappropriateness. However, it is important to note that the approved plans for the replacement building did not include the true levels of the site and as such the overall height of the mono pitch building was imprecise relative to finished levels. The additional details recently submitted clarify what the true implication would have been in respect to the approved building.

In respect to the current application, it is acknowledged that the additional dwelling would also represent inappropriate development. When the application was considered at Planning Committee in July 2021, officers were considering the impact of the development in comparison to the original Dutch barn and advised that the revised scheme would have limited harm on the openness of the Green Belt, taking into account that the overall height of the scheme with a dual pitched roof would still be lower than the original building. Officers also stated that whilst the revised scheme would be higher than the approved mono pitched building, the revised roofline would be more in keeping with the surrounding buildings.

Following Counsel advice, the fallback position in this situation would not be the Dutch barn, but would be the approved scheme (shallow pitched dwelling). As mentioned above the built form on site is slightly more than that approved under planning reference 17/00451/FUL by approximately 36 cubic metres.

The built form

The roof design has changed from a mono pitched roof to a dual pitched roof, increasing volume and height compared to the approved fall-back scheme. Paragraph 137 of the NPPF 2021 identifies that openness is one of the essential characteristics of Green Belts, along with permanence. The Courts have confirmed that the openness of the Green Belt has a spatial as well as a visual aspect. This increase needs to be assessed in this context.

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The approved building would have resulted in an elevated form due to the original site gradient which was not defined under planning reference 17//00451/FUL. Comparing this to the on-site scheme, with its diminishing impact of roof volume (because of the pitched nature of the roof) there is little difference between the two schemes in terms of spatial impact.

Turning to the visual impact and taking into consideration the positioning of the building in relation to surrounding structures (such as the other buildings within the scheme, as well as the neighbouring dwellings in Yeates Acre) the building concerned is seen to be enclosed as well as being set back within the site. The narrow site frontage and screening along the southern side of Astwood Lane and position of adjoining dwellings to the west, also reduce the visual impact. Overall, the visual impact of the additional volume in this Green Belt setting is limited. Consideration has also been given to the context of the surrounding buildings and that the provision of the dual pitched roof is an improved urban form in this quasi-farm setting.

In conclusion officers consider that the limited spatial and visual impacts of this additional built form, in the context of the site and as assessed against the fall back of the extant permission, are sufficient to represent very special circumstances necessary to address the inappropriate nature of the development.

Arguments have been put forward by the agent expressing that the revised scheme falls within para 149 (g) of the NPPF in respect to limited infilling or the partial or complete redevelopment of previously developed land so long as it does not have a greater impact on the openness of the Green Belt than the existing development. Officers have considered the proposal against the fall back of the 17/00451/FUL scheme and as set out above, have considered the spatial and visual consequences of differences between those schemes.

Sustainable location

Policy 2 of the Local Plan No.4 provides a settlement hierarchy for development within Redditch to make it clear how settlements should be developed sustainably. The proposal site sits within Feckenham but is located outside the Village Settlement boundary as defined in Local Plan No.4. Therefore, paragraphs 2.3 of the policy apply, which states development in this location should only provide for locally identified development needs.

However, to promote sustainable development in rural areas, Para. 79 of the NPPF 2021 states that housing should be located where it will enhance or maintain the vitality of rural communities, identifying opportunities for villages to grow and thrive, especially where this will support local services. Whilst the site is located outside the identified settlement under policy 2 of the Local Plan No. 4, it is adjacent to established residential dwellings with footpath links to the village. In addition, the site is located within walking distance of amenities, bus route and bus stops which are located within approx. 500m.

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Paragraph 80(d) in NPPF 2021 refers to development involving the subdivision of an existing residential building. Officers would advise that the footprint of the revised building for 2 x No. 2 bedroom dwellings is the same footprint as that approved under 17//00451/FUL for 1 x No. 4 bedroom dwelling. Therefore, it could have been feasible for the development to have been implemented in accordance with the approved plans, but then subdivided later resulting in the development that is now the built form on site (with exception to the roof design). Furthermore, the proposal does not increase occupancy numbers above that of the previous permission.

Amenity and impact of neighbouring occupiers

Adequate garden provision would be provided for each dwelling, although the shapes of the gardens are linear, the useable garden areas exceed 70 sqm which is the minimum garden provision required for new dwellings as stated in the Councils SPD on High Quality Design.

In respect to the impact on the neighbouring occupiers, the provision of the additional dwelling would not hinder the amenities of the neighbouring occupiers given the building is single storey. As such the proposal is in accordance with the SPD and policies 39 and 40 of the Local Plan No.4.

Highways

The Highways Authority have considered the site and raised no objections to the proposal. The application site benefits from an existing vehicular access and is in close proximity to amenities, a bus route and bus stops.

Drainage

There is an existing flood risk issue located at the junction of Swansbrook Lane and Astwood Lane. This matter has been raised as part of the public consultation of this application.

Officers have been in dialogue with the applicant and North Worcestershire Water Management (NWWM) regarding the drainage arrangements that have been carried out for the redevelopment of the site. NWWM have clarified that the onsite drainage which includes an allowance for climate change is acceptable.

Whilst not a planning matter, NWWM are working with landowners to address the local flooding issue adjacent to the site to undertake works and maintenance in order to reduce the flooding issues affecting Astwood/ Swansbrook Lane road junction and adjacent properties.

Conclusion

The proposal would be inappropriate development in the Green Belt and would conflict with Policy 8 of the Local Plan No.4. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. As mentioned in the body of this report, it is considered that very special circumstances apply on this occasion to justify the harm by reason of inappropriateness.

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In this case, the scale of the building would be slightly higher than the approved fall-back scheme and include a slight increase in volume of approximately 36 cubic metres. However, in considering the spatial and visual consequences of this in the context of how the 17/00451/FUL scheme could have been implemented and the overall improvements made to openness on the site following the removal of other structures, on balance this is considered to represent very special circumstances.

The scale of the development in terms of garden provision and hardstanding would be similar to those approved under the approved fall-back scheme with no additional harm to the openness of the Green Belt.

It is also noted that the proposal would create one additional dwelling and therefore, add to the housing stock in the Borough, which would also generate some employment opportunities in the area and any future occupiers would support local services within Feckenham.

Overall, it is considered in this case that the benefits of the development outweigh the environmental harm that the proposal would have in terms of its location. As such the development is considered to be acceptable.

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 hereby permitted shall be carried out in accordance with the Approved Plans/ Drawings to be defined.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 2 The Development hereby approved shall not be occupied until the proposed access gates have been set back 5 metres from the adjoining carriageway edge, and made to open inwards only.

REASON: In the interests of highway safety.

- 3 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.

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- 4 The electric charging points provided on site for each dwelling shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851 and the Worcestershire County Council Streetscape Design Guide. The electric vehicle charging points shall be retained for the lifetime of the development unless they need to be replaced in which case the replacement charging point(s) shall be of the same specification or a higher specification in terms of charging performance.

REASON: To encourage sustainable travel and healthy communities.

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

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

- 6 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no development included within Schedule 2, Part 1, Classes A to E shall be carried out without the prior approval of the local planning authority to an application in that behalf.

Reason: To protect the visual amenity of the area and the openness of the Green Belt.

Procedural matters

This application is being reported to the Planning Committee because it was deferred from a previous meeting. In addition it has attracted an objection from a Statutory Consultee and therefore falls outside of the Scheme of Delegation.

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Planning Application 22/00070/FUL

Proposed demolition of existing buildings, erection of new commercial unit delivering up to 5,575 sq.m GIA of development falling within Use Classes B2, B8, E(g)(iii) including ancillary offices, access improvements, drainage, landscaping, vehicular parking, boundary treatments and associated works.

Alto House, Ravens Bank Drive, Redditch, Worcestershire, B98 9NA

Applicant: Custodian REIT PLC
Ward: Church Hill Ward

The case officer for this application is David Kelly, Planning Officer (DM), who can be contacted on Tel: 01527 881666 Email: david.kelly@bromsgroveandredditch.gov.uk for more information.

Site Description

The site (Alto House) is located within Ravensbank Industrial Estate, north of the A4023 and approximately 4km east of Redditch Town Centre. The site extends to 1.46 hectares and is bound to the north and east by Ravensbank Drive, to the south by commercial/ employment buildings and to the west by a watercourse and light industrial units beyond. The existing building comprises a 5,500sqm industrial building and includes ancillary offices. The building is served by a car park and commercial vehicle parking area. There are existing mature trees and hedges around the perimeter of the site especially towards the western and southern boundaries. The site currently has separate vehicle and pedestrian accesses.

Proposal Description

The proposal is a full planning application for the demolition of the existing buildings at Alto House, Ravens Bank Drive, Redditch and the construction of new commercial accommodation of 60,000sqft (5,574sqm) along with associated parking, service yards and circulation. The application is for B2(General Industry), B8(Storage and Distribution), E(g)(ii) (Research and development of products or processes) and E(g)(iii) (defined as any industrial process, which can be carried out in any residential area without causing detriment to the amenity of the area) with ancillary office accommodation.

The proposed building which would have a ridge height of 15.3m and a haunch height of 12.5m. In terms of the proposed materials, the building would consist of grey metal profiled wall cladding laid horizontally and vertically. The office element to the south (fronting the car park) would consist of anthracite flat panelling laid horizontally. The proposed development would seek to retain the existing mature trees and landscaping and complement these with additional native tree and shrub planting. The hard landscaping within the site will comprise a mix of Macadam, tegular and herringbone

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concrete block paving and concrete surfacing. There would an existing Gas Meter House to the south of the site retained. The service yard area of the site would be enclosed by a 2.4m high paladin fence. There would be widening and upgrading works to the entrance including the provision of fabricated steel gates.

The application is accompanied by the following documents: Design and Access Statement, Ecology Phase 1 Survey, Air Quality Assessment, Noise Assessment, Desktop Ground Investigation, Transport Assessment, Framework Workplace Travel Plan, Asbestos Survey, Archaeology Assessment, Landscape Strategy Plan, Tree Survey & Arboricultural Impact Assessment, Energy Statement, Lighting Assessment, Utilities Statement, Flood Risk Assessment and Sustainable Drainage Strategy.

The proposal has been subject to screening under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 Part 2 Regulation 6.

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 15: Climate Change

Policy 16: Natural Environment

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

Redditch High Quality Design SPD

NPPF National Planning Policy Framework (2021)

Relevant Planning History

2005/179/FUL	Erection of a Temporary Bolt Down Storage Marquee on existing Industrial site	Approved	25.05.2005
2001/089/FUL	Extension	Approved	22.05.2001

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1997/313/FUL	Gates at Entrance to Site	Approved	30.10.1997
1996/423/FUL	Security Change of Use from B2 General Industrial to B1 Light Industrial B2 B8 Warehouse and Distribution	Approved	18.12.1996
1982/331/FUL	Extensions to provide New Factory Area	Approved	09.11.1982
1980/281/FUL	Erection of a Storage Building	Approved	03.07.1980

Consultations**Red Kite Network (Ecology)**

The presence of a bat roost was confirmed in a single storey garage building adjoining the existing service yard. It is recommended that the details of further nocturnal bat surveys are provided to determine the presence of bat species roosting in the existing building. It is understood that the additional surveys have been undertaken and Members will be updated in relation to this matter.

North Worcestershire Water Management

No objection subject to a pre commencement condition in relation to the approval of a scheme for surface water drainage which shall include the results of an assessment into the potential of disposing of surface water by means of a sustainable drainage system (SuDS) and shall provide an appropriate level of runoff treatment. The approved scheme shall be completed prior to the first use of the development

Arboricultural Officer

The assessments made within the Aspect Arboriculture Report are considered appropriate in respect of the quality of the trees and vegetation on site. No objection subject to the submission and approval of an Arboricultural Method statement to include the recommendations stipulated in the Arboricultural Impact Assessment report.

WRS - Contaminated Land

WRS has reviewed the Ground Investigation Reports Ref: AG3313-21-AN13 and has no objection to the proposal subject to the inclusion of the following bespoke planning condition:

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1. A written discovery strategy detailing how any unexpected contamination will be dealt with during the development, shall be submitted and approved by the Planning Authority prior to commencement of the development. All requirements shall be implemented according to the discovery strategy and completed to the satisfaction of the Planning Authority prior to the development being brought into use.
2. Prior to the development first being brought into use a verification report must be submitted to the Local Planning Authority demonstrating that works undertaken as part of the discovery strategy have been carried out.

WRS - Noise

The submitted noise assessment appears satisfactory and predicts a negligible noise impact at the nearest sensitive receptors from site activities.

In order to minimise any nuisance from noise / vibration and dust emissions during the demolition and construction phases the applicant should refer to the WRS Best Practice Guidance and ensure its recommendations are complied with.

WRS - Air Quality

The submitted Air Quality Assessment Report is considered appropriate and WRS agree with the methodology and conclusions. The provision of Secure Cycle Parking and Electric Vehicle Charging Points are recommended.

Worcestershire County Council Countryside Service

No comments in relation to any impact on public footpaths.

Ramblers Association

No response received to date.

Worcestershire Archive and Archaeological Service

No objection subject to the submission and approval of a programme of archaeological work including a Written Scheme of Investigation prior to the commencement of development.

Climate Change Officer

In reviewing the BREEAM pre-assessment and the application, the proposal would have good sustainability credentials, including solar photovoltaic, electric vehicle spaces, etc. The proposed Excellent rating does seem commensurate with that.

In respect of demolition, if an existing building can be kept and repurposed to a building that can be run sustainably, this does reduce the materials required and therefore the carbon emissions involved. It may be that the size of the existing building or its performance is not adequate.

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If a building is being demolished, how the waste is managed and repurposed can minimise the associated carbon footprint. They are aiming for maximum credits for responsible construction management. It may be useful to see their Resource Management Plan/ Site Waste Management Plan and Pre Demolition audit.

Highways Redditch

Worcestershire Highways have considered the proposal in the context of the submitted Transport Statement (TS), Travel Plan (TP) and Design and Access Statement (DAS). Further information had been requested in relation to the access proposals, parking provision, and network safety. The applicant's Transport Consultant provided a detailed response to the Highway Authority dated 23rd March. The response provided addresses the matter of the safety and appropriateness of the pedestrian crossing of the access, additional details in respect of dedicated, illuminated routes linking the parking areas with the main staff entrance, provision of a dedicated goods vehicle route from the warehouse to enable a single point of access/ egress and equivalent or reduced trip generation compared with the existing lawful use. The proposed 60 car parking spaces and 20 dedicated cycle parking spaces are considered appropriate.

Worcestershire Highways raise no objections subject to conditions in relation to the implementation of appropriate off site highway improvement works, provision of appropriate vehicular visibility splays, a construction environmental management plan and the following planning obligations:

- 1) a Contribution £2,400 to upgrade the bus stop at Ravensbank Drive, 110m to the south of the site to include the provision of hardstanding and a link to public footpath.
- 2) a contribution of £5000 for the upgrade of the Moons Moat Drive bus stop to provide hardstanding on both sides of the road, dropped kerbs with tactile, pole and flag

Public Consultation Response

13 Neighbour letters sent 02/02, expired 26/02. Site Notice posted 02/02, expired 26/02. Press Notice posted 04/02, expired 21/02.

No public comments received.

Assessment of Proposal

Principle of development

The Council is required to make a decision in accordance with the Development Plan, unless material considerations indicate otherwise. (Section 38(6) PCPA 2004 and Section 70(2) TCPA 1990). The National Planning Policy Framework (NPPF) is a material consideration.

The site is within an area designated as a Primarily Employment Area in the Borough of Redditch Local Plan No.4 (BoRLP4) (2017) and Policy 24 is applicable which seeks to safeguard employment sites. The application seeks the redevelopment of the site for

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employment purposes and as such, in principle, the proposal would comply with the policies of the Local Plan.

Design and Layout

Policy 39 of the BoRLP4 states that all development in the Borough should contribute positively to the local character of the area, responding to and integrating with the distinctive features of the surrounding environment, particularly if located within a historic setting. The policy also requires the incorporation of green infrastructure and climate resilience. Policy 40 requires new development be of a high quality design that reflects or complements the local surroundings and materials. The Redditch High Quality Design SPD provides detailed advice in relation to the scale, massing, lighting, parking, landscaping and boundary treatments for new commercial buildings. Para 6.2.3 states that development should be in scale with surrounding developments and not be visually intrusive due to its scale, massing and use of materials.

The proposed building would have a very substantial footprint in excess of 5,500sqm but it is noted that it would replace a building of a similar scale in terms of height and floorspace. Whilst the area to the south and west of Ravensbank Drive (including Brooklands Drive) consist of smaller commercial units, there are very similar large employment units to the north off Hedera Road. The site and immediate area benefit from substantial mature landscaping which will be retained and augmented with buildings set away from the street which enables them to be absorbed into the streetscene. Overall, the scale of the building is considered appropriate in the context of the character of the area. In terms of material finishes, the building will comprise a mix of Alaska and Goosewing Grey with antracite colour to the active southern facade. Noting the colour and character of surrounding buildings notably on Hedera Road, the proposed colour palette is considered acceptable. In terms of architecture, the proposal would have a restricted palette of neutral colours to effectively reduce the mass and volume of the building and the simple segmented portions and glazing to the southern elevation would provide variety and rhythm on this active frontage.

Whilst the current building has a substantial extension to the northern side, the proposal would provide a single building increasing the circulation space towards the northern side of the site. The access to the site would be from the north and there would be large area of hardstanding provided to the north of the building to accommodate HGV parking and manoeuvring. The proposed car and cycle parking would be provided to the north eastern and eastern side of the building. The general arrangement is similar to the present arrangement with the addition of further hardstanding in the area to the north of the building effectively bringing the HGV parking closer to the boundary with Ravensbank Drive than at present. The proposed Landscape Strategy (as outlined below) seeks to mitigate this impact. The position of the proposed building would be closer to Ravensbank Drive providing for a more active frontage as required by paragraph 6.2.4 of the SPD.

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Large buildings are commensurate with buildings to be used for B8 (storage and distribution) purposes and there are a number of large industrial buildings located on Ravensbank Drive to the northwest of the site.

The application is accompanied by a Lighting Assessment and an External Lighting Layout plan and both column mounted lights and building mounting lights are proposed (ranging in height from 2.7m to 10m). The higher column lights would be located to the rear of the premises and would illuminate the service area. All of the elevations of the building would have wall mounded lights. The Assessment demonstrates that the external lighting has been designed to prevent upward light pollution and light spill to neighbouring areas in the context of energy efficiency and ecological protection.

Landscaping

Policy 16 of the BoRLP4 seeks to ensure that a high quality natural environment and landscape is retained in the Borough. Paragraph 6.2.12 of the Redditch High Quality Design SPD states that landscaping proposals should enhance the existing built and natural environmental features already present in the location through the careful retention of healthy trees to provide a sense of maturity to a new development. It encourages the use of native species having regard to soil conditions, drainage, shelter and space.

The site is subject to a Tree Preservation Order (TPO No.13, dated 1965). The Arboricultural Impact Assessment (AIA) submitted with the application identifies that protected trees comprise early mature to mature examples of oak (*Quercus robur*) and ash (*Fraxinus excelsior*) along the site's north-western, south-western and southern boundaries which correspond with the historic field boundaries on the site. The remainder of the trees post date the designation the TPO and comprise the landscaping scheme for the original site. There is an Arboricultural Impact Assessment and Tree Protection Plan accompanying the application and the proposal would result in the loss of one single tree, an alder, to facilitate the entrance alterations. There would be an area of existing trees partially located along the eastern boundary of the site removed alongside smaller areas of formally semi mature planted landscaping within the current site parking and servicing areas. The areas subject to the TPO on the southern and western boundaries would be retained with supplementary planting where appropriate.

The application is accompanied by a Landscape Strategy Plan which has been informed by the AIA. The Strategy proposes new tree and shrub planting along the north eastern boundary to partially replace the semi mature vegetation being removed and provide a linkage with the existing mature vegetation to the retained on the north western boundary. Tree planting along this boundary would provide effective screening of the proposed HGV parking in respect of Ravensbank Drive. There would also be standard tree planting provided along the existing hedgerow to be retained on the eastern boundary towards Ravensbank Drive. The proposal would result in minor incursion into the Root Protection Areas (RPA's) of a number of retained trees and groupings to facilitate the provision of the building or new hardstanding. There are also areas of existing hardstanding that would be removed and topsoil replaced under arboricultural supervision. The indicative

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planting proposed in the Landscape Strategy relate to native species such as maple, hawthorn and alder and this is considered appropriate in the context of the existing vegetation and the amenity of the area. There are no objections from the Councils Tree Officer and an appropriate condition has been attached requiring the submission of a detailed Arboricultural Method Statement. In respect of boundary treatments, it is proposed that a section of the curtilage of the site would be enclosed in a 2.4m high weld mesh panel fence which would enclose the HGV parking and manoeuvring areas from the remainder of the site. The type of fencing proposed is not uncommon in a commercial setting with a similar type of fence evident on Hedera Road. The proposed tree planting outlined in the Landscape Strategy Plan would assist in mitigating the impact of the fence which would be along a portion of the curtilage on the north east boundary. It is accepted that the proposed refuse store area would exceed the 30m distance from the entrance, as specified in the SPD. However, the selected site for the bin store would be relatively inconspicuous, adjoining the building in the north east corner of the site. It is concluded that the requirements of policy 16 of the BoRLP4, the adopted High Quality Design SPD and the NPPF are acceptable in respect of landscaping.

Ecology

The Ecological Appraisal accompanying the application confirms that generally the site is of low conservation value and the loss of the identified habitats is not considered to pose a constraint to the development of the site. However, the field surveys carried out have uncovered a potential bat roost in a single storey garage on the site. The Ecological Appraisal recommends that three nocturnal bat surveys are conducted at the site in the appropriate season (May onwards). These surveys have been conducted. The report and further views of the Ecologist are awaited. In the event that the presence of bats is confirmed, a pre commencement condition will be imposed to require the applicant to obtain a European Protected Species License from Natural England.

Noise

The application is accompanied by a Noise Assessment. In terms of residential amenity, the closest residential properties would be located to the south of the A4023, some 360m away from the proposal. Given the mix of intervening commercial uses, it is not considered that the proposal would have any discernible impact in respect of residential amenity. There are no objections from Worcestershire Regulatory Services in respect of noise.

Drainage and Flood Risk

In terms of flood risk, the site is located within Flood Zone 1 (low risk of fluvial flooding). Given the scale of the proposal, the application is accompanied by a Flood Risk Assessment and Drainage Strategy. Policy 17 of the BoRLP No. 4 requires the incorporation of water efficiency measures and appropriate Sustainable Drainage (SuDS) techniques that utilise retention methods. Policy 18 requires suitable land to be allocated in order to incorporate SuDS techniques within the drainage design for the development, limit the discharge rates and provide sufficient on-site attenuation for the 1% annual probability of flooding or 1 in 100 chance in any year plus an allowance for climate change. In terms of SuDS, the proposal would utilise porous paving and provide an

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underground attenuation tank. The objective would be to reduce surface water runoff in a 1 in 100 year event + 20% allowance for climate change in accordance with the Redditch Borough and Bromsgrove District Strategic Flood Risk Assessment (SFRA) Level 2. The comments received from North Worcestershire Water Management (NWWM) are noted and recommend the paving sub base be used for a greater portion of the attenuation volume to enable a reduction in the size of the attenuation tank. It is also recommended that features such as tree pits could be used alongside the paving and attenuation to the ditch line on the southern boundary of the site. In summary, further information is required in respect of the specific drainage measures to be employed and an appropriate pre commencement condition has been applied.

Sustainability

Policy 15 of the BoRLP4 states that new developments must have regard for the need to be climate resilient. This includes the requirement to be in an accessible location and consider matters such as position and orientation to reduce energy demand. The use of locally sourced and recycled materials must also be demonstrated and all new non-domestic development must be assessed against the BREEAM (Building Research Establishment Environmental Assessment Method). The application is accompanied by a BREEAM pre assessment. The assessment shows that the scheme intends to target a rating of BREEAM 'Excellent'. The views of the Councils Climate Change Officer are noted. The target of 'excellent' is an ambitious one and additional information has been sought from the applicant in relation the carbon cost of the removal of the existing building and the potential for the reuse of the material and a Resource Management Plan/Site Waste Management Plan has been sought. The potential use of air source heat pumps for heating has also been explored. Overall, given that Policy 15 does not specify a BREEAM rating, the proposal would be considered to accord with the policy subject to conditions to ensure implementation in accordance with the submitted BREEAM Pre Assessment.

Transport and Highways

Policies 19 and 20 of the BoRLP No. 4 set out the transport and accessibility requirements for new developments and the application has been accompanied by a Transport Statement and Travel Plan.

There would be 60 car parking spaces provided, comprising 5 No. disabled parking bays, 5 No. electric vehicle charging spaces, 3 No. car sharing spaces and 47 standard car parking spaces. Disabled parking bays would be provided close to the main entrances where surfaces would incorporate appropriate dropped and transition kerb sections and areas of tactile paving.

Worcestershire Highways originally expressed a number of concerns in relation to the proposal including the proposed alterations to the access and the impact on pedestrian safety, details in relation to the geometry of the movements of vehicles within the site and the adequacy of the level of cycle parking proposed. The applicant proposed 20 spaces and the WCC Design Guide required a level of 139 cycle parking spaces.

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The applicant's Transport Consultant submitted a response in the form of a Technical Note to Worcestershire Highways in relation to the above matters on 23rd March. The note incorporated detailed plans of the proposed vehicle tracking through the site and the proposed pedestrian visibility splays. The applicant highlighted that Census (2011) Travel to Work (JtW) data identified a bicycle mode share of 3%. The proposal would provide for on site showers, lockers and changing facilities.

WCC are now satisfied with the level of car and cycle parking provision which would align with the HCA Employment Density Guide (2015). The HCA employment density guide is an industry-wide point of reference for projected job creation and is used by local authorities, developers and surveyors. The guide includes up to date information about how many jobs you can expect to accommodate in modern properties of different types, from industrial units to commercial offices.

In terms of public transport infrastructure, WCC have requested contributions towards the improvement of bus stops on Ravensbank Drive and Moons Moat Drive totalling £7,400. Your Officers consider that the request is necessary, reasonable in the context of the development proposal and reasonable in scale and kind to the development. Therefore, they would accord with the CIL Regulations and the advice of the Planning Practice Guidance.

It was accepted that the level of trip generation, taking the existing lawful use into account, would not have a severe impact on the local highway network and, as such, there was no requirement to carry out detailed junction modelling.

Conclusion

The proposal would result in the development of a new employment unit on previously developed land in a sustainable urban location in accordance with policy 24 of the Borough of Redditch Local Plan No. 4. It would make a significant contribution to the supply of employment land in Redditch. There would also be economic and employment benefits during the construction and operation of the building which carries weight in the context of the adopted Local Plan and the National Planning Policy Framework. The proposal is considered acceptable subject to the appropriate planning obligations and conditions as set out below.

RECOMMENDATION:

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 Planning Obligation (Unilateral Undertaking) ensuring the provision of (i) a financial contribution of £2,400 towards the upgrade of the bus stop at Ravensbank Drive, 110m south of site and (ii) a**

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financial contribution of £5000 towards the upgrade of the bus stop at Moons Moat Drive

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

21-061-PL-01G Site Location Plan
 21-061-PL-01G Existing Site Layout Plan (OS Based)
 21-061-PL-03G Existing Site Layout Plan (Topographical Survey based)
 21-061-PL-04L Proposed Site Layout Plan
 21-061-PL-06J Proposed Elevations
 21-061-PL-05G Proposed Floorplans
 21-061-PL-07G Proposed Roofplan
 21-061-PL-08G Proposed Site Sections
 7728/ASP3/LSP Rev B Landscape Strategy Plan

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

- 3) The development hereby approved shall be carried out in accordance with an Arboricultural Method Statement (AMS) which complies with the recommendations of the Arboricultural Impact Assessment Ref: 11194_AIA.001 Rev A dated December 2021 and the AMS shall be subject to the approval in writing of the Local Planning Authority prior to the commencement of works to trees within or on the boundaries of the application site.

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

- 4) a) A written discovery strategy detailing how any unexpected contamination will be dealt with during the development, shall be submitted and approved by the Planning Authority prior to commencement of the development. All requirements shall be implemented according to the discovery strategy and completed to the

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satisfaction of the Planning Authority prior to the development being brought into use.

b) Prior to the development first being brought into use a verification report must be submitted to the Local Planning Authority demonstrating that works undertaken as part of the discovery strategy have been carried out.

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

- 5) The planting of the soft landscaping, as detailed on approved landscape Drawing No. 7728/ASP3/LSP Rev A Landscape Strategy Plan shall be completed within 12 months of first use of any of the buildings hereby approved.

Reason: To safeguard and enhance the character and amenity of the area, and to provide ecological, environmental and biodiversity benefits.

- 6) No works or development shall take place until a scheme for surface water drainage has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall include the results of an assessment into the potential of disposing of surface water by means of a sustainable drainage system (SuDS) and shall provide an appropriate level of runoff treatment. 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.

- 7) Within 3 months of occupation of any of the building hereby approved, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full compliance with the BREEAM NC 2018 Pre-Assessment Alto House, Redditch, dated September 2021.

Reason: In order to ensure that climate resilience measures are in place in accordance with the requirements of Policy 15 of the Borough of Redditch Local Plan No. 4.

- 8) The Development hereby approved shall not be occupied until the highway improvements/offsite works/site access works comprising:

- Works as shown on Mode Transport Planning drawing J32-6158-PS-003-A have been constructed and completed.

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Reason: To ensure the safe and free flow of traffic onto the highway.

- 9) The Development hereby approved shall not be occupied until the visibility splays shown on Visibility Splay Drawing J32-6158-PS-003-A dated 3rd May 2022 have been provided. The splays shall always be maintained free of level obstruction exceeding a height of 0.6m above adjacent carriageway.

Reason: In the interests of highway safety

- 10) 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:
- o Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway
 - o Details of site operative parking areas, material storage areas and the location of site operatives' facilities (offices, toilets etc).
 - o The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring.
 - o Details of any temporary construction accesses and their reinstatement.
 - o A highway condition survey, timescale for re-inspections, and details of any reinstatement.

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.

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

- 11) No development shall take place until a programme of archaeological work including a Written Scheme of Investigation, 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

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f) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

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 of Investigation approved under condition (1) 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 205 of the National Planning Policy Framework.

Informatives

- 1) In dealing with this application the local planning authority have worked with the applicant in a positive and proactive manner, seeking solutions to problems arising from the application in accordance with the NPPF and Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The authority has helped the applicant resolve technical issues such as:
 - o the impact of the proposal in respect of access and highways
 - o the sustainability aspects of the proposal

The proposal is therefore considered to deliver a sustainable form of development that complies with development plan policy.

- 2) Demolition & Construction Nuisance: In order to minimise any nuisance from noise / vibration and dust emissions during the demolition and construction phases the applicant should refer to the WRS Best Practice Guidance (attached) and ensure its recommendations are complied with.
- 3) The granting of this planning permission does not remove any obligations on the applicant to undertake a technical design check of the proposed highway works with the Highway Authority, nor does it confirm acceptance of the proposal by the Highway Authority until that design check process has been concluded. Upon the satisfactory completion of the technical check the design would be suitable to allow conditions imposed under this permission to be discharged but works to the public highway cannot take place until a legal agreement under Section 278 of the Highways Act 1980 has been entered into and the applicant has complied with the requirements of the Traffic Management Act 2004. The applicant is urged to engage with the Highway Authority as early as possible to ensure that the approval process is started in a timely manner to achieve delivery of the highway works in accordance with the above-mentioned conditions. The applicant should be aware

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of the term "highway works" being inclusive of, but not limited to, the proposed junction arrangement, street lighting, structures, and any necessary traffic regulation orders

- 4) The applicant's attention is drawn to the need to ensure that the provision of the visibility splay(s) required by this consent is safeguarded in any sale of the application site or part(s) thereof
- 5) 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 1 month or other agreed timescale.
- 6) 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.
- 7) It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but reference is made to "respecting the community" this says: Constructors should give utmost consideration to their impact on neighbours and the public:
 - o Informing, respecting, and showing courtesy to those affected by the work.
 - o Minimising the impact of deliveries, parking, and work on the public highway.
 - o Contributing to and supporting the local community and economy.
 - o Working to create a positive and enduring impression and promoting the Code

The CEMP should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues. Contractors should ensure that courtesy boards are provided, and information shared with the local community relating to the timing of operations and contact details for a site coordinator in the event of any difficulties.

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 /

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Industrial floorspace), and as such the application falls outside the scheme of delegation to Officers.

PLANNING COMMITTEE

Planning Application 22/00539/FUL

Two single storey extensions to Kingfisher School to provide an Office, Mentor/Breakout Room, circulation and Outreach Room

Kingfisher School , Clifton Close, Redditch, Worcestershire, B98 0HF,

**Applicant: Mr Jonathan Astley
Ward: Matchborough Ward**

(see additional papers for site plan)

The case officer of this application is Claire Gilbert, Planning Officer (DM), who can be contacted on Tel: 01527 881655 Email: claire.gilbert@bromsgroveandredditch.gov.uk for more information.

Site Description

Kingfisher School is located in the residential area of Redditch where the principle of development can be acceptable.

Proposal Description

The proposal is for two separate single storey extensions to the existing school to provide additional accommodation. The information submitted with the application confirms that the proposed extensions would not result in any increase in pupil or staff numbers and that it would not affect the current car parking arrangements at the school.

The extensions would be located on the south-eastern and south-western elevation of the existing school building, and they would not extend the school building out on to the adjacent playing field which is classified in the Redditch Local Plan as an area of Primarily Open Space.

Relevant Policies :

Borough of Redditch Local Plan No. 4

Policy 1: Presumption in Favour of Sustainable Development

Policy 18: Sustainable water Management

Policy 19: Sustainable travel and Accessibility

Policy 39: Built Environment

Policy 40: High Quality Design and Safer Communities

Others

National Design Guide

NPPF National Planning Policy Framework (2021)

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NPPG National Planning Practice Guidance

Relevant Planning History

2015/033/FUL	Classroom extension and internal alterations	Granted	20.03.2015
19/00002/FUL	Retention of an existing modular double classroom unit	Granted	18.02.2019
20/00838/FUL	Removal of 2no.existing mobile classrooms and provision of 3no new classrooms, office, and toilets.	Granted	04.09.2020
21/00066/FUL	Removal of 2no.existing mobile classrooms and provision of 3no.new Classrooms	Granted	12.03.2021
21/00432/FUL	New modular classroom block	Granted	02.06.2021

Consultations**North Worcestershire Water Management**

The proposed development site is situated in the catchment Ipsley 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, based on the EA's flood mapping risk, is indicated at a 1 in 1000 level across the site. This is likely connected to the small stream that runs along the NW side of the school. There is no known history of flooding on this site and given the amount of artificial drainage in the area there is a chance the risk identified could be inaccurate.

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.

Public Consultation Response

Site notice posted on 5 May 2022 expired 29 May 2022
5 Neighbour letter sent 4 May 2022 Expired 28 May 2022

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No representations received to date

Assessment of Proposal

Planning permission was granted last year for a temporary modular building at this site. However, as the school requires a long-term solution, they have now undertaken some internal remodelling of the existing school, which together with the proposed extensions would mean that they no longer require the temporary modular building. As part of the modular building application, the car parking arrangements were increased at this site to provide sufficient capacity for the school.

Due to the siting, design and scale of the proposed extensions it is considered that they would be in scale with the existing building and would respect the overall character and appearance of the existing building. Due to the scale of the extensions, it is not considered that they would affect the overall character or appearance of the area or the existing amenities of the neighbouring properties.

The extension along the south-eastern elevation of the existing building would result in the need to relocate the existing cycle parking stand. However, the plans show that this would be relocated within the school site, adjacent to the proposed extension. It is not considered that this would affect the character or appearance of the building or area or the use of the cycle parking facility.

North Worcestershire Water management were consulted on the application and have confirmed that they do not have any objections to the proposal and do not deem it necessary to recommend attaching a drainage condition in this case.

Overall, it is considered that the proposal accords with the Policies in the Local plan and the NPPF and is acceptable.

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.

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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:

Location Plan Drawing No. 001
Proposed Site Plan Drawing No. 020
Proposed Elevations Drawing No. 021
Proposed Floor Plan Area 1 Drawing No. 022
proposed Floor Plan Area 2 Drawing No. 023

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 and in accordance with Policies in the Local Plan.

Informative

- 1) Proactive engagement by the local planning authority was not necessary in this case as the proposed development was considered acceptable as initially submitted.

Procedural matters

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

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Planning Application 22/00637/FUL

Replacement of cracked concrete planters with powder coated metal privacy fencing and rails; improved water proofing and insulation to balconies; replacement of brick kerbs with concrete kerbs; replacement of sodium lighting with LED to street lights; improved waste removal solutions

Numbers 45-122 High Trees Close, Oakenshaw, Redditch, B98 7XL

Applicant: Mr Andrew Rainbow, Redditch Borough Council
Ward: Headless Cross and Oakenshaw 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 to the western end of High Trees Close, Oakenshaw. High Trees Close is accessed via Castleditch Lane to the east. The site is well screened by existing trees to its perimeter. Beyond the western boundary of the site lies Evesham Road. This part of High Trees Close comprises of large, detached blocks of housing with each block containing up to 8 flats. Beyond the eastern boundary (also within High Trees Close), where land falls away in a west to east direction, housing is more traditional in appearance, only two storey and terraced.

Proposal Description

The proposals comprise general repair and improvement works to 77 properties in total situated within High Trees Close. The works include the replacement of existing cracked concrete planters serving existing balconies with powder coated metal privacy fencing and rails; improved water proofing solutions to balconies and increased insulation; replacing the original brick kerbs with concrete kerbs; street lighting and waste removal improvements.

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

Policy 1: Presumption in Favour of Sustainable Development

Policy 39: Built Environment

Policy 40: High Quality Design and Safer Communities

Others

NPPF National Planning Policy Framework (2021)

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Relevant Planning History

None

Public Consultation Response

No representations received

Assessment of Proposal

The application site contains 77 flats within blocks over multiple storeys, most of which are deteriorating both physically and visually having been little altered since their construction in the 1960s. In particular, many of the large and heavy concrete planters which serve the balcony areas are now cracking and pose a potential safety hazard.

Aside from the clear visual deterioration of the concrete, the planters are also placing significant strain on the roof areas serving the lower flats. For these reasons it is proposed to replace the 750mm high planters with a modern and more lightweight PPC (Polyester Powder Coated) privacy railing system measuring 1000mm in height to serve the balconies. Black powder coated metal balustrade fencing would replace many of the deteriorating ground floor 1800mm high timber fence panels. The proposals are considered to represent a significant visual improvement over the existing and your officers are happy to support this element of the application, complying as it would with Policy 40 of the Borough of Redditch Local Plan No.4.

Other improvement measures include a water proofing solution to the balconies where roofs have been prone to leaks, and increased 'warm roof' insulation to the flats.

As part of the schedule of improvement works, it is proposed to replace existing brick kerbs with a longer lasting concrete alternative and further, the SON (Sodium) lighting which serves the existing lighting columns in High Trees Close is to be changed to LED (Light Emitting Diode) which produces a brighter, white light.

Finally, an improved 'MetroStor' waste and recycling system would replace the existing, visually conspicuous bin storage arrangement present at High Trees Close. This involves storing waste receptacles within a timber and galvanised structure. For members information, this system is currently in place at Cardy Close and Lock Close in Batchley.

All elements forming part of this application for planning permission are supported and are considered to represent a significant improvement to both the visual and residential amenities of the area. As such, it is recommended that planning permission be granted.

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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:

Plan 5017753 RDG ST PL A 0100

Proposed plans and elevations 5017753 RDG A 0102 A

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

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.

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