



# Planning Committee

Wed 24 May  
2023  
7.00 pm

Council Chamber  
Town Hall  
Redditch

**REDDITCH** BOROUGH COUNCIL

*making  
a  
difference*

[www.redditchbc.gov.uk](http://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. 3304)  
email: [gavin.day@bromsgroveandredditch.gov.uk](mailto:gavin.day@bromsgroveandredditch.gov.uk)**

## ***GUIDANCE ON FACE TO FACE MEETINGS***

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

### **PUBLIC SPEAKING**

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. Ward Councillors (in objection)
  - c. Supporters to speak on the application;
  - d. Ward Councillors (in support)
  - e. 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 22<sup>nd</sup> May 2023) 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 3304) or by email at [gavin.day@bromsgroveandredditch.gov.uk](mailto:gavin.day@bromsgroveandredditch.gov.uk) before **by 12 noon on Monday 22<sup>nd</sup> May 2023**).
- 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 **by 12 noon on Monday 22<sup>nd</sup> May 2023**).
- 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](http://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

Wednesday, 24th May, 2023

7.00 pm

Council Chamber Town Hall

## Agenda

### Membership:

TBC at the Annual Council Meeting

**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 (Pages 7 - 12)

**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.** 21/00447/OUT - The Alexandra Hospital, Woodrow Drive, Redditch, Worcestershire, B98 7UB (Pages 13 - 50)

**6.** 22/00915/FUL - Old Yarr, Blaze Lane, Astwood Bank, Redditch, Worcestershire, B96 6QA (Pages 51 - 58)

**7.** 22/00918/FUL - Old Yarr, Blaze Lane, Astwood Bank, Redditch, Worcestershire, B96 6QA (Pages 59 - 70)

**8.** 22/01563/FUL - Old Yarr, Blaze Lane, Astwood Bank, Redditch, Worcestershire, B96 6QA (Pages 71 - 78)

**9.** 23/00321/FUL - Arrow Valley Park, Battens Drive, Redditch, B98 0LJ (Pages 79 - 82)

**10.** 23/00322/ADV - Arrow Valley Park, Battens Drive, Redditch, B98 0LJ (Pages 83 - 86)

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## Planning Committee

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Wednesday, 19 April 2023

### MINUTES

#### Present:

Councillor Michael Chalk (Chair), Councillor Timothy Pearman (Vice-Chair) and Councillors Salman Akbar, Imran Altaf, Brandon Clayton, Andrew Fry and Juma Begum

#### In attendance:

Councillors Joe Baker and Emma Marshall

#### Officers:

Helena Plant, Amar Hussain (on Microsoft Teams), Ryan Keyte, Sarah Hazlewood and Karen Hanchett (Worcestershire County Council Highways)

#### Democratic Services Officer:

Gavin Day

#### 75. APOLOGIES

Apologies for absence were received from Councillor Bill Hartnett with Councillor Juma Begum in attendance as substitute.

#### 76. DECLARATIONS OF INTEREST

There were no declarations of interest.

#### 77. CONFIRMATION OF MINUTES

##### RESOLVED that

**The minutes of the Planning Committee meetings held on 1<sup>st</sup> March 2023 and 29<sup>th</sup> March 2023 were approved as a true and accurate records and signed by the Chair.**

#### 78. UPDATE REPORTS

At the request of Members, the meeting stood adjourned from 19:01 hours to 19:05 hours to enable Members sufficient time to read the Update Reports.

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Chair

# Planning

## Committee

Wednesday, 19 April 2023

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Having reconvened, Members indicated they were happy to proceed with the meeting.

**79. 21/00447/OUT - THE ALEXANDRA HOSPITAL, WOODROW DRIVE, REDDITCH, WORCESTERSHIRE, B98 7UB**

This application was being reported to the Planning Committee as the application required a Section 106 Agreement. 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 5 to 12 of the Update Report 1 pack.

The application was for The Alexandra Hospital, Woodrow Drive, Redditch, B98 7UB and sought outline planning permission for the removal of the existing carpark and apartment buildings to make way for a new residential development of up to 92 homes, with all matters reserved except for access.

Officers drew Members' attention to the three Update Reports:

1. An updated Officer presentation.
2. Additional information with regard to consultations and representations.
3. Details of a further objection received.

Officers clarified to Members that the application before them was to decide on the principle of the development and that all plans, with the exception of those showing the proposed access, were indicative.

Officers clarified the location of the proposed development as detailed on pages 6 and 7 of Update Report 1 Pack. Officers compared the location to the Local Plan and highlighted that part of the development fell under the allocation for health facilities, however, the NHS trust had assessed the land as surplus to requirements and had made the decision to release the land for development and to reinvest the money into the hospital.

The apartment buildings to be removed due to the development were former nurses' accommodation, however, these buildings had not been in use since 2015. Due to the demolition of the abandoned buildings, the site would be eligible for vacant building credit which would allow some of the affordable housing requirement to be offset.

Officers further detailed the improvements to the access off Quinney's lane as part of the development which involved the widening of the road to 5.5m and the footpaths to 2m on either side.



At the invitation of the Chair Councillor Joe Baker spoke in objection to the application, Mr Andeep Gill, Agent for the applicant, spoke in support of the development.

Officers clarified the following points after questions from Members:

- That any Legal Covenant with regard to the land would not be a Planning consideration but a civil matter.
- The affordable housing allocation of 20% had been permitted due to the vacant building credit. Officers further clarified that this was a very specific circumstance relevant to this application and was not a general departure from the Local Plan.
- There would be no impact on the number of parking spaces across the site due to the development, all spaces were allocated for staff and would be relocated prior to the development commencing.
- Worcestershire County Council (WCC) Highways did not deem the impact of the increased traffic to the network to be severe. Modelling and surveys undertaken estimated the peak time increase to the traffic network to be approximately +1%.
- The access to the hospital from Nine Days Lane would be retained through the development.
- To mitigate building/construction noise and disruption, an Environmental Management Plan was proposed under Condition 18, as detailed on page 32 of the Public Reports pack.
- That the proposed play equipment provision on the site needed to be completed prior to first occupancy, as detailed under Condition 28 on page 35 of the Public Reports pack.

Members then debated the application.

Members commented that they believed the land had been donated for the purposes of the hospital development and requested that Officers investigated whether there was a legal covenant on the site. Members were also unhappy with the findings from WCC Highways and wanted additional information regarding the assessment. In consideration of the preamble above an Alternative Recommendation was proposed by Councillor Altaf to defer the application pending additional information. The Alternative Recommendation was seconded by Councillor Begum.

The Committee's Legal Officer highlighted to Members that the presence or absence of a legal covenant on the land was not a material planning consideration and would be a civil matter and therefore advised the Committee against deferring the application on that basis alone.

# Planning

## Committee

Wednesday, 19 April 2023

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WCC Highways detailed that the surveys were conducted pre-covid, over a 24hour period and avoided any quiet “neutral” months which included Aug/Dec/Jan/Feb and had taken into account school holidays. Highways further detailed that the data was scaled up with their internal software to reflect the expected traffic in 2026 and presented a robust model used to predict traffic impact. The modelling and survey data showed that there would be an estimated +40 vehicle increase to AM peak and +45 to PM peak traffic, this had not met the criteria for WCC Highways to raise an objection to the application. Finally, WCC Highways detailed that in their opinion there would be nothing more they could add to the consultation response should Members be minded to defer the application.

Members were not satisfied with the Officers responses and proceeded with the vote on the Alternative Recommendation to defer the application.

On being put to a vote it was

### **RESOLVED that**

**having had regard to the development plan and to all other material considerations, the application be deferred pending further information to be supplied by Officers to the Committee, as detailed in the preamble above.**

#### **80. 23/00252/FUL - 1 TYSOE CLOSE, IPSLEY, REDDITCH, B98 0TB**

The application was being reported to the Planning Committee because the land subject to the application was currently owned by Worcestershire County 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 13 to 18 of the Public Reports pack.

The application was for 1 Tysoe Close, Redditch, B98 0TB and sought the change of use of highways land to a private residential garden.

Officers drew Members’ attention to pages 14 and 15 of the Public Reports pack and highlighted the land in question. Officers further detailed that the land had been designated incidental open space and that the application was retrospective in nature.

Officers clarified the following points after questions from Members:

# Planning

## Committee

Wednesday, 19 April 2023

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- The building on site would be immune to enforcement matters due to the passage of time being over 4 years since construction.
- WCC Highways had no objections to the application, the visibility splays were deemed acceptable for the speed of the road and junction.

Members then debated the application.

Members were displeased that the application was retrospective in nature and that the work had been carried out over a number of years prior. However, Members saw no material reason to refuse the application, on being put to a vote it was:

### **RESOLVED that**

**having had regard to the development plan and to all other material considerations, planning permission be GRANTED subject to the conditions outlined on page 39 of the Public Reports Pack.**

The Meeting commenced at 7.00 pm  
and closed at 8.15 pm

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**PLANNING  
COMMITTEE**24<sup>th</sup> May 2023**Planning Application 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, except the access road from Woodrow Drive to a point 100m west of the junction with Quinneys Lane, reserved (scale, layout, appearance, landscaping).**

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

**Applicant: Seven Capital (Wyre Hill) Limited & Worcestershire Acute Hospitals NHS Trust**  
**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 Update**

Members may recall that this application was considered at the last Planning Committee meeting on 19<sup>th</sup> April 2023. It was resolved to defer the application to seek clarification on the presence or absence of a restrictive covenant at the site and further details relating to when the traffic surveying had taken place at the site. Further information has been sought on these two points and should be read in conjunction with the report as provided below:

**Presence of a restrictive covenant**

Notwithstanding the fact that the presence of a restrictive covenant at the site is not a material planning consideration, the applicant has supplied a letter from their solicitors confirming that no such covenant exists. This letter is provided for members at Appendix 1.

**Highway/Traffic clarification**

With respect to the further information requested regarding the traffic surveys a clarification note has been provided by the applicant's highway consultants. Worcestershire County Council Highways have commented that the note is comprehensive and details how the traffic data has been derived. This is provided in its entirety at Appendix 2.

In summary it states that:

**REDDITCH BOROUGH COUNCIL****PLANNING  
COMMITTEE**

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- The traffic surveys were undertaken on Thursday 2<sup>nd</sup> July 2015 between 07:30 and 09:30 to obtain the AM peak hour and 16:30-18:30 for the PM peak hour. This is known as the Base Flows.
- Based on a July 2021 survey at the Quinneys Lane/Woodrow Drive junction, the 2021 base flows used in the residential development Transportation Assessment were substantially higher than the actual flows counted on 16<sup>th</sup> July 2021.
- The 2021 Census Data provides evidence that a substantial percentage of people are working from home (c. 14% increase in home working and a reduction in car use by 8%). This clearly supports the findings of the 2021 traffic survey.
- Regardless of what base flows are, the actual impact on the Quinneys Lane/Woodrow Lane Junction is 31 and 34 movements in and out in the AM and PM peak hours respectively i.e., 1 every 2 minutes.

In summary, less cars will use the junction than were initially modelled. This was borne out in the 2021 survey and reflects the findings of the census regarding home working. The actual result of the development is that less than one additional car a minute will be using the junction at the peak times. It is therefore considered that the high bar set at paragraph 111 of the NPPF, which states that: "Development should only be prevented or refused on highway grounds if...the residual cumulative impacts on the road network would be severe" would not be breached by this application.

**Site Description**

The site lies within the boundary of the Alexandra Hospital and takes a roughly linear form along the western edge of the site. The site is currently occupied by three accommodation blocks (Eden House, Carrant House and Dane House) which will be demolished to make way for the proposed development. Two accommodation blocks lie outside of the application site and are shown to be retained.

To the north of the site there is a large area set aside for staff car parking. Approximately half way down the length of the application site there is an emergency access in to the hospital site from Nine Days Lane. This is shown as being retained on the indicative site plans.

Levels vary throughout the site, but generally the main hospital building lies at a lower level than the application site and surrounding land.

**Proposal Description**

The application is made in outline form for the provision of up to 92 dwellings with all other matters except for access reserved for future consideration. Members are therefore required to consider whether the principle of developing the site for residential purposes is acceptable and the proposed access arrangements. During the course of considering

**REDDITCH BOROUGH COUNCIL****PLANNING  
COMMITTEE**

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the application, the access plans were amended, and this has been reflected in the proposal description, to include the specific access road arrangements off Quinneys Lane into the main body of the application site. All plans which show a possible layout of the dwellings on the site are indicative only and show one possible way in which the site could be developed if outline planning permission is granted.

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

Policy 1 Presumption in Favour of Sustainable Development

Policy 2 Settlement Hierarchy

Policy 3 Development Strategy

Policy 4 Housing Provision

Policy 5 Effective and Efficient Use of Land

Policy 6 Affordable Housing

Policy 11 Green Infrastructure

Policy 12 Open Space Provision

Policy 13 Primarily Open Space

Policy 16 Natural Environment

Policy 18 Sustainable Water Management

Policy 19 Sustainable Travel and Accessibility

Policy 20 Transport Requirements for New Development

Policy 39 Built Environment

Policy 40 High Quality Design and Safer Communities

Policy 44 Health Facilities

Policy 47 Land to the rear of the Alexandra Hospital

**Other**

National Planning Policy Framework

National Planning Policy Guidance

**Relevant Planning History**

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	Granted	17.09.2021
22/01237/s73	Variation of condition 2 of application 21/00444/FUL - reconfiguration of north and west car parks and minor alterations to Quinneys Lane to bring it up to adoptable standards	Granted	16.02.2023

**Consultations**

## **PLANNING COMMITTEE**

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### **Arboricultural Officer**

No objection subject to conditions

### **Redditch Strategic Planning And Conservation**

The principle of development in this location is generally supported and the following key points are of note:

- o The Section 106 agreement is completed which assures that generated funds will be spent at the Alexandra Hospital;
- o Additional infrastructure provision that may impact on original Strategic Site modelling and identified requirements are considered; and
- o Further consideration is given to enhancing the opportunity for NHS staff to access housing (facilitated by the NHS land disposal) and more broadly that a Key Worker Package is considered.

### **Housing Strategy**

The development should comprise 30% Affordable Housing of which 2/3 social rent 1/3 Share Ownership/Low Cost Home Ownership

#### **Bedroom Sizes**

The Council's priority is for 3 bed properties which are much less likely to become available once let so the supply of three beds to applicants in housing need on the housing register is very low.

The Council requires 50% or more of the affordable housing need to be 3 bed properties.

Shared Ownership should be 50:50 between two and three beds.

If there are any one bed flats the Council does not want communal areas for these flats.

Property sizes should be:

2 Bed 4 person

3 bed five or six person

4 bed six, seven or eight person

#### **Layout**

The affordable housing should be pepperpotted throughout the site in small clusters.

#### **Design**

The affordable housing should look the same as the market housing. If the market housing has a porch they should all have them etc. If the market housing has a decorative window lintel they should all have it.

### **WRS - Contaminated Land**

The application details suggest that soil or soil forming materials will be required to be imported on to the site. As a result, in order to ensure that the site is suitable for its



## PLANNING COMMITTEE

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proposed use and accordance with The National Planning Policy Framework, Conditions are recommended below for inclusion on any permission granted.

### **WRS - Noise**

The submitted Noise Impact Assessment indicates that subject to the inclusion of mitigation measures in the form of glazing, ventilation and acoustic fencing, internal and external noise levels as per BS8233:2014 can be achieved. In some cases external noise levels may exceed the Lowest Observed Adverse Effect Level for external amenity areas of 50dB but be beneath the Significant Observed Adverse Effect Level of 55 db LAeqT this is considered an acceptable level of amenity where the LPA considers development to be 'desirable'.

Detailed designs have yet to be submitted, all calculations within the submitted document are reasonable estimates and as such, once final designs have been settled upon an updated scheme of mitigation specifying glazing, ventilation and acoustic barrier location/type should be submitted for review.

We would advise the applicant to review the guidance attached and submit a Construction Environment Management Plan to minimise emissions of noise/dust during the demolition process.

### **WRS - Air Quality**

WRS recommend that the application is conditioned with the following air quality mitigation measures to minimise impact from the development on local areas of poor air quality and assist in alleviating pollution creep arising in the general area

### **Town Centre Co-ordinator**

The Council endorsed Redditch Town Centre strategy which was developed alongside earlier versions of the Borough of Redditch Local Plan No 4 (BORLP4) demonstrated a need for the following projects to take place

- o Tackling the Ringway
- o Improving Public Spaces and Car Parking
- o Sense of Arrival and Signage
- o Improving the Café and Restaurant Offer
- o Enhancing the evening and night time economy
- o Enhancements to Church Green
- o Tackling the Train Station
- o Rejuvenation of Silver Street/Royal Square
- o Improved Lighting, Safety and Security in the Town Centre
- o Public Art Programme
- o Encouraging Town Centre Living

REDDITCH BOROUGH COUNCIL**PLANNING  
COMMITTEE**

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This need is set in the context of the town centre needing to maintain and enhance its role within the region. Whilst the strategy was initially being considered under the guidance the old PPGs/PPS and the Regional Spatial Strategy their abolition and replacement with the NPPF/NPPG doesn't remove the need for the town to grow and evolve. The wider context is now set in the much more advanced BORLP4 which confirms the new dwelling requirement as 6300 new dwellings up to the 2030. The location of the new developments to reach the 6300 requirement has been influenced by the proximity and accessibility to the town centre. Therefore for development proposals to be as sustainable as possible the future residents will rely on the town centre for a large proportion of their work, shopping and leisure activities.

The enhancement of the public spaces is a consistent feature of both the previously council endorsed town centre strategy and now the BORLP4 in the form of Policy 31 which confirms the list of projects as above for which contributions will be sought. In order for the sustainable development of the town to continue it is essential that the wider developments contribute to the upkeep and improved vitality of the town centre which the residents of the new developments will heavily rely upon. Therefore it is considered appropriate for new residential development to contribute to a these important town centre projects.

The contribution would be sought for Public Realm Improvements , this would include resurfacing & new street furniture - bins, benches and lighting etc. The scheme is costed at £3,280,636.00 which divided by 6049 (housing commitments) comes out at £542 per unit.

£542 x 92 homes = £49,864

**Play Provision**

Local Plan Policy 11: Green Infrastructure seeks to create multifunctional green spaces that deliver a wide range of benefits to the community It is acknowledged the existing green 'buffer' corridor along the western boundary of the site will remain

In light of Local Plan Policy No.13: Primary Open Space - the proposal shows an area of POS at the North Eastern side of the development which is linked by the existing tree line along 9 days Lane. This incidental open space also contains the LAP which will provide the active play space for the whole of the development. Leisure therefore recommend this LAP is to be equipped with appropriate number of quality play equipment, safety surfacing and fencing (if required) to provide a high quality play provision for toddlers and juniors within the development to "encourage social activity" This should also meet the requirements of EN1176 and EN1177 (British Standards which cover playground equipment and the necessary surfacing to reduce the consequences of ground impact of a child) for play and safety surfacing.

The location of this development does not provide easy access to quality childrens equipped play within reasonable or appropriate walking distance.

## **PLANNING COMMITTEE**

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The two LAPs shown on the proposal will only provide local area for informal play and the need within the new development for equipped provision is strongly recommended. We would therefore propose for a development up to 92 homes the design should be appropriate for both toddlers and juniors up to the age range of 12.

Provision for teenagers and sport should be provided off site in the form of a contribution to nearby facilities

### **Maintenance**

It is recommended that the maintenance management plans for the open space and play areas should be provided within the full application and include routine, operational and annual inspections in line with Rospa recommendations for play.

### **Education Authority**

There is insufficient accommodation to admit the number of pupils from this development in the middle school and SEND provision serving the area, together with the impact from extant permissions.

In response to the planning application it is calculated that a contribution will be sought towards middle school infrastructure and SEND infrastructure.

### **Waste Management**

Confirmed access to the site is possible

### **Worcestershire Archive And Archaeological Service**

The application does not include a heritage statement or desk-based assessment detailing the archaeological potential of this site. As previously noted, a possible prehistoric enclosure was recorded on this site from aerial photographic evidence (recorded as WSM00222 in the County HER). However, it is clear from the geotechnical reports that the extensive landscaping and made ground across the site is highly likely to have truncated any archaeological deposits. Whilst 'made-ground' could include archaeological deposits, the presence of plastic and polystyrene is noted, indicating that the made ground here is recent. Therefore there are no further archaeological considerations on this site.

### **Highways Redditch**

Based on the analysis of the information submitted, the Highway Authority has concluded that there would not be a severe impact and that there are no justifiable grounds on which an objection could be maintained.

### **Public Consultation Response**

**REDDITCH BOROUGH COUNCIL****PLANNING  
COMMITTEE**

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Two letters to neighbours were sent 12.04.21 with responses by 06.05.21  
Site notices were displayed at the site on 15.04.21 which expired 09.05.21  
The application was published in the Redditch Standard 23.04.21 which expired 10.05.21

Four representations have been received, all raising objections to the proposal. The matters raised include:

- The impact on the highway network and increase in traffic
- Loss of green space
- Loss of trees
- Loss of land owned by the hospital and the impact on hospital expansion

In her capacity as Ward Member, Cllr Emma Marshall made the following comments:

As Redditch Borough Council ward Cllr and Divisional County Councillor I would like to raise my concerns over the Worcestershire County Councils highways report for planning application: 21/00447/OUT for the development of 92 houses off Quinneys Lane, Woodrow:

[https://publicaccess.bromsgroveandredditch.gov.uk/online-applications/files/9FC8A19520DB912AB5044BA69FB5E343/pdf/21\\_00447\\_OUT-HIGHWAY\\_COMMENTS-975961.pdf](https://publicaccess.bromsgroveandredditch.gov.uk/online-applications/files/9FC8A19520DB912AB5044BA69FB5E343/pdf/21_00447_OUT-HIGHWAY_COMMENTS-975961.pdf)

I have queried the report directly with the Highways department and asked for them to consider the congestion this would cause and the consequences that could have on ambulances trying to reach A&E. I can envision that 92 homes would equate to approximately 150 extra cars using the roundabout on a daily basis. This roundabout is already too small for the traffic as it is. I regularly see buses mount the curb in order to get around. The extra traffic will not only be bad for traffic accessing the hospital, but also for pollution levels from idling cars and frustration from residents who need to use this route to commute to school and work. I believe a bigger roundabout with a dedicated hospital lane will be necessary in order to mitigate the problems this will cause. I believe we should be asking the developers for 106 moneys which would be spent on highways infrastructure improvements.

**Assessment of Proposal****Principle**

The National Planning Policy Framework (NPPF) at paragraph 74 requires local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing. As at 31<sup>st</sup> March 2022, Redditch Borough could demonstrate 9.45 years supply.

The site lies on land covered by two different allocations in the adopted Borough of Redditch Local Plan No 4 (BoRLP).

## PLANNING COMMITTEE

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The land between the emergency access into the hospital site and the southern boundary is allocated as a Strategic Site for development under Policy 47 of the BoRLP. This policy, in part, seeks to provide a minimum of 145 dwellings. The larger portion of this development site has already been constructed and comprises Whetstone Street, Ivyleaf Close, Edgefield Close and Oakdale Close accessed off Nine Days Lane. Therefore residential development on this portion of the application site is considered acceptable as a matter of principle.

The northern portion of the site is covered by Policy 44 of the BoRLP. This policy, with the exception of land allocated via Policy 47 of the BoRLP, seeks to safeguard land within the curtilage of the hospital for development which is intended for genuine health related purposes. Paragraph 44.6 goes on to list what could be considered as genuine health related facilities and the provision of housing does not form part of this list.

In response to the policy conflict with respect to the northern portion of the site, the applicants agent have provided the following justification:

*The northern half of the application site includes 198 spaces for a staff carpark. The loss of these spaces has already been considered as part of the planning permission ref: **21/00444/FUL** that was approved on 17/09/21. This sought the reconfiguration of the hospital's existing parking arrangement through the creation of two new carparks. Furthermore, a recent application ref: 22/01237/S73 to vary condition 2 of application 21/00444/FUL which involves the reconfiguration of north and west car parks and minor alterations to Quinneys Lane to bring it up to adoptable standards was approved on the 16/02/2023. The supporting statement submitted with the application explains that the removal of the existing staff car parking space will result in the loss of 307 spaces, however this revised proposal will see the reinstatement of 323 spaces, a gain of 16 spaces.*

*There are also three vacant residential blocks of 26 apartments that were constructed in the 1980s at a time where the provision of on-site dormitory accommodation was part of hospital operations. This approach is now out-of-date to meeting staff housing needs, which is no longer applicable in this modern 21<sup>st</sup> Century NHS Environment, and these apartments have remained unoccupied since June 2013 when these three blocks were decommissioned. Following this, they were put on the Department for Health and Social Care Register of surplus land since December 2016. Therefore, the loss of the parking spaces and the vacant apartments has no material impact upon the operation of Alexandra Hospital, but in fact would rejuvenate this area of brownfield land to more productive residential use that would include greater landscaping.*

*Prior to the submission of this application, The Trust identified the whole application site as being surplus to healthcare requirements. This followed a wider central government initiative to release surplus land from public sector bodies, such as the NHS, for development. This approach was embodied in both the Carter review (June 2015) and Naylor report (March 2017). The Naylor report in particular highlighted the challenge of*

## PLANNING COMMITTEE

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*making sure the NHS has the buildings and equipment it needs, whilst also recognising the opportunity that the NHS estate offers to generate revenue to reinvest in patient care.*

*The commitment to improving the facilities at the hospital has been demonstrated in recent years with the planning applications (as listed below) made for improvements, with the theatre extension currently being built to the rear of the hospital to enhance existing facilities:*

### **23/00160/CPL**

*Single storey building to provide staff welfare facilities*

***Pending decision***

### **20/00399/FUL**

*The construction of a new small UPS plant room and installation of new roof AHU plant and duct work to support the refurbished hospital operating theatres and endoscopy department.*

***Granted 02/10/20***

### **20/00325/FUL**

*A detached building to provide facilities for a Breast Screening Unit annexed to the main Alexandra Hospital.*

***Granted 26/05/20***

*There are also future plans to upgrade and modernise a total of six operating theatres and the endoscopy suite. These commitments will provide significant public benefit to local healthcare delivery, whilst allowing the productive use of this surplus land for additional housing stock in a sustainable location that is well connected by foot and public transport.*

*Furthermore, upon future sale of the proposed residential units and to achieve meaningful benefit for NHS staff locally as part of key worker housing, the applicant is willing to work with the local NHS team to advertise the sale of new homes exclusively to NHS staff for an agreed period prior to the development being made for open market sale. This will give local NHS key workers a preferable position for acquiring a new home on the development.*

*In summary, there is a clear and planned commitment from the Trust into securing and improving the future of Alexandra Hospital, through provision of upgraded and more modern facilities, bringing public benefit to local health care. The sale of the land allows for additional housing stock to be delivered at this sustainable location, and further public financial benefits would be delivered that includes affordable housing, education and playing pitch contributions. Therefore, the disposal of land as part of this planning application would also bring this surplus area of land into productive residential use for the benefit of the local area and Borough as a whole.*

## **PLANNING COMMITTEE**

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Officers are also mindful that the joint applicant for the application is the NHS Trust itself, which means it is clear that they support and have advanced this proposal for the application site. It is clear that in view of the number of applications received in recent years, and which continue to be received, that the Trust have the intention to improve facilities at the site, particularly through the extension of the main hospital building. Since the list above was drafted, a further application for an extension has been submitted to form additional theatres accommodation at the site. Whilst the offering of the housing to NHS staff is commendable, this is not something the application seeks to control or is necessary to make the development acceptable. Being mindful of paragraph 12c) of the NPPF, which requires the approval of development proposals without delay where they accord with an up to date plan, it is considered that the overall principle of developing the site for housing is considered acceptable.

### **Highways**

Policies 19 and 20 of the BoRLP set out a series of aspirations and requirements in relation to transportation and highway matters when considering planning applications. Furthermore, the NPPF at paragraph 111 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

It is proposed to access the site via Quinneys Lane and the current access road to the visitor and staff car parking areas. The loss of the staff carparking and amendments to the visitor car parking area has been approved via application 21/00444/FUL and amended more recently under application 22/01237/S73.

During the course of considering the application, amended details were provided seeking approval for the detail of the access into the site from Quinneys Lane. The plans submitted indicate that the existing access road would be widened to 5.5 metres with 2 metre wide footpaths provided to both sides.

The highway authority have commented on the application including these detailed plans and raises no objection to the proposals. Whilst some comments have been made regarding the detailed layout of the site, given the plans are indicative only, these were made in the spirit of helpfulness and to aid any future design. A series of financial contributions are requested which, particularly in view of the comments received in relation to the application, include monies to improve the junction of Quinneys Lane/Woodrow Drive in order to address the potential for exacerbating existing congestion, delay and pollution emissions. The works would also benefit bus services accessing the site.

In conclusion the highway authority comment that there would not be a severe impact on the highway network and there are no justifiable grounds on which an objection could be maintained. In view of this, and mindful of the high bar set by paragraph 111 of the NPPF, it is considered unreasonable to refuse planning permission for the development on highway grounds.

## **PLANNING COMMITTEE**

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### **Affordable Housing and Vacant Building Credit**

Policy 6 of the BoRLP requires 30% affordable housing on sites of 11 or more dwellings. This proposal seeks to provide 20% of the dwellings on site as affordable housing.

Paragraph 64 of the NPPF states that to support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount.

Footnote 30 explains that the proportionate amount shall be equivalent to the existing gross floor space of the existing buildings and the application of this policy does not relate to vacant buildings which have been abandoned. This application seeks the demolition of three staff accommodation blocks – Eden House, Dane House and Carrant House.

The Planning Practice Guidance (PPG) provides further detail as to how to assess whether a site would benefit from vacant building credit. In particular, when considering whether a use has been abandoned the courts have held that circumstances which should be considered include: the conditions of the property, the period of the non use, whether there has been any intervening use and any evidence regarding the owners intention. The PPG states that each case is a matter for the collecting authority to judge.

The applicant has provided a statement justifying the reduced level of affordable housing utilising this guidance.

The statement explains that the buildings were formerly used for staff accommodation which is vacant and declared surplus to the requirements of Worcestershire Acute NHS Trust. The buildings have been on the Department for Health and Social Care Register of surplus land since March 2015 in part and December 2016 in full. The buildings have not been abandoned with the hospital still maintaining them as part of the wider hospital management and the buildings have not fallen into disrepair. In addition, there are not extant or recently expired planning permissions in relation to this element of the site.

The applicant argues therefore that the buildings have not been made vacant for the sole purpose of redevelopment. There is no evidence to contradict that which has been advanced by the applicant and therefore it is considered appropriate to apply the vacant building credit in this case.

In relation to the application proposal the existing buildings have a gross floorspace of 2,398.5 sqm which equates to a 10% reduction in the amount of affordable housing which is required to be provided on site.

### **Ecology**

The application is accompanied by a suite of ecological surveys and information including a preliminary ecological appraisal, preliminary roost assessment survey in relation to bats, interim bat report, bat report, reptile survey and reptile mitigation strategy.



REDDITCH BOROUGH COUNCIL**PLANNING  
COMMITTEE**

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Slow worms have been identified on the application site and translocation is recommended which has been confirmed as acceptable by the council's retained ecologist. A reptile mitigation strategy has been submitted, which is also considered acceptable, however a condition is recommended with respect to confirmation of the receptor site for the translocation prior to any works taking place.

With respect to bats the surveys demonstrated that there are multiple common pipistrelle day roosts within the buildings to be demolished. The Bat Report explains that given both the number of roosts found and the higher than normal occupancy for common pipistrelle day roosts it is possible that either within the buildings or in the surrounding area there is a common pipistrelle maternity roost. Further survey effort is necessary to determine exactly where the maternity roost is located. However, mitigation has been proposed in the Bat Report which adopts a precautionary approach and demonstrates that the 'worst case' scenario can be effectively mitigated and compensated for.

When European Protected Species have been identified Regulation 9(5) of the 2010 Habitat Regulations requires that in exercising any of its functions a "competent authority" - in this case the Council - "must have regard to the requirements of the Habitats Directive so far as they may be affected by the exercise of those functions". The Habitat directive requires Local Planning Authorities to have regard to the three licensing tests. The tests, all of which must be satisfied to allow the activity to be licensed, are: is there any imperative reasons of overriding public interest. The second test is: is there no satisfactory alternative? The third test is whether the favourable conservation status of the species in their natural range is maintained (under the scheme proposed pursuant to the licence). It should be noted that Natural England applies the tests on a proportionate basis; thus the justification required increases with the severity of the impact on the species or population concerned. In the absence of advice from Natural England, the LPA are not required to undertake a detailed assessment of the three licensing tests but should however be satisfied with the likelihood that the relevant licensing body would grant a licence. In this instance, the building is not in use and currently vacant. If no works were carried out on site, the buildings could fall into disrepair resulting in an unsuitable long term bat roost. With respect the favourable conservation status, mitigation measures are proposed within the submitted bat report and could be adequately secured by planning conditions. These measures are considered acceptable and satisfactory in relation to this test. Given the above, the Council are of the opinion that it is likely that Natural England would grant a license for the proposed works.

**Planning Obligations**

The proposed development exceeds the policy threshold for requiring contributions which should be sought via a S106 agreement.

The applicants have agreed to the following:

**REDDITCH BOROUGH COUNCIL****PLANNING  
COMMITTEE**

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Contributions for refuse and recycling bins for the new development in accordance with Policy WCS.1 of the Worcestershire Waste Core Strategy.

A contribution towards middle school and SEND provision at primary and secondary school level to address the additional school places that the development will yield in accordance with the councils adopted Supplementary Planning Document.

Contributions towards off site open space provision due to increased demand/requirements from future residents, required in compliance with the SPD. In this case, a contribution to support improvements to playing pitches and informal open space is required.

A town centre contribution, in accordance with Policy 31 of the BoRLP, is required and will be utilised for public realm improvements in the Town Centre.

Contributions to Worcestershire Highways in relation to:

1. Bus stop infrastructure costs - to improve the existing bus stop on Quinneys Lane near the development, to enhance its attractiveness and encourage use as an interchange facility. Provision of timetable information, altering the lay-by to accommodate more than one bus at a time and provision of a second shelter will aid bus users.
2. Highway improvement costs - to improve the existing Quinneys Lane/Woodrow Drive junction near the development, to improve its effective operation. This will also benefit bus services accessing the hospital site. A mitigation scheme is identified in Worcestershire County Council Local Transport Plan 4.
3. Traffic Regulation Order - The proposals will create a number of new roads that are prospectively adoptable as public highways. There is regular significant on-street parking within the hospital site and on surrounding roads, which could extend close to the proposed site access and within the site. In the interests of road safety, it is desirable to keep new adoptable roads clear, safe and suitable for all network users at all times by introducing new waiting restrictions. This will require a Traffic Regulation Order to be processed.

The applicant confirms its agreement to make financial contributions with respect to the matters set out above.

**Conclusion**

The principle of development is considered acceptable having regard to the allocation of part of the site for residential purposes and the justification provided with respect to the element of the proposal which is located on land intended for genuine health related purposes. No statutory consultees raise objection to the proposal, subject to recommended conditions and in some cases the payment of a planning obligation.

Your officers have therefore concluded that the application would amount to sustainable development and would not conflict with the Borough of Redditch Local Plan No.4 as a

## PLANNING COMMITTEE

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whole. Subject to compliance with conditions as listed in full 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 and Regeneration to GRANT planning permission subject to:-**

**a) The satisfactory completion of a S106 planning obligation ensuring that:**

- The scheme delivers 20% affordable housing on site
- Payment towards refuse and recycling bins of £20.90 each for green and grey bins per dwelling and communal refuse bin at £299 each and communal recycling bins at £330 each.

- Education contribution in accordance with the following formula:

Middle School Contribution

$(N \times 0.097)$  (rounded up to a whole number)  $\times$  £18,062

+

$(N \times 0.0776)$  (rounded up to a whole number)  $\times$  £24,963

Primary School Contribution (SEND)

$(N \times 0.0105)$  (rounded to a whole number)  $\times$  £72,248

Secondary School Contribution (SEND)

$(N \times 0.0072)$  (rounded to a whole number)  $\times$  £99,852

N = The net number of dwellings on the development excluding Social and Affordable Rent housing, and 1-bed dwellings.

- Contributions towards off site planning pitches and informal open space in accordance with the following:

Playing pitches

£232.40 – per one bed flat

£321.90 – per two bed flat

£321.90 – per two bed house

£464.98 – per three bed house

£572.28 – per 4+ bed house

Informal Open space

£327.64 – per one bed flat

£453.65 – per 2 bed flat

£453.65 – per 2 bed house

£655.28 – per 3 bed house

£806.49 – per 4+ bed house

## PLANNING COMMITTEE

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- Town Centre Contribution of £542 per dwelling
- Highways Contributions:
  - o £40,000 Bus Stop Infrastructure Costs
  - o £46,000 Highway Improvement Costs
  - o £4,500 Traffic Regulation Order Costs
- Payment of a Legal Obligation Monitoring fee

**And**

**b) Conditions as summarised below:**

### Conditions

1. Details of appearance, landscaping, layout 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 the approval of the matters reserved by conditions of this permission shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun not later than whichever is the latest of the following dates:

- i. The expiration of three years from the date of this permission; or
- ii. The expiration of two years from the final approval of the reserved matters; or
- iii. In the case of approval on different dates, the final approval of the last such matter to be approved.

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

3. Development should accord with the following plans:

PL001 E Location Plan  
AAC5622-RPS-xx-xx-DR-C-600-02 Proposed Junction Arrangement

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

4. Prior to installation on site a scheme of external lighting shall be submitted to and approved in writing by the Local Planning Authority. These details shall include plans detailing the position of any lighting cross referenced to a Schedule detailing the level of

## PLANNING COMMITTEE

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luminance. The lighting shall be installed in accordance with the approved details and thereafter be retained in that form.

Reason: To avoid disturbance to protected species

5. Prior to commencement of development, a specification of bat mitigation measures, which reflect the recommendations of the submitted Bat Report and any subsequent reports shall be submitted to and approved in writing by the Local Planning Authority.

Reason To avoid disturbance to protected species. The condition is required to be pre commencement due to the presence of bats in buildings to be demolished as part of the application proposals.

6. Prior to the commencement of development, details of a suitable receptor site shall be submitted to and approved by the Local Planning Authority, and the translocation of reptiles shall be completed in accordance with the submitted Reptile Mitigation Strategy (Outline) & Method Statement (February 2022) as prepared by ADAS.

Reason: In order to ensure the translocation of the slow worms is successful in the long term. The condition is required to be pre commencement as the slow worms require translocation from the application site before works on the development proposed can commence

7. Prior to commencement of development, the methodology of the translocation of reptiles, including construction details of hibernacula, shall be submitted to and approved by the Local Planning Authority.

Reason: In order to ensure the translocation of the slow worms is successful in the long term. The condition is required to be pre commencement as the slow worms require translocation from the application site before works on the development proposed can commence

8. Prior to commencement of development, pre-commencement checks and suitable mitigation measures during demolition and construction shall be included as part of Reasonable Avoidance Measures for badgers, and submitted to and approved by the Local Planning Authority.

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

9. Prior to commencement of development, pre-commencement checks and suitable mitigation measures during demolition and construction shall be included as part of Reasonable Avoidance Measures for hazel dormice, and submitted to and approved by the Local Planning Authority.

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

## PLANNING COMMITTEE

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site.

10. No removal of vegetation or demolition works shall be conducted during the bird breeding season (March-August).

If it is necessary for work to commence in the nesting season then a pre-commencement inspection of the vegetation and buildings for active bird nests should be conducted by a qualified ecologist. Only if there are no active nests present should work be allowed to commence.

Reason: In order to protect biodiversity at the site

11. Prior to demolition/construction works of the development, a Biodiversity Enhancement Strategy shall be submitted to and approved by the Local Planning Authority.

Reason: In order to enhance biodiversity at the site

12. Prior to occupation of the development, a Landscape and Ecological Management Plan with a minimum 10 year establishment, management and monitoring of any proposed landscaping and biodiversity enhancement, shall be submitted to and approved by the Local Planning Authority, and the development shall be carried out in accordance with the approved Strategy and programme.

Reason: To safeguard the visual amenities of the area.

13. No trees or hedges on the application site, or the branches or roots of trees growing onto the site from adjacent land, which are shown as retained on the approved Soft Landscape Strategy Proposals plan (ref: 20-121-01 Rev C); shall be topped, lopped, felled or uprooted without the specific written permission of the Local Planning Authority.

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

14. 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 Soft Landscape Strategy Proposals plan (ref: 20-121-01 Rev C) 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: To safeguard the visual amenities of the area

15. 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 which are shown as retained on

## PLANNING COMMITTEE

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the approved Soft Landscape Strategy Proposals plan (ref: 20-121-01 Rev C), 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.

16. Any excavations within the root protection areas which are shown as retained on the approved Soft Landscape Strategy Proposals plan (ref: 20-121-01 Rev C), which may damage the roots 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.

17. All works to be carried out in accordance with British Standard BS: 5837.12 document 'Guide for trees in relation to Construction 2012'.

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

18. Prior to commencement of works a Construction Environment Management Plan shall be submitted to and approved by the LPA. This shall include but not be limited to:

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

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 and neighbour amenity. The condition is required to be pre commencement as it relates to matters applicable during the initial construction process.

19. Prior to occupation of the development, a Maintenance and Management Plan shall be submitted to and approved by the Local Planning Authority, for the open space and play areas.

## PLANNING COMMITTEE

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Reason: To ensure that the open space and play areas are maintained to an adequate standard for the proposed occupiers of the development.

20. No dwelling hereby approved shall be occupied until the vehicular access has been provided as generally shown on the RPS, ref: Drg. No. AAC5622-RPS-xx-xx-DR-C-600-02/RevP02, entitled 'Proposed Junction Arrangement'.

Reason: In the interests of highway safety

21. Development shall not begin until visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 43m to the north and 43m to the south measured along the nearside edge of the adjoining carriageway. Nothing shall be planted, erected and/or allowed to grow on the triangular area of land so formed which would obstruct the visibility described above.

Reason: In the interests of highway safety

22. Prior to the occupation of the development a Welcome Pack must be prepared, based on the guidance and recommendations within WCC Guidelines for Travel Welcome Packs document, and submitted to the LPA for approval prior to issue.

Reason: In the interests of encouraging sustainable transport modes

23. Secure cycle parking facilities should be provided at the development as determined by Worcestershire County Council Design Guidance. Full details of the location, type of rack, spacing, numbers, method of installation and access to cycle parking should be submitted to and approved by the local planning authority prior to the first occupation of the development.

Reason: In the interests of encouraging sustainable transport modes

24. Appropriate cabling and an outside electrical socket must be supplied for each property to enable ease of installation of an electric vehicle charging point. The charging point must comply with BS7671. The socket should comply with BS1363, and must be provided with a locking weatherproof cover if located externally to the building.

As a minimum, charge points should comply with Worcestershire County Council Design Guide which requires 7kw charging points for residential developments.

Reason: In order to promote more sustainable transport options.

25. Prior to the submission of any reserved matters, details of the mix of type and size of market dwellings to be provided in that phase, shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance



## PLANNING COMMITTEE

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with the approved details.

Reason: To ensure the creation of a mixed and vibrant community.

26. Full details of any soil or soil forming materials brought on to the site for use in garden areas, soft landscaping, filling and level raising must be provided. Where the donor site is unknown or is brownfield the material must be tested for contamination and suitability for use on site. Full donor site details, proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) must be submitted to and approved in writing by the Local Planning Authority prior to import on to the site.

The approved testing must then be carried out and validatory evidence (such as laboratory certificates) submitted to and approved in writing by the Local Planning Authority prior to any soil or soil forming materials being brought on to site.

Reason: In order to protect the future occupiers of the development.

27. a) Gas protection measures complying with Characteristic Situation 2 as set out in BS8485:2015 and CIRIA C665 as a minimum requirement must 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. Verification of the installation of gas protection measures must be carried out in accordance with current UK guidance and best practice.

Or

b) A risk assessment should be undertaken to establish whether the proposed development is likely to be affected by landfill or ground gas or vapours. The risk assessment must 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

## PLANNING COMMITTEE

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accordance with approved details. Verification of the installation of gas protection measures must be carried out in accordance with current UK guidance and best practice.

Reason: In order to protect the future occupiers of the development.

28. Prior to first occupation of the development, specification details of play equipment to form a Locally Equipped Area for Play (LEAP) for toddler and juniors up to age of 12, shall be submitted to and agreed by the Local Planning Authority. The LEAP shall thereafter be delivered and available for use before the final occupation of the development, and thereafter maintained for the lifetime of the development, unless otherwise agreed with the Local Planning Authority.

Reason: To ensure that adequate play equipment is provided on site for the occupiers of the proposed development.

29. All of the existing hospital car parking spaces on the application site shall continue to be available for use by the hospital staff or visitors, until such time as an equivalent number of spaces to any being replaced, have been provided and made available for use elsewhere within the Alexandra Hospital grounds, in a form and location to be agreed by the local planning authority prior to their delivery.

Reason: In the interests of highway safety

30. Prior to first occupation of the development, a scheme of mitigation specifying glazing, ventilation and acoustic barrier locations and types shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order to protect the amenities of the occupiers of the proposed development.

31. No works in connection with site drainage shall commence until a scheme a surface water drainage strategy for the proposed development has been submitted to, and approved in writing by the Local Planning Authority. The strategy shall include details of surface water drainage measures, including for hardstanding areas, and shall include the results of an assessment into the potential of disposing of surface water by means of a sustainable drainage system (SuDS). If possible infiltration techniques are to be used and the plan shall include the details and results of field percolation tests. If a connection to a sewer system is proposed, then evidence shall be submitted of the in principle approval of Severn Trent water for this connection. The scheme should include run off treatment proposals for surface water drainage. Where the scheme includes communal surface water drainage assets proposals for dealing with the future maintenance of these assets should be included. The scheme should include proposals for informing future homeowners or occupiers of the arrangements for maintenance of communal surface water drainage assets. The approved surface water drainage scheme shall be implemented prior to the first use of the development and thereafter maintained in

## **PLANNING COMMITTEE**

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accordance with the agreed scheme.

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

### **Procedural matters**

This application is being reported to the Planning Committee because the application requires a S106 Agreement. As such the application falls outside the scheme of delegation to Officers.

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FAO: Abdul Ali  
Seven Capital (Wyre Hill) Limited  
97 Park Lane  
Mayfair  
London  
W1K 7TG

Date 26 April 2023

Our ref: 3070\61188433.1\135715.1\3070

Direct tel: +44 (0) 121 212 7907

E-mail: [joshua.saxton@gateleylegal.com](mailto:joshua.saxton@gateleylegal.com)

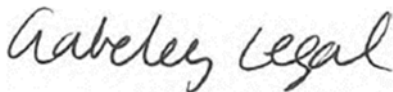
Dear Abdul

**Land adjacent to Alexandra Hospital, Woodrow Drive, Redditch (“the Property”)**

The Property forms part of title number HW154082. Further to our report on title dated 03.07.2020, we confirm that as far as we are aware as at the date of this letter there are no restrictive covenants registered at HM Land Registry against the title for the Property that restrict the use to hospital purposes.

This letter is addressed to and is solely for the benefit of Seven Capital (Wyre Hill) Limited in connection with its proposed purchase of the Property from The Worcestershire Acute Hospitals National Health Service Trust. Neither this letters contents nor its existence may be disclosed to or relied upon by any third party without our prior written consent and nor may it be used for any other purpose.

Yours faithfully



Gateley Legal

One Eleven Edmund Street [gateleylegal.com](http://gateleylegal.com)  
Birmingham B3 2HJ  
DX 13033 Birmingham 1  
0121 234 0000

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Proposed 92 Family Homes  
Land at Alexandra Hospital  
Woodrow Drive  
Redditch

## EXECUTIVE SUMMARY

The TA Analysis of the 92 family homes is robust in that:

- It is based on the Government's and industry standard software (Arcady, Picady, LinSig), database analysis (Census Data, TRICS and TEMPro) and methodology.
- The turning counts used are robust:
  - The 2015 flows were surveyed on Thursday, 2<sup>nd</sup> July 2015 between 07:30 and 09:30 to obtain the AM peak hour and 16:30 – 18:30 for the PM peak hour. These are known as Base Flows.
  - The TA then used TEMPro, a government produced database which takes into consideration all the committed and forthcoming development including growth in population and employment (to name a few) to growth the Base Flows to 2026. This is known as Future Year.
  - The Committed Development were then added to the 2026 Future Year which in effect doubles the Committed Development Flows as they are already accounted for in TEMPro.
  - The proposed development (i.e. proposed residential development) flows were then added to the 2021 Future Year flows + the committed development flows.
  - Based on a July 2021 survey at the Quinneys Lane / Woodrow Dr junction, the 2021 base flows used in the residential development TA were in **fact substantially higher than the actual flows counted in 2021 (16<sup>th</sup> July)**. And
  - The 2021 Census Data provides evidence that a substantial percentage of people are working from home which clearly supports the findings of the 2021 survey.
- The Applicant is required to assess the development impact and where necessary, mitigate it to ensure that the cumulative residual impact is not severe (July 2021 NPPF, para 111). As such, **regardless** of what the Base flows are, what is material is determining the **IMPACT** of the development proposals which in this specific case, 31 and 34 movements (in + out) in the AM and PM peak hours respectively, one every 2 minutes which is negligible. **This was confirmed by modelling of the junctions which evidenced that the development impact is negligible and more importantly, that the junctions' improvement / mitigation proposals already in place will result in all junctions working well within their operational capacity.**
- **Therefore, The development impact is mitigated and a financial contribution of £46k is offered to assist in bringing forward committed infrastructure improvements.**



## 1.0 INTRODUCTION

- 1.1 iTransport Planning, a specialist member of iPRT Group of companies, provided a Transport Assessment Analysis (Analysis) for the proposed development of up to 92 family homes (outline application) on the grounds of Alexandra Hospital, Quinneys Lane, Redditch, B98 7UB, google maps link <https://bit.ly/2FtAHVE>
- 1.2 It is understood that at the April 2023 Planning Committee meeting, a clarification was requested relating to the traffic surveys and analysis methodology and this will be the focus of this Clarification Note.

## 2.0 TECHNICAL RESOURCES

- 2.1 The TA Analysis was based on the following industry recognised standard software and resources as follows:

- **TEMPro**

The TEMPro (Trip End Model Presentation Program) is the GOVERNMENT's software that allows users to view the NTEM dataset and provides:

- *forecasts of trip ends*
- *associated documentation.*

Analysis of the NTEM data may can be made by:

- *geographical area, i.e. area specific based on the LOCAL PLAN and COMMITTED developments*
- transport mode
- the travel time of day
- the purpose of journey
- years of interest (from 2011 to 2051)
- the type of trips

The National Trip End Model (NTEM) model forecasts the growth in trip origin-destinations (or productions-attractions) up to 2051 for use in transport modelling.

- **TRICS**

TRICS is the industry standard system of trip generation analysis for the UK and Ireland. First launched in 1989, it is an integral and essential part of the Transport Assessment process, and through continuous investment and development it has expanded into a comprehensive database of traffic and multi-modal transport surveys, covering a wide range of development types.

The system allows its users to establish potential levels of trip generation for their development scenarios using a series of database filtering processes, and it is widely used by both transport

planning consultants and local authorities (the latter of which use TRICS to audit Transport Assessments).

The database contains massive amounts of data (sites) and as part of the analysis process, any sites surveyed during COVID were discounted (manually removed) as detailed in the TRICS sheets, List of Sites, in Appendix 5 of the TA.

- **Junction Modelling Software**

*Junctions 9 (from TRL)* The industry standard modelling and analysis of roundabouts, priority junction and signalised junctions. The software has been successfully used to design and improve thousands of junctions in the UK and throughout the world. The software customers include governments, multinational organisations, regional transport authorities and academic institutions. The **Lane Simulation tool** can be used to model junctions in a different way using a simple simulation method. This can model effects that may be difficult to model otherwise such as; unequal lane usage at roundabouts, blocking back between linked junctions, circulating lanes at roundabouts and partially signalised junctions.

*LinSig (from JCT)* The central idea behind LinSig is that it models traffic signal junctions in a similar way to how a real traffic signal controller actually works. This means that LinSig takes account of the features and constraints of the controlling equipment, thereby ensuring that all modelling accurately reflects how existing junctions work, and how any design proposals would operate if implemented.

### 3.0 COMMITTED DEVELOPMENTS

- 3.1 As per Best Practice and industry standard Guidance, the TA took into consideration all known committed developments and infrastructure improvements and were detailed in Chapter 3, paras 3.27 – 3.28.

### 4.0 IMPACT ANALYSIS

- 4.1 The following junctions were assessed for their operational capacity:
- Woodrow Drive / Studley Rd roundabout;
  - Woodrow Drive / Quinneys Lane (referenced in RDM as J57);
  - Quinneys Lane / Site access;
  - Woodrow Drive / Nine Days Lane priority junction; and
  - Woodrow Drive / Rough Hill Drive roundabout (referenced in RDM as J17).
- 4.2 As per Government Guidance and best practice, the development impact on the above junctions was assessed to 2026 as per the following scenarios:

- Assess the performance of the above junctions based on BASE counts to 2026 (known as Do Nothing scenario).
- Assess the performance of the above junctions based on BASE + COMMITTED developments to 2026 (known as Do Nothing scenario).
- Assess the performance of the above junctions based on BASE + COMMITTED + DEVELOPMENT to 2026 (known as Do Development scenario).

## 5.0 TURNING COUNTS

5.1 Turning counts are undertaken to provide the basic conditions under which a junction or a link is performing (i.e. after modelling, the operational capacity is obtained). Depending on the nature of the development, the days and peak hours surveyed are undertaken in line with GOVERNMENT Guidance

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/938807/tag-m1-2-data-sources-and-surveys.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/938807/tag-m1-2-data-sources-and-surveys.pdf)

**In this specific case**, the proposals are a residential development hence, would have required a neutral day to be surveyed during the AM and PM peak hours; for clarity, a neutral day excludes weekends, holidays (as in Easter break, Christmas, bankholidays, summer holidays, etc) and the 'days' preceding / following the holiday...this is all detailed in the above guidance.

Again, in this specific case of a residential development, the peak hours are 7am – 10am and 3pm – 6pm and the busiest network hour in that period is used.

Clearly, due to COVID, all local governments had to adapt and turning counts prior to 2020 are generally still regarded as robust as in recent years, traffic flows generally remain lower than pre-COVID due to increased percentages of homeworking and the increase in fuel / energy costs.

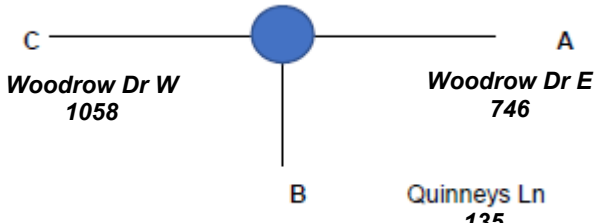
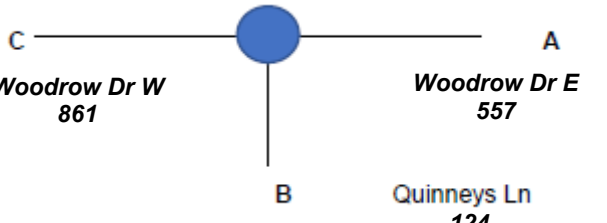
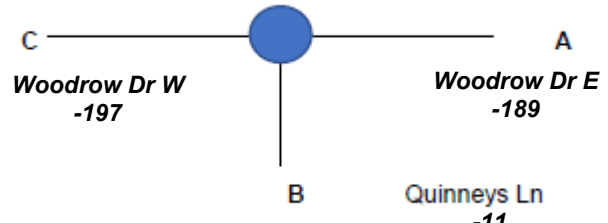
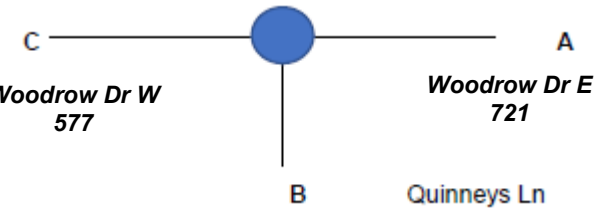
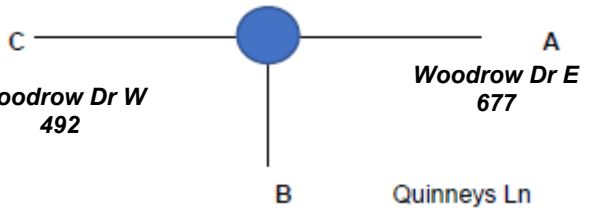
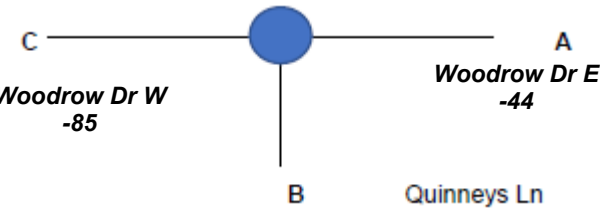


This is best demonstrated with the Census data (Figure 5.1) which shows the massive percentage increase in homeworking (c. 14% increase) and the reduction in car use by c. 8%.

	2021	2011
<b>Total: All usual residents aged 16 years and over in</b>		
Work mainly at or from home	17%	3%
Underground, metro, light rail, tram	0%	0%
Train	0%	1%
Bus, minibus or coach	7%	12%
Taxi	2%	0%
Motorcycle, scooter or moped	0%	1%
Driving a car or van	54%	62%
Passenger in a car or van	8%	7%
Bicycle	2%	1%
On foot	11%	12%
Other method of travel to work	1%	0%

Figure 5.1  
2011 / 2021 Census Data Comparison

- 5.2 Further evidence that supports the UK wide overall **drop in traffic** is demonstrated in Figure 5.2 which shows, based on a July 2021 survey at the Quinneys Lane / Woodrow Dr junction, that the 2021 base flows used in the residential development TA were in **fact substantially higher than the actual flows counted on 16<sup>th</sup> July 2021:**

<p style="text-align: center;"><b>A</b></p> <p style="text-align: center;"><b>RESIDENTIAL 2021 Flows Used</b></p> <p style="text-align: center;">(based on 2015 flows, growthed by applying TEMPro factors)</p>	<p style="text-align: center;"><b>B</b></p> <p style="text-align: center;"><b>ACTUAL 2021 Flows</b></p>	<p style="text-align: center;"><b>C (B – A)</b></p> <p style="text-align: center;">Difference</p>
AM Peak		
		
PM Peak		
		

Page 45

Agenda Item 5

Figure 5.2  
Evidence of reduction in traffic flows

- 5.3 In this specific case, due to the committed and nearby developments, **consistency** is imperative since pro-rata financial contribution was expected.
- 5.4 Further, due to [at the time of TA submission] COVID conditions, undertaking turning counts was not robust hence, **in line with all consultants, government and local highways authorities' approach between 2020 and 2021**, WCC were approached as a first port of call to check the availability of data covering the referenced 5 junction; only Woodrow Dr / Quinneys Lane counts were available and accordingly used. For the remaining junctions, the previously accepted turning counts used in support of Application ref: 17/00542 were used – Appendix 7.
- 5.5 The above methodology should be taken in context in that:
- The use of the accepted 17/00542 flows is robust as it provides clear indication of the development impact when compared to other applications and provide equity / consistency when a pro-rata financial contribution is sought.
  - The flows used in the residential TA are substantially higher than actual flows counted (Figure 5.2).
  - The junctions' operational capacity assessment conclusion is to assess the development impact under the Do Development scenario previously discussed, i.e. starting from an actual 'raw' base counts, then add to it the committed developments and assess that impact and finally to add the development impact to assess and where necessary mitigate the development impact. Therefore, in this specific case, using the 17/00542 planning application counts base counts provides a robust approach and **consistency** in assessing the development impact.

## 6.0 MITIGATION PROPOSALS

- 6.1 Taking all the aforementioned into consideration, i.e. using the higher base flows at the busiest peak hour + committed developments + proposed development flows and assessing the impact in 2026, Chapter 5 of the TA provided detailed analysis of the impacts before and after mitigation. As an illustrative example, the Woodrow Dr (W) arm of Woodrow Dr / Quinneys lane roundabout will have an operational capacity (RFC) of 1.08 in 2026 under the Do Nothing scenario (base + committed) with an anticipated delay of 151.77 seconds and 58.4 queue length.
- 6.2 When a junction is above 1 RFC, it means the junction is not discharging vehicle, i.e. operating above capacity and any additional traffic will mathematically add to the queue length and delay, in this specific case and specific arm of the junction (i.e. Woodrow Dr (W)) the Do Development scenario in 2026 will result in an RFC of 1.09 (up from 1.08), a delay of 164.25 seconds and 63.6 queue length.

6.3 HOWEVER, with the proposed mitigation in place to which the Applicant is making c. £46k contribution, the same arm RFC will drop to 0.71 which is well within the junctions operational capacity, a delay of 6.82 seconds and a queue length of 2.4 vehicles (PCUs); this is a substantial reduction over the unmitigated Do Nothing scenario.

6.4 The above is detailed in Figures 5.4 and 5.5 of the TA and summarised as follows:

Unmitigated Junction

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
<b>2026 Base</b>						
1 - Woodrow Dr E	2.6	11.23	0.73	1.6	6.86	0.61
2 - Quinneys Lane	0.2	4.74	0.17	1.8	12.04	0.64
3 - Woodrow Dr W	40.7	112.42	1.04	1.5	8.30	0.61
<b>2026 Base + Committed</b>						
1 - Woodrow Dr E	2.8	11.54	0.74	1.8	7.39	0.64
2 - Quinneys Lane	0.2	4.80	0.17	1.9	13.00	0.66
3 - Woodrow Dr W	58.4	151.77	1.08	1.7	8.74	0.63
<b>2026 Base + Committed + Dev</b>						
1 - Woodrow Dr E	2.8	11.65	0.74	1.9	7.72	0.66
2 - Quinneys Lane	0.3	4.98	0.20	2.0	13.59	0.67
3 - Woodrow Dr W	63.6	164.25	1.09	1.8	9.09	0.64

Mitigated Junction

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
<b>2026 Base</b>						
1 - Woodrow Dr E	2.8	11.69	0.74	1.6	6.86	0.61
2 - Quinneys Lane	0.2	4.74	0.17	1.8	12.04	0.64
3 - Woodrow Dr W	2.1	6.18	0.68	0.6	3.43	0.39
<b>2026 Base + Committed</b>						
1 - Woodrow Dr E	2.9	12.32	0.75	1.8	7.39	0.64
2 - Quinneys Lane	0.2	4.80	0.17	1.9	13.00	0.66
3 - Woodrow Dr W	2.3	6.66	0.70	0.7	3.51	0.40
<b>2026 Base + Committed + Dev</b>						
1 - Woodrow Dr E	3.0	12.54	0.76	1.9	7.72	0.66
2 - Quinneys Lane	0.3	4.98	0.20	2.0	13.59	0.67
3 - Woodrow Dr W	2.4	6.82	0.71	0.7	3.56	0.41

## 7.0 COLLISIONS HISTORY

- 7.1 As per Best Practice and industry standard Guidance, the TA took into consideration the most recent 5 years incidents and collisions history based on data provided by Worcestershire County Council and detailed in Chapter 3, paras 3.29 & 3.33.





Registered Office  
Lugano Building, 57 Melbourne Street, Newcastle upon Tyne, NE1 2JQ  
DDI: 0845 47 48 851 Cell: 07886 225 813 Fax: 0871 900 7432

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**PLANNING  
COMMITTEE**24<sup>th</sup> May 2023

Planning Application 22/00915/FUL

Retrospective application for the change of use from agricultural land to Equine (Sui Generis)

Old Yarr, Blaze Lane, Astwood Bank, Redditch, Worcestershire, B96 6QA

**Applicant:** Mrs Julie Millard  
**Ward:** Astwood Bank And Feckenham 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.

**Site Description**

The site comprises land surrounding the dwelling known as Old Yarr, which is on the northern side of Blaze Lane and bounded on the west by Clayfields. The site is in open countryside and within the designated Green Belt. The Swans and Wixon Brooks runs through the wider application site. Land is also owned by the applicant on the south side of Blaze Lane, however this land is not part of the application site.

**Proposal Description**

The application seeks retrospective approval for the use of agricultural land as equestrian land. No operational development is proposed as part of this application.

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

Policy 8 Green Belt

Policy 16 Natural Environment

**Others**

National Planning Policy Framework

**Relevant Planning History**

2013/288/CPE	Application for a Certificate of Lawfulness for an existing use - Swimming pool timber frame enclosure	Approved	07.02.2014
2013/290/COU	Retrospective application to convert existing (unauthorised) live/work unit to	Approved	23.10.2014

REDDITCH BOROUGH COUNCIL**PLANNING  
COMMITTEE**

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domestic dwelling

22/00916/FUL	Retrospective application for an equine/agricultural store.	Pending consideration
22/00917/FUL	Retrospective application for a garage for 5 no. vehicles.	Pending consideration
22/00918/FUL	Retrospective application for a menage and removal of floodlighting.	Pending consideration
22/00919/CPE	Use of the land for siting a mobile home for use ancillary to the main dwelling	Pending consideration
22/00929/FUL	Retrospective application for a stable block.	Pending consideration
22/01562/FUL	Retrospective application for a tractor store and manure clamps	Pending consideration
22/01563/FUL	Retrospective application for temporary permission for children's play equipment	Pending consideration
22/01564/FUL	Retrospective application for a Horticultural/Agricultural Store	Pending consideration
22/01565/FUL	Retrospective application for an Agricultural Store	Pending consideration
22/01566/FUL	Retrospective application for the erection of a Residential Dwelling	Pending consideration
22/01567/FUL	Retrospective application for a Horse Walker	Pending consideration

REDDITCH BOROUGH COUNCIL**PLANNING  
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**Consultations****Feckenham Parish Council**

Feckenham Parish Council's Objection to  
Retrospective application for the change of use from agricultural land to Equine (Sui Generis) | Old Yarr Blaze Lane Astwood Bank Redditch Worcestershire B96 6QA - 22/00915/FUL |

This application is yet another example of the failure of an applicant / developer to comply with planning legislation and submit the proposals to the LPA for consideration prior to commencing works. In particular the policies of the Borough Council, and the N.P.P.F, in relation to proposals in the green belt. The approach appears to be "I'll build what I like and then apply retrospectively, as RBC will not enforce action against me", To grant permission for this change of use would "fly in the face" of the green belt policies of the Borough Council, and the NPPF.

The question that should be raised is, "would an application for this use have been granted if submitted prior to the works being undertaken and completed".

Historically, our experience is that applications such as this, when submitted prior to works being undertaken, are difficult, and rarely supported by case officers.

The applicant relies on several points within the policies of R.B.C. and the N.P.P.F to try and justify the retrospective application, by means of exceptions allowed in the NPPF

*a) buildings for agriculture and forestry*

*b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*

*c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*

*d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;'*...

This is not an application for agriculture or forestry, it is an application for a change of use, for the use benefit of the applicant. The land is quite clearly not in agricultural use at the time of the application, and is being used unlawfully for that purposes of equine housing and exercise.

This is not an application for leisure use, and would cause significant detrimental to the openness of the green belt

The proposed change of use would create is disproportionate development on the land in addition to the original dwelling

The proposal is not for the replacement of an existing building

REDDITCH BOROUGH COUNCIL**PLANNING  
COMMITTEE**

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*Paragraph 137 of the NPPF states that ... 'The Government attaches great importance to Green Belts. 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'... Paragraph 138 of the NPPF defines the five purposes of the Green Belt*

- a) to check the unrestricted sprawl of large built-up areas;*
- b) to prevent neighbouring towns 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*

This application, together with the additional parallel applications comes within the category of "unrestricted sprawl ", of development in the green belt.

The application fails to comply with the "safeguarding" of the countryside from encroachment

The application is not for the "recycling of derelict and other urban land.

There are no "exceptional" reasons for this application, it is simply unlawful development for the use of the applicant. There is no public gain, and there are serious detrimental effects on the openness of the green belt.

This application is within the designated green belt and the relevant policies regarding such is set out below

*R.B.C. Policy 8 Green Belt*

*8.1 Designated Green Belt benefits from protection through national planning policy (the NPPF) meaning it will be protected from inappropriate development. The preparation of this Plan has led to the removal of some land from the previously designated Green Belt. Continued protection of the Green Belt can contribute to the Vision and Objectives of this Plan for the Borough to have a high quality rural environment and to protect, promote enhance the quality of the Borough's landscape.*

*Policy 8 8.2 The designated Green Belt, located predominantly in the south west of the Borough is identified on the Policies Map. The exceptional circumstances required to amend the Green Belt Boundary have been demonstrated through the preparation of the Borough of Redditch Local Plan No.4.*

*8.3 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.*

*Reasoned Justification*

*8.4 The Borough's Green Belt boundary was originally defined by the Borough of Redditch Local Plan No.2 (adopted 1986) and was maintained in the Borough of Redditch Local Plan No.3. The preparation of the Borough of Redditch Local Plan No.4 and associated evidence has justified the removal of certain sites from the previously*

REDDITCH BOROUGH COUNCIL**PLANNING  
COMMITTEE**

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designated Green Belt. Reference should be made to the Redditch Green Belt Study for the location of land removed from the Green Belt and the BORLP4 Policies Map for the extent of the revised Green Belt boundary.

8.5 Inappropriate development is, by definition, harmful to the Green Belt (NPPF para 87). Applicants will be required to demonstrate 'very special circumstances' to justify their proposal. New buildings in the Green Belt will be considered inappropriate unless they are for a purpose, defined in the NPPF, as not inappropriate in Green Belt (paragraphs 89 and 90). Specifically, providing the openness of the Green Belt and the purposes of including land in the Green Belt are not compromised, appropriate facilities for outdoor sport and recreation may include facilities such as small changing rooms or unobtrusive spectator accommodation for outdoor sport, or small stables for outdoor sport and outdoor recreation.

### 3.2 Extensions in the Green Belt

3.2.1 Extensions in the Green Belt will be assessed against Policy 8 of BORLP4 which complements the NPPF

The extension must also meet the following size requirements:

Extensions to existing residential dwellings up to a maximum of 40% increase of the original dwelling or increases up to a maximum total floor space of 140m<sup>2</sup> ('original' dwelling plus extension(s)) provide that this scale of development has no adverse impact on the openness of the Green Belt

3.2.2 For the assessment of residential extensions in the Green Belt the above requirement is divided in to two separate elements:

- i) Either the extension is considered under the first part of the requirement - a maximum 40% increase of the original dwelling; OR
- ii) The total floor space increases to a maximum of 140m<sup>2</sup> made of the original floor space of the dwelling plus the floor space of the proposed extension.

3.2.3 In the same way that a 'proportionate addition' is not defined in the NPPF, there is not a definitive guide to how a 40% increase should be calculated. It can be calculated either as floor space or volume.

3.2.4 All measurements must be taken externally.

3.2.5 An assessment to consider the impact of the proposal on the openness of the Green Belt can be undertaken in a number of ways. Generally, openness is considered to be the absence of buildings and development. However, positioning, mass, height and topography can all have an impact on this; in addition openness is a wider concept than that of the visual impact of the development on the Green Belt.

Paragraph 137 of the NPPF states that ... 'The Government attaches great importance to Green Belts. 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'... Paragraph 138 of the NPPF defines the five purposes of the Green Belt

**REDDITCH BOROUGH COUNCIL****PLANNING  
COMMITTEE**

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- a) to check the unrestricted sprawl of large built-up areas;*
- b) to prevent neighbouring towns 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*

*Paragraph 149 of the NPPF outlines ... 'A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt.*

*Exceptions to this are:*

- a) buildings for agriculture and forestry*
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;'*...

**Worcestershire County Council Countryside Service**

The legal routes of Feckenham parish footpaths: FH-634, FH-635, FH-638, FH-639 & FH-640 are potentially affected by this proposal: see illustrative map attached to the initial response (this is an extract of the Definitive Map for Worcestershire which is accessible to the public via: Countryside (worcestershire.gov.uk). In July 2022 this office submitted an objection because none of the Public Rights of Way were marked on the associated plans nor mentioned in the 'Planning Statement' document. Thus, we were unsure if the applicant was aware of the Public Rights of Way which might lead to inadvertent obstruction. The applicant has since provided an amended site plan which shows the Public Rights of Way. Thus, I can remove my objection on the understanding that the applicant is aware of the legal routes and any obstruction is an offence without a formal closure. We have no objection to the proposal if the applicant notes the above and observes their general obligations to Public Rights of Way.

**Public Consultation Response**

The application was publicised in the Redditch Standard 22.07.22 which expired 08.08.22  
A site noticed was displayed at the site 13.07.22 which expired 06.08.22

No public comments have been received.

**Assessment of Proposal**

The site lies in the Green Belt. Policy 8 of the Borough of Redditch Local Plan No 4 (BoRLP) states that applications for development in the Green Belt will be determined in



## PLANNING COMMITTEE

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line with national planning guidance on Green Belts and other relevant policies in the development plan.

The National Planning Policy Framework (NPPF) at paragraph 150 sets out a closed list of development (where it does not relate to the construction of buildings) which is not inappropriate development in the Green Belt provided that openness is preserved, and the development does not conflict with the purposes of including land within in.

At paragraph 150(e) material changes in the use of land are one such form of development which can be considered not inappropriate. This application seeks approval for the change of use of land from agricultural to equestrian. No operational development is proposed as part of this application and therefore it is considered that the openness of the Green Belt will be preserved. Furthermore, having regard to the purposes of including land within the Green Belt as set out at paragraph 138 of the NPPF it is considered that the development does not conflict with any of these purposes.

Whilst the frustration of the Parish Council is noted with respect to the retrospective nature of the application, it has been assessed on its merits having regard to policies within the development plan and the NPPF.

With respect to conditions, as the application is retrospective, it is not necessary to include a time limit for the commencement of development. Other than a condition approving the plans submitted with the application no other conditions are considered necessary.

### **RECOMMENDATION:**

**That having regard to the development plan and to all other material considerations, planning permission be GRANTED, subject to the condition summarised below:**

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

2211-6c total land ownership location plan

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

### **Informatives:**

1. The applicant should note their general obligations to Public Rights of Way:

- The safety of the public must be ensured at all times.
- No disturbance of, or change to, the surface of the paths, or part thereof, should be carried out without our written consent.
- No diminution of the width of the rights of way available for use by the public.

## PLANNING COMMITTEE

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- Building materials must not be stored on the rights of way.
- Vehicle movements and parking to be arranged so as not to unreasonably interfere with the public's use of the rights of way.
- No additional barriers are to be placed across the rights of way. No stile, gate, fence or other structure should be created on, or across, a public right of way without written consent of the Highway Authority

2. The applicant should be aware that, under section 34 of the Road Traffic Act 1988, any person who, without lawful authority, drives a motor vehicle on a public right of way commits an offence. The applicant should make themselves satisfied that they, and anyone else who may use public rights of way for private vehicular access in connection with the development, has a right to do so.

### **Procedural matters**

This application is reported to Planning Committee for determination because the application is for major development, an objection has been received from the Parish council and the recommendation is for approval. As such the application falls outside the scheme of delegation to Officers.

**PLANNING  
COMMITTEE**

24th May 2023

**Planning Application 22/00918/FUL****Retrospective application for a menage and removal of floodlighting.****Old Yarr, Blaze Lane, Astwood Bank, Redditch, Worcestershire, B96 6QA****Applicant: Mrs Julie Millard  
Ward: Astwood Bank And Feckenham 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.

**Site Description**

The site forms part of the wider land holding at Old Yarr. The site itself is described as an area of derelict land which was formerly hardstanding and used by previous occupiers of the site for waste transfer and storage. The site is broadly flat and is bounded to the west by the Swans Brook, which is a local wildlife site. It is separated from the main dwelling by a narrow, steeply sided ridge formation. The site lies in the Green Belt.

**Proposal Description**

The application seeks retrospective permission for the construction of a menage and the removal of floodlighting from the site. The change of the use of the land to equestrian use is considered under application 22/00915/FUL. The plans show that the manege is bounded by a post and rail fence with timber boarding at lower level. The surface of the manege comprises a mix of silicone sand, wax and carpet fibres.

**Relevant Policies:**

Borough of Redditch Local Plan No. 4:  
Policy 1 Presumption in Favour of Sustainable Development  
Policy 8 Green Belt  
Policy 16 Natural Environment  
Policy 17 Flood Risk Management

Other:  
National Planning Policy Framework

**Relevant Planning History**

2013/288/CPE	Application for a Certificate of Lawfulness for an existing use -	Approved	07.02.2014
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REDDITCH BOROUGH COUNCIL**PLANNING  
COMMITTEE**

24th May 2023

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	Swimming pool timber frame enclosure		
2013/290/COU	Retrospective application to convert existing (unauthorised) live/work unit to domestic dwelling	Approved	23.10.2014
22/00915/FUL	Retrospective application for the change of use from agricultural land to Equine (Sui Generis)	Pending consideration	
22/00916/FUL	Retrospective application for an equine/agricultural store.	Pending consideration	
22/00917/FUL	Retrospective application for a garage for 5 no. vehicles.	Pending consideration	
22/00919/CPE	Use of the land for siting a mobile home for use ancillary to the main dwelling	Pending consideration	
22/00929/FUL	Retrospective application for a stable block.	Pending consideration	
22/01562/FUL	Retrospective application for a tractor store and manure clamps	Pending consideration	
22/01563/FUL	Retrospective application for temporary permission for children's play equipment	Pending consideration	
22/01564/FUL	Retrospective application for a Horticultural/Agricultural Store	Pending consideration	
22/01565/FUL	Retrospective application for an Agricultural Store	Pending consideration	
22/01566/FUL	Retrospective application for the erection of a Residential Dwelling	Pending consideration	

## PLANNING COMMITTEE

24th May 2023

### Consultations

#### **Worcestershire Archive And Archaeological Service**

Local planning authorities have a responsibility to protect, either by preservation or record, the historic environment in a manner appropriate to its significance and should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible (National Planning Policy Framework 16, paragraph 205). In order to comply with policy, we recommend that a programme of archaeological works should be secured and implemented by means of a suitably worded condition attached to any grant of retrospective planning permission.

#### **Feckenham Parish Council**

Feckenham Parish Council's Objection to Retrospective application for a menage and removal of floodlighting. Old Yarr Blaze Lane Astwood Bank Redditch Worcestershire B96 6QA

This application is yet another example of the failure of an applicant / developer to comply with planning legislation and submit the proposals to the LPA for consideration prior to commencing works. In particular the policies of the Borough Council, and the N.P.P.F, in relation to proposals in the green belt.

The approach appears to be "I'll build what I like and then apply retrospectively, as RBC unlikely to enforce action against me",

The question that should be raised is, "would an application for this use have been granted if submitted prior to the works being undertaken and completed"

Historically, our experience is that applications such as this, when submitted prior to works being undertaken, are difficult, and rarely supported by case officers.

The applicant relies on several points within the policies of R.B.C. and the N.P.P.F to try and justify the retrospective application, by means of exceptions allowed in the NPPF

*a) buildings for agriculture and forestry*

*b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*

*c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*

*d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;'*...

This is not an application for agriculture or forestry, it is an application for a private menage for the use of the applicant. The land is quite clearly in equine use at the time of the application.

## PLANNING COMMITTEE

24th May 2023

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The building is not for leisure use it is for the private benefit of the land owner, and is detrimental to the openness of the green belt

The proposal is for a disproportionate addition to the original dwelling

The proposal is not for the replacement of an existing building

*Paragraph 137 of the NPPF states that ... 'The Government attaches great importance to Green Belts. 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'...*

*Paragraph 138 of the NPPF defines the five purposes of the Green Belt*

*a) to check the unrestricted sprawl of large built-up areas;*

*b) to prevent neighbouring towns 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*

This application, together with the additional parallel applications comes within the category of "unrestricted sprawl ", of development in the green belt.

The application fails to comply with the "safeguarding" of the countryside from encroachment

The application is not for the "recycling of derelict and other urban land.

There are no "exceptional" reasons for this application, it is simply unlawful development for the use of the applicant. There is no public gain, and there are serious detrimental effects on the openness of the green belt.

As lifelong a residents of Redditch, and being close friends with the Newbold's who originally restored and converted "Old yarr", we are aware of the property in the late sixties / early seventies, and the scale of additions and new builds makes a mockery of green belt policy.

How can the LPA justify the recommendation for refusal to a dormer window at " Parklands nursing home" on green belt policy, as they did in recent past, and then even consider approval of a significant development such as this. However, we are aware that extensions come under a separate policy.

This application is within the designated green belt and the relevant policies regarding such is set out below

*R.B.C. Policy 8 Green Belt 8.1 Designated Green Belt benefits from protection through national planning policy (the NPPF) meaning it will be protected from inappropriate development. The preparation of this Plan has led to the removal of some land from the*

## PLANNING COMMITTEE

24th May 2023

previously designated Green Belt. Continued protection of the Green Belt can contribute to the Vision and Objectives of this Plan for the Borough to have a high quality rural environment and to protect, promote enhance the quality of the Borough's landscape.  
Policy 8 8.2

The designated Green Belt, located predominantly in the south west of the Borough is identified on the Policies Map. The exceptional circumstances required to amend the Green Belt Boundary have been demonstrated through the preparation of the Borough of Redditch Local Plan No.4.

8.3 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.

### Reasoned Justification

8.4 The Borough's Green Belt boundary was originally defined by the Borough of Redditch Local Plan No.2 (adopted 1986) and was maintained in the Borough of Redditch Local Plan No.3. The preparation of the Borough of Redditch Local Plan No.4 and associated evidence has justified the removal of certain sites from the previously designated Green Belt. Reference should be made to the Redditch Green Belt Study for the location of land removed from the Green Belt and the BORLP4 Policies Map for the extent of the revised Green Belt boundary.

8.5 Inappropriate development is, by definition, harmful to the Green Belt (NPPF para 87). Applicants will be required to demonstrate 'very special circumstances' to justify their proposal. New buildings in the Green Belt will be considered inappropriate unless they are for a purpose, defined in the NPPF, as not inappropriate in Green Belt (paragraphs 89 and 90). Specifically, providing the openness of the Green Belt and the purposes of including land in the Green Belt are not compromised, appropriate facilities for outdoor sport and recreation may include facilities such as small changing rooms or unobtrusive spectator accommodation for outdoor sport, or small stables for outdoor sport and outdoor recreation.

### 3.2 Extensions in the Green Belt

3.2.1 Extensions in the Green Belt will be assessed against Policy 8 of BORLP4 which complements the NPPF

The extension must also meet the following size requirements:

Extensions to existing residential dwellings up to a maximum of 40% increase of the original dwelling or increases up to a maximum total floor space of 140m<sup>2</sup> ('original' dwelling plus extension(s)) provide that this scale of development has no adverse impact on the openness of the Green Belt

3.2.2 For the assessment of residential extensions in the Green Belt the above requirement is divided in to two separate elements:

- i) Either the extension is considered under the first part of the requirement - a maximum 40% increase of the original dwelling; OR
- ii) The total floor space increases to a maximum of 140m<sup>2</sup> made of the original floor space of the dwelling plus the floor space of the proposed extension.

## PLANNING COMMITTEE

24th May 2023

3.2.3 *In the same way that a 'proportionate addition' is not defined in the NPPF, there is not a definitive guide to how a 40% increase should be calculated. It can be calculated either as floor space or volume.*

3.2.4 *All measurements must be taken externally.*

3.2.5 *An assessment to consider the impact of the proposal on the openness of the Green Belt can be undertaken in a number of ways. Generally, openness is considered to be the absence of buildings and development. However, positioning, mass, height and topography can all have an impact on this; in addition, openness is a wider concept than that of the visual impact of the development on the Green Belt.*

*Paragraph 137 of the NPPF states that ... 'The Government attaches great importance to Green Belts. 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'... Paragraph 138 of the NPPF defines the five purposes of the Green Belt*

- a) to check the unrestricted sprawl of large built-up areas;*
- b) to prevent neighbouring towns 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*

*Paragraph 149 of the NPPF outlines ... 'A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:*

- a) buildings for agriculture and forestry*
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;'*...

### **North Worcestershire Water Management**

Recommends a condition is attached to any permission.

### **Environment Agency**

Flood Risk: The ménage site is shown to lie within Flood Zone 3 of the Swans Brook (a statutory main river) on our Flood Map for Planning (Rivers and Sea). This is the High Probability zone defined in Table 1 of the NPPG where land has a 1 in 100 or greater annual probability of river flooding. Outdoor sports/recreation use would be considered as



## **PLANNING COMMITTEE**

24th May 2023

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water compatible in terms of vulnerability and appropriate for all flood zones providing the development is safe over its lifetime including the impacts of climate change and does not act to increase flood risk elsewhere. Flood Risk Assessment: A Flood Risk Assessment (FRA) has been produced by Rappor Consultants Ltd (Ref: 22-0271 Revision 2 dated June 2022). We have no concerns with the document which does discuss other works at the site in addition to the ménage. The FRA has obtained modelled data from the Environment Agency for the adjacent Main River watercourses and has applied 300mm for climate change impacts to the 100 year modelled level in line with our guidance which is appropriate for these watercourses (Section 4). Section 4.14 of the FRA confirms that this would result in a 1% plus climate change level of 77.04mAOD and that this level would flood the ménage area. Providing ground levels have not been raised, we have no issues with this given the water compatible nature of the application. In terms of third party impacts, the property is isolated with no other properties in the floodplain in the vicinity. There appears to be a solid wooden section at the bottom of the ménage perimeter in the Photographic Survey submitted but the access gates would allow floodwater to enter the area.

Environmental Permit: Unlike planning permission, we would point out that any permits for works within the floodplain/within 8 metres of a Main River which may have been required under the Environment Permitting (England and Wales) Regulations 2016 cannot be issued retrospectively.

### **Public Consultation Response**

The application was publicised in the Redditch Standard 22.07.22 which expired 08.08.22  
A site noticed was displayed at the site 13.07.22 which expired 06.08.22

No public comments have been received.

### **Assessment of Proposal**

#### **Green Belt**

The site lies in the Green Belt. Policy 8 of the Borough of Redditch Local Plan No 4 (BoRLP) 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 in the development plan.

The National Planning Policy Framework (NPPF) at paragraph 149 sets out a closed list of development which is not inappropriate development in the Green Belt. One such exception, at paragraph 149 c), is the provision of appropriate facilities (in connection with the existing use of land or as a change of use) for outdoor sport or recreation as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land in it.

## PLANNING COMMITTEE

24th May 2023

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The change of use of the land on which the menage is sited to equestrian use is considered under application 22/00915/FUL. This is recommended for approval as it is considered to comply with one of the exceptions for development permitted in the Green Belt as set out at paragraph 150(e) of the NPPF.

The provision of a menage for private equestrian purposes is reasonably considered to be an appropriate facility for outdoor sport or recreation and therefore is acceptable in principle. It therefore falls to consider whether the menage would preserve the openness of the Green Belt and not conflict with the purposes of including land within it.

With respect to the purposes of the Green Belt, these are set out at paragraph 138 of the NPPF. It is considered that the development would not conflict with any of these purposes.

With respect to openness, it is an essential characteristic of the Green Belt and has both spatial and visual aspects. In practical terms it means that land so designated should remain, on the whole, free from development. The development has already taken place, so it is difficult to establish the state of the site prior to the works being undertaken. The application documents explain that this area of the site was formerly used for storage and waste transfer. Aerial photographs show the presence of the track way to the application site and disturbed ground. From visiting the site it is not obvious that ground levels have been significantly altered in order to form the level surface for the menage.

The provision of the menage essentially takes the form an altered surface for the riding of horses. The provision of the fencing surrounding the menage would not ordinarily require planning permission. As such, spatially, it is considered that the impact on openness of the Green Belt is negligible. This is particularly in view of the characteristics of the site as outlined above.

Visually, public views of the site are extremely limited. Whilst a number of public rights of way cross the wider Old Yarr site, views of the menage are completely obscured by the raised ridge feature to the south of the menage. The only other view of the site is possible from the nearest residential property, Foxpits, which is to the north east and accessed off Blaze Lane. This property sits in an elevated position relative to the application site however, views from this property are long range, at a distance of nearly 200m, and are tempered by the existing tree screening and backdrop to the development. As such it is considered that the visual impact of the development is similarly negligible and therefore overall the openness of the Green Belt is preserved.

### **Flood Risk**

The site lies adjacent to the Swans Brook, defined as a main river, and is within Flood Zone 3. No objection is raised by the Environment Agency to the proposal and, following the submission of additional information from the applicant, North Worcestershire Water Management are not objecting to the application. A condition is recommended with

## PLANNING COMMITTEE

24th May 2023

respect to the submission of scheme of surface water drainage in order to not exacerbate flood risk on the site or in the surrounding area.

### Ecology

The application is supported by a baseline ecological survey. It comments that the menage has been constructed on an area which was mainly waste material and therefore of low ecological value. The report considers it unlikely that a roosting habitat for bats or birds has been lost as part of the proposed works and no evidence of badger activity was found on the site. A number of recommendations have been made with respect to the removal of lighting and planting of native hedgerow around the edges of the menage. It is considered that the implementation on site can be reasonably controlled by planning conditions.

### Archaeology

Worcestershire Archive and Archaeology Service have provided comments on the application, noting that Old Yarr is a non designated heritage asset. The County Historic Environment Record (HER) described the dwelling and surrounding features:

*This was one of the original needle mills in the Redditch area. The old needle factory, built about 1800, was remodelled about 1870, and its original purpose is now hardly recognisable. Needles were brought here from Redditch for pointing and finishing on machinery driven by waterpower from an adjoining mill. During the 1939-45 War the buildings were used as a war factory, then fell into dereliction. Perhaps not exclusively an "industrial" mill. Documentary evidence exists for agricultural regime in the immediate vicinity, and this site may originally have been a corn mill. The oldest part of the brickwork dates from about 1720 and the mill wheel is dated 1825 leaving a doubt about the mill's original purpose.*

With respect to the site of the menage subject to this application, it is noted that the 1<sup>st</sup> edition OS map records a large linear earth bank retaining an area of wet ground. This is the site of the menage and is recorded as being called Bunker's Hole. The HER records Bunker's Hole as part of a more extensive Mill Pond on the Swans Brook:

*Pond, next to Old Yarr Mill. The current mill is c.1800, but this is probably the site of an earlier mill, and the pond may be as early as the medieval period.*

The HER also notes;

*Bunker's Hole, large earthwork, probably constructed to form a dam for the Old Yarr needle factory. The name probably derives from the victory over the American colonists in the War of Independence.*

Given the information above it is considered that the site is archaeologically sensitive and warrants a programme of archaeological work. This would include boreholes to examine

## PLANNING COMMITTEE

24th May 2023

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any surviving archaeological deposits and an evaluation trench to identify the profile of the former pond on the site.

This programme of work can be adequately controlled through a suitably worded planning condition.

### **Other matters**

No comments have been received from members of the public regarding the proposal.

An objection has been received from Feckenham Parish Council. Despite the retrospective nature of the development proposed, application of the policies of the Development Plan, NPPF and any other material considerations does not differ. Careful consideration has been given, in particular, to the impact of the proposed development on the Green Belt. In this case, for the reasons given above this specific development is considered 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 approved shall be carried out in accordance with the following plans and drawings:

2206-2a Proposed plans and elevations  
2211-10 location plan and site plan

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

2. A programme of archaeological work shall be submitted to and approved by the local planning authority within 3 months of the date of this permission. This will include a Written Scheme of Investigation. The scheme shall include an assessment of significance and research questions; and:

- 1) The programme and methodology of site investigation and recording.
- 2) The programme for post investigation assessment.
- 3) Provision to be made for analysis of the site investigation and recording.
- 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation.
- 5) Provision to be made for archive deposition of the analysis and records of the site investigation.
- 6) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

**PLANNING  
COMMITTEE**24th May 2023

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Reason: To understand the significance of the non designated heritage asset in accordance with paragraph 205 of the NPPF.

3. 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 2 and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To understand the significance of the non designated heritage asset in accordance with paragraph 205 of the NPPF.

4. Within 3 months of the date of this permission the floodlights shall be permanently removed from the application site.

Reason: In order to protect the openness of the Green Belt and protected species.

5. During the first planting season following the grant of this permission the mixed native species hedgerow shown on plan 2206-2a shall be planted on site.

Reason: In order to provide biodiversity enhancement to the application site.

6. Within 3 months of the date of this permission a finalised scheme for surface water drainage shall be 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). There shall be no increase in runoff from the site compared to the pre-development situation up to the 1 in 100 year event plus an 40% allowance for climate change. The surface water drainage scheme shall be fully implemented within 3 months of its final agreement with the Local Planning Authority and thereafter maintained.

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

**Procedural matters**

This application is being reported to the Planning Committee because objections have been received from the Parish Council and the recommendation is for approval.

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**PLANNING  
COMMITTEE**24<sup>th</sup> May 2023**Planning Application 22/01563/FUL****Retrospective application for temporary permission for children's play equipment****Old Yarr, Blaze Lane, Astwood Bank, Redditch, Worcestershire, B96 6QA****Applicant: Mrs Julie Millard**  
**Ward: Astwood Bank And Feckenham Ward****(see additional papers for site plan)**

The case officer of 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 comprises land surrounding the dwelling known as Old Yarr, located on the northern side of Blaze Lane and bounded on the west by Clayfields. The site is in open countryside and within the designated Green Belt. The Swans and Wixon Brooks runs through the wider application site. The play equipment is located approximately 40m to the east of the original dwellinghouse within an area which appears to be maintained as a domestic garden.

**Proposal Description**

The application seeks retrospective approval for the provision of children's play equipment for a temporary three year period. It is accompanied by a Planning Statement, Flood Risk Assessment, Baseline Ecological Survey and Landscape and Visual Appraisal.

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

Policy 1: Presumption in favour of Sustainable Development

Policy 8: Green Belt

Policy 16: Natural Environment

**Others**

Redditch High Quality Design SPD

NPPF National Planning Policy Framework (2021)

REDDITCH BOROUGH COUNCIL**PLANNING  
COMMITTEE**

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**Relevant Planning History**

2013/288/CPE	Application for a Certificate of Lawfulness for an existing use - Swimming pool timber frame enclosure	Approved	07.02.2014
2013/290/COU	Retrospective application to convert existing (unauthorised) live/work unit to domestic dwelling	Approved	23.10.2014
22/00915/FUL	Retrospective application for the change of use from agricultural land to Equine (Sui Generis)	Pending consideration	
22/00916/FUL	Retrospective application for an equine/agricultural store.	Pending consideration	
22/00917/FUL	Retrospective application for a garage for 5 no. vehicles.	Pending consideration	
22/00918/FUL	Retrospective application for a menage and removal of floodlighting.	Pending consideration	
22/00919/CPE	Use of the land for siting a mobile home for use ancillary to the main dwelling	Pending consideration	
22/00929/FUL	Retrospective application for a stable block.	Pending consideration	
22/01562/FUL	Retrospective application for a tractor store and manure clamps	Pending consideration	
22/01564/FUL	Retrospective application for a Horticultural/Agricultural Store	Pending consideration	



REDDITCH BOROUGH COUNCIL**PLANNING  
COMMITTEE**

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22/01566/FUL	Retrospective application for the erection of a Residential Dwelling	Pending consideration
22/01567/FUL	Retrospective application for a Horse Walker	Pending consideration

**Consultations****Highways Redditch**

No objection.

**Feckenham Parish Council**

This application is part of yet another series of retrospective applications following the failure of the applicant to comply with planning legislation and submit the proposals to the LPA for consideration prior to commencing works. In common with previous applications the approach appears to assume that the LPA will not take any enforcement action. Again the question that should be considered is, "would an application for this use have been granted if submitted prior to the works being undertaken and completed"

The applicant relies on points within the policies of R.B.C. and the N.P.P.F to try and justify the retrospective application, by means of exceptions allowed in the NPPF. The Applicant quotes Paragraph 8 of the NPPF which identifies the three key dimensions to achieve sustainable development: economic, social and environmental:

Economic role - contributing to building a strong, responsive and competitive economy.

Social role - supporting a strong, vibrant and health community; and

Environmental role - contributing to protect and enhance our natural, built and historic environment.

This is an application for a child's play area which will benefit no one other than the occupants of the property. It will make no contribution to the community. The construction will be detrimental to the natural built and historic environment. The construction is detrimental to the openness of the green belt. The proposal is not for the replacement of an existing building. It is noted that this is described as a temporary structure even though the materials used appear to contradict that description.

Paragraph 137 of the NPPF states that 'The Government attaches great importance to Green Belts. 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'... Paragraph 138 of the NPPF defines the five purposes of the Green Belt

a) to check the unrestricted sprawl of large built-up areas;

b) to prevent neighbouring towns merging into one another;

REDDITCH BOROUGH COUNCIL**PLANNING  
COMMITTEE**

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- 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

This application, together with the additional parallel applications comes within the category of "unrestricted sprawl ", of development in the green belt. The application fails to comply with the "safeguarding" of the countryside from encroachment. The application is not for the "recycling of derelict and other urban land.

There are no "exceptional" reasons for this application, it is simply unlawful development for the use of the applicant. There is no public gain, and there are serious detrimental effects on the openness of the green belt. This application is within the designated green belt and the relevant policies regarding such are set out below:

*R.B.C. Policy 8 Green Belt 8.1: Designated Green Belt benefits from protection through national planning policy (the NPPF) meaning it will be protected from inappropriate development. The preparation of this Plan has led to the removal of some land from the previously designated Green Belt. Continued protection of the Green Belt can contribute to the Vision and Objectives of this Plan for the Borough to have a high quality rural environment and to protect, promote enhance the quality of the Borough's landscape.*

*Policy 8 8.2: The designated Green Belt, located predominantly in the south west of the Borough is identified on the Policies Map. The exceptional circumstances required to amend the Green Belt Boundary have been demonstrated through the preparation of the Borough of Redditch Local Plan No.4.*

*8.3 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.*

*8.4 The Borough's Green Belt boundary was originally defined by the Borough of Redditch Local Plan No.2 (adopted 1986) and was maintained in the Borough of Redditch Local Plan No.3. The preparation of the Borough of Redditch Local Plan No.4 and associated evidence has justified the removal of certain sites from the previously designated Green Belt. Reference should be made to the Redditch Green Belt Study for the location of land removed from the Green Belt and the BORLP4 Policies Map for the extent of the revised Green Belt boundary.*

*8.5 Inappropriate development is, by definition, harmful to the Green Belt (NPPF para 87). Applicants will be required to demonstrate 'very special circumstances' to justify their proposal. New buildings in the Green Belt will be considered inappropriate unless they are for a purpose, defined in the NPPF, as not inappropriate in Green Belt (paragraphs 89 and 90). Specifically, providing the openness of the Green Belt and the purposes of including land in the Green Belt are not compromised, appropriate facilities for outdoor sport and recreation may include facilities such as small changing rooms or unobtrusive*

**REDDITCH BOROUGH COUNCIL****PLANNING  
COMMITTEE**

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*spectator accommodation for outdoor sport, or small stables for outdoor sport and outdoor recreation.*

Paragraph 149 of the NPPF outlines that 'A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

*a) buildings for agriculture and forestry*

*b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*

*c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*

*d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces*

**North Worcestershire Water Management**

The proposed development site is situated in the catchment of the Swans 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 on the site as a whole, but around the proposed development this is proposed as low risk. That said, correctly designed drainage will mitigate any flood risk from surface water on the site and in the surrounding area.

Based on the available information there is no reason to withhold approval of this application on flood risk grounds and it is not considered necessary to attach a drainage condition.

**Public Consultation Response**

A site noticed was displayed at the site 09.01.23 which expired 02.02.23.

No public comments have been received.

One public comment has been received from a Councillor at the time (Cllr Michael Chalk) expressing concern in relation to the number of retrospective applications and requesting consideration by Planning Committee.

**Assessment of Proposal****Green Belt**

The site is located in the Green Belt. Policy 8 of the Borough of Redditch Local Plan No. 4 (BoRLP4) 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 in the development plan.

## PLANNING COMMITTEE

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Paragraph 149 of the National Planning Policy Framework (NPPF) sets out a closed list of development which are not regarded as inappropriate development in the Green Belt. Criterion (b) allows for the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation cemeteries and burial grounds and allotments, as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. The play equipment comprises a wooden frame with slides and ladders located on an apron of hardstanding with a coloured soft play surface base. It is located to the side and rear of Old Yarr with limited public vantage points. The play equipment amounts to an appropriate facility for outdoor recreation, and whilst technically there is localised impact on the openness of the Green Belt, the equipment is within an enclosed location, with a spatial relationship to the dwellinghouse Old Yarr and would have limited impact on the wider area. The temporary nature of the proposal would also count in its favour. It should be noted that such play equipment could be installed under permitted development rights within the curtilage but the equipment includes raised platforms and therefore permission is required. Overall, the proposal would comply with policy 8 of the BoRLP4 and paragraph 149 of the NPPF.

### Other matters

The application is accompanied by Flood Risk Assessment since parts of the wider site fall within Flood Zones 2 and 3. The site of the play equipment falls within Flood Zone 1 (low risk) and there are no objections from North Worcestershire Water Management. The retrospective proposal is not considered to have any significant impact in terms of ecology or landscape character. There have been no objections raised by Worcestershire Highways.

The objection put forward by Feckenham Parish Council has been considered and the concern expressed in relation to the retrospective nature of the application is noted. Paragraph 149 does not provide for a prescriptive list of appropriate facilities. There is no evident distinction between the provision of private and public recreation facilities. It is considered that the play equipment would fall into the category of an appropriate facility for outdoor recreation and it is not considered that a conflict would arise in terms of the purposes of the Green Belt.

In terms of planning conditions, a time limit has been imposed requiring the removal of the play equipment and the reinstatement of the land to its original condition by 30th May 2026.

### **RECOMMENDATION:**

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

## PLANNING COMMITTEE

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

Drawing No. 2211 - 16 Site Location Plan, Site Plan, Illustrative Plan and Elevations

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

- 2) The play equipment hereby approved shall be permanently removed by 30<sup>th</sup> May 2026 and the site shall be restored to its original condition following the removal of the equipment.

Reason: In order to protect the openness and visual amenity of the Green Belt in accordance with policy 8 of the Borough of Redditch Local Plan No. 4.

### **Procedural matters**

This application is reported to Planning Committee for determination because an objection has been received from the Parish Council and the recommendation is for approval. As such the application falls outside the scheme of delegation to Officers.

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**PLANNING  
COMMITTEE**

24th May 2023

**Planning Application 23/00321/FUL****Infrastructure Improvement Works****Arrow Valley Park, Battens Drive, Redditch, B98 0LJ****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](mailto:steve.edden@bromsgroveandredditch.gov.uk) for more information.

**Site Description**

The application site forms part of Arrow Valley Country Park, which is located on the River Arrow and comprises 900 acres of open space and incorporates Arrow Valley Lake. The park was built by Redditch Development Corporation in the 1970's and lies to the west of Battens Drive and to the south of the Coventry Highway. It is the largest of Redditch's parks and comprises a visitor centre with a café, sailing club, BMX facility, play area and waymarked trails. A number of car parks serve the park.

**Proposal Description**

The proposals are for general infrastructure improvement works comprising the following:

- 1 Relocation of vehicular access serving the Battens Drive car parks
- 2 Widening of access road serving the Countryside Centre and other park facilities
- 3 Extension to existing car parks

The applicant comments that the proposals would improve access and egress to the hub of the park; represent an improvement in terms of traffic management having regards to existing and future footfall and would enable a better use of existing car parking by encouraging users to park safely. 139 car parking spaces currently exist at the park and 32 additional spaces are proposed under this application giving a (revised) total of 171 spaces across the park. As part of this suite of infrastructure works, a separate (advertisement consent) application has been submitted to replace the existing park entrance sign, with a new free-standing sign in a revised location (reference 23/00322/ADV).

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

Policy 1: Presumption in Favour of Sustainable Development

Policy 13: Primarily Open Space

Policy 16: Natural Environment

## **PLANNING COMMITTEE**

24th May 2023

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Policy 39: Built Environment

Policy 43: Leisure, Tourism and Abbey Stadium

### **Others**

NPPF National Planning Policy Framework (2021)

### **Relevant Planning History**

None specifically relevant to this application

### **Consultations**

#### **WCC Highways**

No objections

#### **Tree Officer**

No objections

### **Public Consultation Response**

No representations received

### **Assessment of Proposal**

Arrow Valley Country Park is designated as Primarily Open Space (POS) on the Borough of Redditch Local Plan no. 4 (BoRLP4) proposals map and therefore Policy 13 of the BoRLP4 is most relevant when considering the principle of new development. The main aim of this policy is to ensure that designated POS is protected, and where appropriate, enhanced to improve its quality, value, multifunctionality and accessibility.

In this case, a small amount of POS would be lost as a result of the access road widening proposal and by the provision of the additional car parking spaces. However, the aims of the project are to contribute towards providing visitors with an improved experience when using this much loved and well used park having regard to current and future demand and as such the proposals are considered to meet the aims of Policy 13.

Furthermore, Policy 43 of the BoRLP4 supports proposals relating to leisure facilities provided they are located within a sustainable location (such as Arrow Valley Park).

Whilst the principle of development is considered acceptable it is still considered necessary to consider other material planning considerations.

The re-sited car park entrance in the position as proposed is considered to satisfactorily deal with potential conflict of vehicle movements arising from the operation of the adjacent supermarket.



## PLANNING COMMITTEE

24th May 2023

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The Council has secured funding from the adjacent Lidl store developer to facilitate this proposal following the granting of permission for the Lidl retail development under planning reference 18/01049/FUL.

The widening of the access road through to the visitor centre is considered to aid with improving access and egress for users accessing the park safely. Overall vehicular movements have increased in recent times with the improvement of amenities available such as the introduction of the Childrens Play Tower granted under planning permission 20/01299/FUL in January 2021.

The 32 additional spaces are considered to be required to meet current and future demand for spaces where at busy times, users are known to park on grass verges and in unsafe locations often blocking in other vehicles. Worcestershire County Council Highways Authority have been consulted and raise no objections to this application.

Regrettably it would be necessary to remove a number of existing trees to facilitate the works. The trees are delineated on the layout plans with the following references: T1 – Willow; T2 – Cherry; T3 – Cherry; T4 – Cherry; T5 – Cherry; T6 – Ash; T7 – Ash; T8 – Ash; T9 – Lime. Members will note that the Councils Tree Officer raises no objections to the application and is satisfied that the new car parking areas will not give rise to harm to more mature trees and their root systems, located in proximity to the parking areas.

Policy 39 of the BoRLP4 requires development to contribute positively to the local character of the area commenting that areas should be designed to ensure they make places better for people and in this respect the proposals are considered to be acceptable.

In view of location of the site, several hundred metres distant from the nearest neighbouring dwellings, the development is not considered to cause any adverse impact to residential amenity. There have been no third-party representations received as a result of public consultation.

In conclusion, the proposals subject to this application are considered to improve the user experience of this important and highly valued leisure facility for the community. Given that no technical concerns have been raised by consultees, and, being in accordance with the provisions of the Development Plan, it is recommended that planning permission is granted subject to conditions.

**PLANNING  
COMMITTEE**24th May 2023

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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:

P2232.105.1A  
P2232.105.2A  
P2232.105.3A  
P2232.108.1  
P2232.108.2  
P2232.110  
P2232.115

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.

**PLANNING  
COMMITTEE**

24th May 2023

**Application**                      **23/00322/ADV****Park Entrance Free Standing Sign****Arrow Valley Park, Battens Drive, Redditch, B98 0LJ****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](mailto:steve.edden@bromsgroveandredditch.gov.uk) for more information.

**Site Description**

The application site forms part of Arrow Valley Country Park, which is located on the River Arrow and comprises 900 acres of open space and incorporates Arrow Valley Lake. The park was built by Redditch Development Corporation in the 1970's and lies to the west of Battens Drive and to the south of the Coventry Highway. It is the largest of Redditch's parks and comprises a visitor centre with a café, sailing club, BMX facility, play area and waymarked trails. A number of car parks serve the park.

**Proposal Description**

Advertisement Consent is sought for the erection of a free-standing park entrance sign which would replace the existing sign, an image of which is contained within the accompanying presentation pack.

The sign would be erected on an area of block paving to the immediate north-west of the existing sign and would measure 2.8 metres in height with a width of 1.6 metres. The sign would display the RBC Corporate logo and display the wording 'Welcome to Arrow Valley Park'. A map of the park showing Arrow Valley Lake, the various car parks and the visitor centre would also be marked on the sign.

The Frame would consist of 50mm diameter black powder coated aluminium with the sign being constructed from encapsulated Glass Reinforced Plastic (GRP). The sign would not be illuminated.

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

Policy 1: Presumption in Favour of Sustainable Development

Policy: 42 Advertisements

## **PLANNING COMMITTEE**

24th May 2023

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### **Others**

Redditch High Quality Design SPD  
NPPF National Planning Policy Framework (2021)

### **Relevant Planning History**

None specifically relevant to this application

### **Consultations**

#### **WCC Highways**

No objection

### **Public Consultation Response**

No representations received

### **Assessment of Proposal**

In accordance with Paragraph 136 of the National Planning Policy Framework and Policy 42 of the Borough of Redditch Local Plan No. 4, advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

#### **Impact on highway / public safety**

WCC Highways have raised no objections to the proposals from a highway safety perspective. Your officers do not consider that the proposed advert would result in any harm being caused to public safety.

#### **Impact on amenity**

The proposed sign is relatively modest in overall size and would be sited immediately adjacent to the existing, much larger sign which is to be removed from the site. The sign would provide visitors with a clear plan of the park, together with directional information.

The proposed advert would have no adverse impact upon the wider street scene and furthermore the design of the signage is considered appropriate in view of the context of the site.

### **Conclusion**

It is concluded that the proposed sign would comply with the provisions of the National Planning Policy Framework (NPPF) and Policy 42 of the Borough of Redditch Local Plan No.4 and as such, it is recommended that Advertisement Consent is granted.

**PLANNING  
COMMITTEE**24th May 2023

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**RECOMMENDATION:**

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

**Conditions:**

- 1) No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission

Reason: In accordance with the requirements of Schedule 2 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- 2) No advertisement shall be sited or displayed so as to;

(a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);

(b) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or

(c) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

Reason: In accordance with the requirements of Schedule 2 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- 3) Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

Reason: In accordance with the requirements of Schedule 2 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- 4) Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

Reason: In accordance with the requirements of Schedule 2 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- 5) Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

Reason: In accordance with the requirements of Schedule 2 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

**PLANNING  
COMMITTEE**24th May 2023

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

P2232.109A

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.