



Planning Committee

Thu 11 Dec
2025
7.00 pm

Oakenshaw Community
Centre, Castleditch Lane,
B98 7YB

 **Redditch**
Borough Council
Working together for our communities

If you have any queries on this Agenda please contact

**Gavin Day
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GUIDANCE ON FACE TO FACE MEETINGS

If you have any questions regarding the agenda or attached papers, please do not hesitate to contact Gavin Day (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 Tuesday 9th December 2025) 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.

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 before **12 noon on Tuesday 9th December 2025**).
- 2) Advice and assistance will be provided to public speakers as to how to access the meeting and those using the video link will be provided with joining details for Microsoft Teams. Provision has been made in the amended Planning Committee procedure rules for public speakers who cannot access the meeting by Teams, and those speakers will be given the opportunity to submit their speech in writing to be read out by an officer at the meeting. Please take care when preparing written comments to ensure that the reading time will not exceed three minutes. Any speakers wishing to submit written comments must do so **by 12 noon on Tuesday 9th December 2025**).
- 3) Reports on all applications will include a summary of the responses received from consultees and third parties, an appraisal of the main planning issues and a recommendation. All submitted plans and documentation for each application, including consultee responses and third party representations, re available to view in full via the Public Access facility on the Council's website www.redditchbc.gov.uk
- 4) It should be noted that, in coming to its decision, the Committee can only take into account planning issues, namely policies contained in the Borough of Redditch Local Plan No. 4 and other material considerations, which include Government Guidance and other relevant policies published since the adoption of the Development Plan and the "environmental factors" (in the broad sense) which affect the site.
- 5) Although this is a public meeting, there are circumstances when the committee might have to move into closed session to consider exempt or confidential information. For agenda items that are exempt, the public are excluded.
- 6) Late circulation of additional papers is not advised and is subject to the Chair's agreement. The submission of any significant new information might lead to a delay in reaching a decision. The deadline for papers to be received by Planning Officers is 4.00 p.m. on the day of the meeting.

Further assistance:

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

At the meeting, these Officers will normally be seated either side of the Chair, who will be seated in the centre of the Committee table as viewed from the Public Gallery.

Agenda

Membership:

Cllrs:	Andrew Fry (Chair)	Matthew Dormer
	William Boyd (Vice-Chair)	Bill Hartnett
	Juma Begum	David Munro
	Brandon Clayton	Ian Woodall
	Claire Davies	

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 - 20)

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. 25/00875/FUL - Former Police Station, Grove Street, Town Centre, Redditch, B98 8DB (Pages 21 - 50)

6. 25/01228/PIP - Land Adjacent, 3 Popes Lane, Astwood Bank, Worcestershire (Pages 51 - 62)

7. 25/01248/FUL - Windmill Community Centre, Ryegrass Lane, Walkwood, Redditch, Worcestershire, B97 5YE (Pages 63 - 66)

8. 25/01249/FUL - Winyates Green Community Centre, 6 Furze Lane, Winyates Green, Redditch, Worcestershire, B98 0SE (Pages 67 - 70)

9. 25/01250/FUL - Batchley Community Centre, Cherry Tree Walk, Batchley, Redditch, Worcestershire, B97 6PB (Pages 71 - 74)

10. Urgent Business

To consider any Urgent Reports, details of which have been notified to the Assistant Director of Legal, Democratic and Procurement Services prior to the commencement of the meeting and

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which the Chair, by reason of special circumstances, considers to be of so urgent a nature that it cannot wait until the next meeting.



Planning Committee

Thursday, 16th October,
2025

MINUTES

Present:

Councillor Andrew Fry (Chair), Councillor William Boyd (Vice-Chair) and Councillors Juma Begum, Brandon Clayton, Claire Davies, Matthew Dormer, Bill Hartnett, David Munro and Ian Woodall

Officers:

Helena Plant, Johathan Pavey-Smith, Paul Murphy, Steve Edden and Max Howarth (of Anthony Collins Solicitors)

Democratic Services Officers:

Gavin Day

34. APOLOGIES

There were no apologies for absence.

35. DECLARATIONS OF INTEREST

There were no declarations of interest.

36. CONFIRMATION OF MINUTES

The minutes of the Planning Committee meeting held on 14th August 2025 were presented to Members.

A typographical error was identified in that the minutes referenced "Sandycross Centre", the correct name being "Sandycroft Centre".

RESOLVED that

subject to the amendment detailed in the preamble above, the minutes of the Planning Committee meeting held on 14th August 2025 were approved as a true and accurate record and were signed by the Chair.

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37. UPDATE REPORTS

Members indicated that they had enough time to read and consider the Update reports, therefore, the Update Reports were noted.

38. 25/00437/FUL - ACCESS AT MORTON STANLEY PARK, WINDMILL DRIVE, WEBHEATH, REDDITCH, WORCESTERSHIRE

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

Officers presented the report and in doing so, drew Members' attention to the presentation slides on pages 5 to 15 of the Site Plans and Presentations pack.

The application was for Morton Stanley Park, Windmill Drive, Redditch, Worcestershire and sought the Installation of a 24m by 15m multi-use games area (MUGA) with 2m high fencing.

The application was deferred by Members at the Planning Committee meeting on 11th September 2025, to assess the impact of the development on the protected Brown Hairstreak butterfly. Members also requested additional information on the Anti-Social Behaviour (ASB) risk in the area.

Regarding the protected species, additional information was supplied on pages 11 and 12 of the Site Plans and Presentations pack, which detailed that the Brown Hairstreak butterfly was found exclusively on Blackthorn scrub, the locations of which were detailed on page 12. Therefore, as the development was not near the Butterfly habitat it was deemed inappropriate to request a full survey to be undertaken by the applicant.

Officers detailed that although there was a concern regarding ASB linked to MUGA, installations there had been very few incidents reported to the police in the preceding years. Additionally, the seating had been removed from the MUGA, which had reduced ASB impact at other sites. Therefore, Officers did not consider the risk of ASB to be a major concern and on balance, had come to the conclusion that it did not outweigh the advantages that the application provided.

At the invitation of the Chair, a statement was read out by Officers on behalf of Ishrat Karimi Fini, Parks and Events service Manager, in support of the application.

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After questions from Members the following was clarified by Officers.

- That no trees would be removed as part of the development, therefore, any actions such as imposing Conditions to manage trees on site would be unreasonable and would not meet the tests necessary.
- There was no CCTV at the site and that Officers had not considered the option due to the low risk of an ASB increase. Additionally, there was no existing infrastructure to accommodate its inclusion.
- No plan was in place to lock the MUGA overnight, which would not be possible considering the proposed open design.

Members then debated the application which Officers had recommended for approval.

Members questioned if there was adequate natural surveillance from the Café area as there were trees blocking line of sight. Another factor noted was the railing bar spacing, which Members stated appeared quite narrow which may limit natural surveillance unless looking straight at the facility.

The lack of facilities for young people was highlighted and that the park was a destination point rather than having passing or incidental visitors. Members noted several areas at the site which could be used by individuals intending to take part in illegal activities, these included the skating area and carpark. Therefore, Members noted that as there were currently few reports of ASB in the area, an increase solely due to the installation was unlikely. On the other hand, Members also expressed the opinion that MUGA facilities often led to an ASB increase, therefore, some believed that there was a high risk of an increase associated with the development.

Members expressed the opinion that the design was not in keeping with the types of facilities of the wider park in terms of design and materials and therefore, would stand out in the parkland environment.

Members debated the Officers recommendation, as detailed on page 24 of the Public Reports pack. The Officer Recommendation was proposed and seconded, however, on being put to a vote it was defeated.

Councillor Matt Dormer proposed an alternative recommendation to refuse the application due to the potential increase in ASB which was contrary to Policy 40 of the Local Plan. The Alternative Recommendation was seconded by Councillor Claire Davies.

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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 refused for the reasons as detailed in the preamble above.

There was then a short recess between 20:28 hours and 20:40 hours.

39. 25/00453/FUL - UNIT 1, GLOVER STREET, SMALLWOOD, REDDITCH, B98 7BG

The application was being reported to the Planning Committee because part of the application site fell within the ownership of Redditch Borough Council. As such, the application fell outside of the scheme of Delegation to Officers.

Officers presented the report and in doing so, drew Members' attention to the presentation slides on pages 17 to 38 of the Site Plans and Presentations pack.

The application was for Unit 1, Glover Street, Smallwood, Redditch B98 7BG and sought the demolition of the existing building and the creation of 4 bungalows for supported living (Class C2 use)

Officers drew Members attention to the location of the application site as detailed on page 18 of the site plans and Presentations pack. Officers further highlighting that part of the application site was owned by Redditch Borough Council which was a carpark used by the site as part of the lease.

The building was a non-designated heritage asset (NDHA) which was under a general industrial use (class B2), historically it was a wartime manufacturing facility producing compressors in WW2. Officers noted that NDHAs were afforded little protection and although it would be regrettable to lose the heritage asset, on balance, the principle of development was deemed acceptable.

Although the development was for four new dwellings, no off-street parking was proposed, which was deemed acceptable by Officers. The reason for this conclusion was that the current industrial facility was afforded a significant number of spaces compared to the proposed development, therefore, the application would see a reduction in the overall parking impact of the site.

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Comments from Worcestershire County Council, Highways (County Highways) stated that based on the current Streetscape Design Guide the development would generate a demand for 10 spaces. Furthermore, as the current building use was for employment (B2 industrial use Class), there was a generated a parking demand of 28 spaces, 11 of which were accommodated by the car park attached to the current lease, and 17 spaces on-street. When comparing the 17 on-street parking spaces with the proposed demand of 10 cars, the development would cause a net gain of on-street parking in the area. Therefore, it was deemed acceptable by County Highways not to require the provision of off-street parking as part of the application.

The current and proposed site plans were detailed to Members. The design of the development maintained similar elevations to the existing building and sought to replicate some of the current features such as the high ridges, in an attempt to replicate the character of the original building.

However, Officers had concerns regarding the materials and construction of the proposed development, which was not in line with the surrounding dwellings, having a disproportionately high ratio of brick to render. Additionally, the proposed development had a gap between the buildings for a courtyard, this changed the Streetview and in the Officers opinion was not in preserving the character of the wider area.

Paragraph 135 of the National Planning Policy Framework (NPPF) commented that development should be sympathetic to local character and history including the surrounding built environment. Officers understood the need for the social housing provided by the development, however, on balance It was considered that the development did not sit comfortably within the site and failed to respect local character and distinctiveness. Therefore, the Officer recommendation was for refusal.

At the invitation of the Chair, a statement was read out by Officers on behalf of Gaz Hussain, a local resident, against the application. Adeel Nasir and Nasir Ahmed, local residents, and Khurram Shah, the applicant, addressed the committee in support.

The following was clarified by Officers following questions from Members.

- That the carpark, which was used by the current development, was attached as part of the lease and did not form part of the development area. Should the application be approved, this would not be usable as part of the new development.

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- The provision of EV charging points was covered under building regulations, however, as there was no proposed off-street parking as part of the development, no EV charging points would be included.
- That should Members be minded to approve the application, the C2 supported living use would be Conditioned. Should the owner wish to utilise any other Class use (or subclass under the C2 use) a planning application would need to be submitted.

Members then debated the application which Officers had recommended be refused.

Members were divided with their opinion regarding the street scene impact of the application. Although some Members agreed that the use of render and the contemporary design of the development were at odds with the local area, Members also expressed the opinion that there was a mix of both new and old buildings within the vicinity so the impact would not be significant.

Members were in support of the change of use to Class C2 and that it would be used for supported residential living which was a much-needed resource within Redditch.

Serious concern was raised regarding the lack of parking provision and that any vehicles would need to be accommodated on road, when there was already a parking problem with the location. Members were also concerned about the lack of EV charging points considering it was a new development, which was at odds the climate change agenda the council had adopted. However, Members accepted that they must consider the application before them and that as County Highways deemed it acceptable for the application to not include off-street parking provision, then building regulations would not require EV charging points.

After thorough debate, Members expressed the opinion that the development was not harmful to the local area and did not outweigh the benefits of the application, in particular the supported living provision.

Therefore, Councillor Boyd Proposed an Alternative Recommendation which was seconded by Councillor Juma Begum to approve the application for the reasons as detailed in the preamble above and to delegate the decision to the Assistant Director for Planning, Regeneration and Culture Services.

Members noted a list of standard conditions for a Planning application but also included the addition of the restricted Class use, Archaeological site investigation and Contaminated Land

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Condition. However, Members were content for the final number and wording of the Conditions to be delegated to the Assistant Director for Planning, Regeneration and Culture Services.

On being put to the vote it was

RESOLVED that

having had regard to the development plan and to all other material considerations, planning permission be delegated to the Assistant Director for Planning, Regeneration and Culture Services to approve the application subject to Conditions as detailed in the preamble above.

A vote was then taken to continue the meeting after 22:00 hours, as was required under the Constitution. This was proposed by Councillor Andy Fry and Seconded by Councillor William Boyd, on being put to a vote it was Carried.

40. 25/00838/FUL - 5 CLENT AVENUE, HEADLESS CROSS, REDDITCH B97 5HH

The application was being reported to the Planning Committee because the applicant was related to an employee of Redditch Borough Council. As such the application fell outside the scheme of delegation to Officers.

Officers presented the report and in doing so, drew Members' attention to the presentation slides on pages 39 to 47 of the Site Plans and Presentations pack.

The application was for 5 Clent Avenue, Redditch, B97 5HH and sought a Single Storey Rear Extension & Garage Conversion.

Officers drew Members attention to the existing and proposed floor plans detailed on page 42 and 43 of the Site Plans and Presentations pack. Officers highlighted that the rear extension was not visible from the street scene with the exception of a 1.3m length to the east of the property, therefore the impact was minor.

The works to the garage were covered under permitted development, however, for transparency were included as part of the application.

Officers found the proposed development acceptable in regard to the visual amenity impact and there were no objections from neighbours for the development.

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Members were aware of the area and building and supported the officer's assessment that there would be no impact on the visual amenity of the area. Therefore, on being put to the vote it was

RESOVED that

having had regard to the development plan and all other material considerations, planning permission be GRANTED subject to conditions as detailed on pages 43 and 44 of the Public Reports pack.

The Meeting commenced at 7.00 pm
and closed at 10.06 pm

MINUTES

Present:

Councillor Andrew Fry (Chair), Councillor William Boyd (Vice-Chair) and Councillors Brandon Clayton, Claire Davies, Matthew Dormer, Bill Hartnett, David Munro and Ian Woodall

Officers:

Helena Plant, Steve Edden, Chad Perkins, Penny Bevington and Amar Hussain

Democratic Services Officers:

Gavin Day

41. APOLOGIES

Apologies for absence were received from Councillor Juma Begum.

42. DECLARATIONS OF INTEREST

There were no declarations of interest.

43. UPDATE REPORTS

There were no Update Reports

44. 25/00745/FUL - HEART OF WORCESTERSHIRE COLLEGE, OSPREY HOUSE, ALBERT STREET, ENFIELD, REDDITCH, B97 4DE

This application was being reported to the Planning Committee because the application was for major development. Furthermore, the application required a Section 106 (S106) planning obligation. 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 16 of the Site Plans and Presentations pack.

The application was for Heart of Worcestershire College, Osprey House, Albert Street, Enfield, Redditch, B97 4DE and sought the

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Demolition of existing building and the erection of a three-storey care home (Use Class C2) with ancillary facilities.

Officers clarified that the site had been before the Planning Committee in July 2024 for a different scheme (23/01108/FUL) which utilised the existing building and proposed an underground carpark for a smaller 83 bed care home with 33 supported living apartments. The application before Members sought to demolish the existing building and erect a 98-bed care home on the site.

In comparing the approved extant and proposed applications, Officers detailed that there was a modest increase in the care home from 83 rooms to 98 rooms, however, the supported living apartments were removed. Although the building would be in a similar position, one part would be removed to make way for parking which would be at surface level only.

Due to the reduction in building footprint, there would be an increase in green space. In addition, there would be a 33% bio-diversity net gain.

Officers deemed the principle of development to be acceptable and there were no objections from Consultees subject to appropriate conditions and a S106 planning obligation.

At the invitation of the Chair Mr Andeep Gill, the applicant's agent, addressed the Committee in support of the application.

After questions from Members the following was clarified.

- The 2 disabled and 4 EV charging spaces were included in the 31-place parking provision.
- The underground parking was not included in the application.
- The council could not compel the County Council to installed double yellow lines on the nearby road.

At the invitation of the Chair the applicant's Agent Mr Andeep Gill was invited to address the committee to clarify the type of care home which would be provided as the information was not available in the report and was necessary for Members to make a decision. Mr Gill detailed that the care home would cater for residents falling under the C2 class use criteria. Further clarifying that although this could be those with dementia, the majority of residents were expected to be those who were elderly infirm and needed some assistance with day-to-day needs.

Officers addressed Members concerns regarding parking and detailed that Worcestershire County Council, Highways (County Highways) had assessed the application and determined that the number of spaces provided was adequate for a development of that

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type and size. Additionally, due to the good transport links of the site approximately 40% of the 25-30 employees would be expected to travel via alternative methods, with 13% (4) of spaces free at any time of the day. County Highways arrived at their conclusion by considering the worst-case scenario when examining statistical data.

Members then debated the application which officers had recommended for approval.

Members were unhappy with the parking provision supplied by the development, especially when comparing the total parking spaces to the extant approved application which saw a significant decrease in number of spaces from 62 to 31 spaces. Members expressed concern that there would be an increase in on street parking due to the development. The number of spaces required was also questioned in that it may not account for overlap periods where the number of employees on site would spike during handovers.

Officers assured Members that the 23-page transport document had been assessed by County Highways and that based on their TRICS assessment Data, the parking provision was adequate. Matters such as handover periods and the number of employees were operational issues and that the applicant would need to have regard to the sustainable transport Condition attached to the application.

Notwithstanding the parking issues, Members were entirely in support of the application, agreeing that the location, design and principle of the development were all supportable and that the proposed use of the building, being a care home, was a much-needed resource within the Borough.

Members expressed the opinion that although they were not convinced that the parking provision was adequate for the development, they accepted that, County Highways, had no objection to the development and therefore, there was not sufficient reasons 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, authority be delegated to the Assistant Director for Planning, Leisure and Culture Services to GRANT planning permission subject to:

- a) The satisfactory completion of a Section 106 planning obligation**
- b) Conditions and informatives as detailed on pages 19 to 28 of the Public Reports pack.**

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45. 25/00678/FUL - 11 PROSPECT ROAD SOUTH, REDDITCH, WORCESTERSHIRE, B98 8ND.

The application was reported to the Planning Committee because the applicant was Redditch Borough Council. As such, the application fell outside the scheme of delegation to Officers

Officers presented the report and in doing so, drew Members' attention to the presentation slides on pages 17 to 24 of the Site Plans and Presentations pack.

The application was for 11 Prospect Road South, Redditch, Worcestershire, B98 8ND and sought the demolition of the rear section of the property and rebuilt like for like.

Officers detailed that due to subsidence of a council owned property, the council sought permissions to demolish the rear section of a council owned property the section to be demolished included the Kitchen & Bathroom and would then be rebuilt in the same position and footprint.

Members attention was drawn to the existing and proposed layouts on pages 21 and 22 of the Public Reports pack, highlighting that the size of the dwelling would remain the same after reconstruction. The only external change of the rebuild was the position of the window. However, due to the property being the end Terrace, there would be no impact of overlooking on neighbouring properties, or residential amenity.

Officers noted that the consultation period of the application had not yet elapsed and therefore, sought Delegated powers to Grant the application subject to no objections being received which raise material considerations not already considered as part of the Officer's report.

Members were in support of the application and on being put to the vote it was:

RESOLVED that

having had regard to the development plan and all other material considerations, DELEGATED POWERS be granted to the Assistant Director of Planning, Leisure, and Cultural Services, to GRANT Planning Permission subject to the Conditions and Informative as outlined in page 31 of the Public Reports pack.

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**46. 25/01100/FUL - 165 WALKWOOD ROAD, HUNT END,
REDDITCH, WORCESTERSHIRE, B97 5NS**

The application was reported to the Planning Committee because the land subject to the application was owned by Worcestershire County Council (WCC). 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 25 to 30 of the Site Plans and Presentations pack.

The application was for 165 Walkwood Road, Hunt End, Redditch, Worcestershire, B97 5NS and sought Change of use of highway land to private residential garden.

Officers detailed that the application was a retrospective application, and that the previous owners of the property had extended their garden without permission and planted a hedgerow.

Officers further detailed that the owner of the land did not change, only the land use which would change from highways use to residential garden. However, there would be an improvement to the visibility splays with the hedge being cut back slightly, secured via a Condition.

Members were concerned that the application could set a precedent with owners extending their property boundaries, however, Officers assured Members that the application was an unusual situation and was significantly historic in nature and they would not expect to see an increase of activity as a consequence.

On being put to the 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 as outlined on page 35 of the Public Reports pack.

The Meeting commenced at 7.00 pm
and closed at 8.46 pm

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PLANNING COMMITTEE

11th December 2025

Planning Application 25/00875/FUL

Construction of a purpose-built Innovation Centre (Class E) building with associated facilities and landscaping

Former Police Station, Grove Street, Town Centre, Redditch, B98 8DB

Applicant: Mr Neil Batt: Regeneration Delivery Manager, RBC
Ward: Central Ward

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

Site Description

The site sits on a land island which is bounded by roads on all four sides. These roads form a one-way system around the site. The island site is shared with the Magistrates Court immediately to the south-west. To the north-east is the terrace of dwellings along Archer Road. To the south-east is Grove Street beyond which is a retail development comprising the Lidl supermarket and Dunelm.

To the south-west is Redditch Magistrates Court and Red Lion Street which joins into Queen Street to the north-west of the site. The Heart of Worcestershire College is accessed via Victoria Street to the north of the site.

Redditch Police Station previously occupied the site and was demolished following approval via application 22/01222/DEM on 13.10.2022.

The site is now cleared and a Phase 1 Desk Study and Phase 2 Ground Investigation Report have been completed.

Proposal Description

The proposed development comprises the construction of a purpose built Class E (Commercial, Business and Service) building with associated facilities and landscaping.

The scheme comprises a three-storey mass, which steps in plan to define two blocks. Facades are to be constructed from brickwork.

The site is served by an existing road network and the existing vehicle access point off Archer Road is to be retained and would serve as the single vehicular access.

The existing vehicular access point off Queen Street is proposed to be removed.

Pedestrians would be able to access the facility directly from Queen Street.

A new car park accessed off Archer Road would provide a total of 32 spaces comprising 28 standard spaces, four accessible spaces, and one motorcycle space. Three of the 28 spaces would be allocated to EV chargers.

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Cycle storage is provided by 26 internal spaces using Sheffield stands. 10 external visitor spaces using Sheffield stands are proposed near the main entrance.

At ground level, a mix of hard and soft landscaping is proposed to include tree and ornamental shrub planting.

The building, proposed to be known as 'The Innovation Centre' would comprise:

- 2702m² Class E (g) office, lab, workshops and co-working space floor area
- 64m² of Class E (b) café floor area.

The applicant states that the new build facility would provide flexible office and workspace for start-ups as well as providing support to existing manufacturing businesses.

The centre seeks to help develop more innovation within the Redditch economy and encourage productivity growth within the manufacturing sector through the development of digital and 5G technologies. The applicant states that it would also provide access to advanced equipment such as 3D printers and offer more opportunities for employees to develop digital skills through on-the-job learning.

Further comments from the applicant below:

The Innovation Centre will provide a focal point for new start-ups within Redditch. It will provide flexible office space for start-ups who will be supported by the centre staff, thus helping to improve the likelihood of developing a successful business.

The centre will focus on manufacturing and digital connectivity start-ups, helping to create an ecosystem for such companies. It will also provide spaces for other innovative companies to hold events or develop prototypes, ensuring the benefit will be felt by a wider range of companies than just those within the centre. It will also allow more workers to engage with high tech digital offerings, thus building their skills sets and increasing their productivity and potential earnings.

The need for the centre is driven by a number of key challenges faced by the Redditch economy. The key challenges that it will help to address are:

Enterprise deficit

Redditch suffers from an enterprise deficit, with a low rate of business start-ups (44.6 per 100,000 per annum compared to the national average of 60.4).

Low educational attainment

Redditch has poor educational outcomes, and a smaller than average population of individuals educated to degree level (27.8% , 12 percentage points lower than the national average in 2018)

REDDITCH BOROUGH COUNCIL**PLANNING
COMMITTEE**11th December 2025

Aging assets

The town has a wide range of ageing assets which reduce the value of the public realm and overall appeal of the town. This included the (now former) police station, which has been relocated (to land at Middlehouse Lane) to allow the current site to be redeveloped.

The centre will help tackle these challenges and in so doing will help create a number of new opportunities for Redditch. These opportunities include: retaining more educated young workers; creating more innovation through the provision of a clear focal point in the town and increasing employability through the provision of a higher level of digital skills.

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

Policy 1: Presumption in Favour of Sustainable Development
 Policy 2: Settlement Hierarchy
 Policy 5: Effective and Efficient use of Land
 Policy 11: Green Infrastructure
 Policy 15: Climate Change
 Policy 16: Natural Environment
 Policy 18: Sustainable water Management
 Policy 19: Sustainable travel and Accessibility
 Policy 20: Transport Requirements for New Development
 Policy 23: Employment Land Provision
 Policy 25; Development outside Primarily Employment Areas
 Policy 26: Office Development
 Policy 30: Town Centre and Retail Hierarchy
 Policy 39: Built Environment
 Policy 40: High Quality Design and Safer Communities

Others

Redditch High Quality Design SPD
 National Planning Policy Framework (2024)

Relevant Planning History

24/00956/FUL	Construction of a purpose-built Digital Manufacturing and Innovation Centre (DMIC) Class E building with associated facilities and landscaping	Withdrawn by applicant	25.03.2025
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REDDITCH BOROUGH COUNCIL**PLANNING
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22/01222/DEM	Proposed demolition of existing Police Station. Application under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order 2015	Prior approval not required	13.10.2022
2006/364/FUL	Refurbishment Of Custody Suite	Granted	17.08.2006
2004/461/FUL	New Second Entrance From Grove Street New Dda Parking Bay Ramp And New Windows	Granted	20.10.2004

Consultations**WCC Highway Authority**

Comments summarised as follows:

Worcestershire County Council, acting in its role as the Highway Authority, has undertaken a full assessment of this planning application and raises no objection subject to planning conditions to be applied to any consent which may be granted.

The Highway Authority is in receipt of a Transport Statement (TS), Travel Plan (TP) and associated plans and drawings.

Transport Sustainability

The Highway Authority accepts that the application site is sustainably located within Redditch town centre and is well served by public transport (bus and rail) and walking and cycling connections.

Vehicular Access

The General Arrangement Plans propose that vehicular access to the site be provided by modifying the former police station access/egress at Archer Road. In the vicinity of this access, Archer Road is approximately 7m wide and there are 2m wide footways provided on either side of the proposed site access junction. A visibility splay of 2mx43m can be achieved to the north, commensurate with a 30mph speed limit, as shown on submitted drawings.

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The proposed site access is 6m wide leading to an on-site parking area comprising 32 parking spaces. The proposed aisle width between opposite parking bays is 6.1m in accordance with Manual for Streets.

Swept path analysis demonstrates that vehicles can access and egress the site in a forward gear and within the confines of the carriageway.

WCC Highways is satisfied that the vehicular access proposals are acceptable in principle. Should planning consent be granted, the Applicant will be required to enter into a separate S278 Highway Works Agreement with the Highway Authority to undertake any modifications to the public highway required to achieve the proposed vehicular access. Any alterations or modifications to the public highway will also require the completion of a Road Safety Audit.

The primary pedestrian and cycle access will be provided at the site's northern boundary, from Queen Street. Given the level differences, pedestrian and cycle access will be provided by both steps and an accessible ramp with a gradient of 1:20. A pedestrian access and internal pedestrian crossing will also be provided at Grove Street.

Cycle Parking

36 cycle parking spaces will be provided on-site, comprising 26 long-stay secure cycle parking for staff and 10 external cycle parking spaces at Sheffield stands located proximate to the northern building access at Queen Street.

WCC Highways is satisfied that the proposals include sufficient on-site cycle parking provision.

Car and Vehicle Parking

WCC Highways accepts that in accordance with the standards set out within the Worcestershire Streetscape Design Guide (SDG), the development proposals require 118 vehicle parking spaces to be provided, including 7no. accessible parking spaces.

The General Arrangement Plan demonstrates that 32 car parking spaces would be provided on-site, including 4no. accessible parking bays. The TS proposes that the on-site parking bays would be allocated as follows:

- 23 spaces will be allocated for the office use;
- 2 spaces for the café staff;
- 3 EV charging facilities will be unallocated and available for use by all building occupiers and visitors; and
- 4 accessible spaces will be unallocated and available for use by all building occupiers and visitors who are blue badge holders.

The TS outlines that the allocation of these spaces will be included in the leases of the site occupiers and the booking of these spaces will be managed by the building management.

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It is recognised that alternative parking provision is located proximate to the application site, including accessible spaces for blue badge holders.

It must be made clear to the general public, visitors and users of the Innovation Centre that general parking space is not available on-site and that the accessible and EV bays are only available by advance booking. Should consent be granted, WCC Highways requires that prior to the development being brought into use, a parking management strategy for the building is submitted and approved, and thereafter implemented in accordance with the approved details.

The Highway Authority is satisfied with the conclusions of the Parking Survey carried out by the applicant which demonstrates that there is significant availability of car parking spaces within public car parks located proximate to the site (far exceeding the additional required vehicle parking spaces), including Kingfisher 2 car park, Peakman Street car park and Victoria Street car park. The site is also considered to be sustainably located, well served by public transport and active travel connections, maximising the opportunity for site users to travel by alternatives to the private car.

Motorcycle parking is proposed along the eastern site boundary, opposite the eastern entrance to the building. WCC Highways accepts the proposed motorcycle parking provision on-site.

Development Traffic Impact

The TS has derived the forecast person trip generation for the proposed development utilising the TRICS database, which is the industry standard tool for calculating the likely trips generated by new development proposals. WCC Highways is satisfied that the use of TRICS to calculate total person trips generated by the development proposals is appropriate.

The TS utilises 2011 Census Journey from Work data for Redditch to provide a locally specific analysis of mode share for the total trips generated by the development. WCC Highways is satisfied that an appropriate methodology has been used to derive the forecast trip generation of the proposed development by mode.

The proposed development is forecast to generate 44 private vehicle movements during the morning peak period (0800-0900) and the evening peak period (1700-1800). Given the sustainable location of the site, WCC Highways is satisfied that the forecast private vehicle trips generated by the proposed development are likely to be lower/reduced when compared to other developments of this nature located outside of a town centre. Furthermore, the reduced level of on-site car parking is likely to result in vehicle trips generated by the development being dispersed across the highway network within the town centre, such that there would not be a perceptible increase in traffic associated with the proposals.

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Servicing and Deliveries

WCC Highways recommends that a Delivery and Servicing Management Plan is implemented to ensure that the arrival and departure of delivery and servicing vehicles is safely managed. The TS outlines that it may also be possible for deliveries and servicing to take place from the layby areas on Grove Street, although it is noted that the easternmost layby is currently an inactive bus stop. WCC Highways confirms that a Traffic Regulation Order is in place for both layby areas prohibiting vehicles waiting at any time

Travel Plan

A Travel Plan has been submitted in support of the application and should be secured by an appropriately worded planning condition.

Conclusion

In conclusion, the Highway Authority has undertaken a robust assessment of the planning application and raises no objections subject to planning conditions being applied to any consent which may be granted.

Police Designing out Crime Officer

Comments summarised as follows:

I do not wish to object to the proposal. The following advice should be considered by the developer:

Landscape provision such as the planting of trees and shrubs can enhance the health and well-being of the public and create attractive environments. Landscaping needs to be carefully designed to ensure it does not encourage crime and ASB as a by-product of its design. Planting should not impede natural surveillance and wayfinding and must avoid the creation of potential hiding places. Ideally, low maturing shrubs should be planted. Planting should not impede column lighting illumination and additionally should not obstruct lines of sight from CCTV.

Litterbins

Litterbins can sometimes assist climbing and/or contents used to start fires. It is preferable that these bins are of a type that can be locked onto a fixed base some distance from buildings.

Lighting

External illumination when the building is unoccupied is recommended for any entrance gates and routes to the main entrance and doors, car parks and other e.g. storage areas for bicycles/motorcycles etc.

Cameras

Whilst location of cameras is site specific, it is recommended that the following areas are considered: External areas - vehicle and pedestrian areas, communal spaces, bicycle storage and refuse area, main entrances.

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Internal areas - entrance and reception areas, lobby areas, plant/server room areas where access control is recommended.

Reception area and access control.

Consideration should be given to controlling access at the ground floor level to all other areas in the building. Access control on the ground floor should restrict access to private areas - such as the corridor to the plant and server rooms and the lobby areas for the stairwell and lift. This prevents access into parts of the building beyond the designated areas - preventing crime and maintaining health and safety.

Community Safety Officer

Comments summarised as follows:

I also note the Secured by Design statement arising from a discussion with the Police DOCO, the points raised and the actions following the meeting, (removal of the footpath, rooftop balustrade remaining at 1350mm, consideration of the boundary knee-rail and defensive planting controlling pedestrian movement, removable café seating, defensive planting of the refuse store and consideration of internal circulation controls and cycle store security.)

Design, Layout and Natural Surveillance

Access control will be important to ensure that illegitimate intruders with criminal intent are excluded.

I agree with the previous contention of the Police DOCO that internal circulation represents a substantial vulnerability, and that compartmentalisation should be seriously considered where possible to reduce this vulnerability, particularly between floors.

Hostile vehicle Mitigation

The particularly vulnerable areas are the café area. However, from plans and imaging both these areas appear protected by level changes and landscaping features.

Planting and Landscaping

I note the proposal to discontinue the proposed pedestrian through route which is supported. Planted areas must be maintained to a level that ensures natural surveillance both from within the site and from the external perimeter of the site.

Lighting

Efficient lighting is an effective crime prevention measure, and I would recommend this is given close consideration, balancing environmental issues with protection.

CCTV

Although CCTV is not a solution to all security problems it can help deter criminals and assist with the identification of offenders after a crime has been committed.

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Intruder Alarm

A suitably designed, fit for purpose, monitored intruder alarm system must be installed.

North Worcestershire Water Management

Comments summarised as follows:

The proposed development site is situated in the catchment of the Batchley Brook & Hewell Stream. The site falls within flood zone 1 and it is not considered that there is any significant fluvial flood risk to the site. Correctly designed drainage will mitigate any flood risk from surface water on the site and in the surrounding area.

No objections are raised subject to the imposition of a surface water drainage strategy (condition) being imposed to any consent.

Mineral Consultation Area

Worcestershire County Council has no minerals safeguarding objection

Worcestershire Regulatory Services - Contaminated Land

Comments summarised as follows:

WRS have examined the submitted Ground Investigation report and the submitted remediation strategy and consider these to be acceptable WRS recommend the imposition of conditions regarding the reporting of unexpected contamination and a condition to cover the checking for contamination of any soils brought into the site for use in soft landscaping

Worcestershire Regulatory Services - Noise

Comments summarised as follows:

Noise: The submitted noise assessment is acceptable. The applicant should submit a 'Noise Technical Note' to confirm that cumulative noise from any external plant / ventilation openings, when assessed in terms of BS4142, will meet the noise limits detailed in Table 4, at the nearest residential dwelling(s), for approval.

Construction Phase Nuisance (Noise, Vibration & Dust): the applicant should refer to the 'WRS Code of Best Practice for Demolition and Construction Sites'

<https://www.worcsregservices.gov.uk/media/raejo4k2/wrs-contractor-guidance-2nd-edition-v-1-0.pdf> and ensure its recommendations are complied with.

Arboricultural Officer

Comments summarised as follows:

I hold no objections to the proposed development although I would suggest avoiding planting any of the Tilia / Lime species by the parking bays due to the honey dew sap produced which may ultimately lead to the trees being replaced by alternative species. There is a good, varied native species selection for the site which is welcomed. This matter can be agreed via a formal landscaping scheme (to be conditioned)

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Public Consultation Response

The application has been publicised by writing to adjacent occupiers, by press notice and by site notice.

One letter has been received in objection to the application. Writing on behalf of the adjacent Magistrates Court, comments are summarised as follows:

- The court core hours are 9am-4.45 pm Monday to Friday and the Magistrates Court raise concerns regarding the likely impacts to the Courts operation during the construction phase and whilst the use is in operation
- Any disturbance or disruption is likely to interfere with evidence being given in the many cases that the court hears. This would lead to adjournments and delays to cases and have a detrimental impact on the service
- The ability to hear cases and maintain the day-to-day court timetable is essential to the smooth running of the court and its objective to provide access to justice for all users
- A noise assessment to assess construction noise has not been submitted, nor is the Court identified as a sensitive noise receptor
- Construction will involve works in very close proximity to the Court likely to result in noise, and vibration impacts on court hearings
- A Construction Environmental Management Plan, setting out mitigation measures in terms of how it is proposed to develop the site whilst not unduly impacting on the operational use of the Courts should be submitted
- Privacy of the courtrooms may become compromised as a result of overlooking from the proposed development. Privacy of the courtrooms is essential to the functioning of the Courts. Additional landscaping in the form of Tree planting should be proposed to the south-west elevation to provide a visual buffer between the two uses
- Additionally, we request the submission of a Construction Method Statement and Construction and Logistics Plan (CLP) to pre-plan and manage noise, dust and vibrations associated with the works to ensure that there are no unacceptable impacts on sensitive receptors.

Full comments received can be found on public access on the Councils website.

Background

In June 2021, Redditch Borough Council were awarded a Town Deal which secured an investment to help fund new projects for the town, including sustainable projects to reduce carbon emissions. This includes public realm improvements, Redditch Plaza, Community Hub and Library, improvements to Redditch Railway Station and the new Innovation Centre (the proposed development site). The centre seeks to help develop more innovation within the Redditch economy and encourage productivity growth within the manufacturing sector.

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The Town Investment Plan secured government funding has been used to regenerate the former Police Station which would provide business innovation and co-working space in a purpose-built landmark building in Redditch Town Centre. As stated on Page 56 of the Redditch Town Investment Plan it is anticipated that the proposed development will provide:

- Provision of specialist digital technologies to meet the needs of specific sectors, particularly manufacturing and ICT
- Infrastructure to support 5G and full fibre connectivity
- Increased amount of shared workspace and innovation facilities
- Increased number of start-ups and/or scale-ups utilising business incubation, acceleration and co-working spaces
- Increased utilisation of digital channels, by businesses, to access and/or supply goods and services
- Increased share of young people and adults who have relevant skills for employment and entrepreneurship.

An earlier application, ref 24/00956/FUL as detailed in the planning history above was submitted in 2024, proposing a smaller building (part 2 storey and part 3 storey) comprising of 1,729 sqm of Class E (g) office, lab and co-working space and a smaller café. This application, which proposed a smaller quantum of development on the site was withdrawn by the applicant following an announcement that the 'Innovation Centre' project would be receiving increased funding enabling a larger building to be accommodated on the site. Floorspace to be afforded to Class E (g) use has been increased by approximately 1000m² enabling the building to provide accommodation wholly over three levels.

Assessment of Proposal

The main issues and considerations in the determination of this application are set out below:

Principle of development

The site falls within the Town Centre boundary as defined within the Borough of Redditch Local Plan No.4, where Policy 30 applies. As a 'Tier 1' (Town Centre) location, the proposed uses, all of which would fall within Class E of the Town and Country Planning (Use Classes) Order 1987 (as amended) would be entirely appropriate in this location.

Policy 30 comments that *the Town Centre should be the preferred location for major retail developments, large scale leisure, tourist and cultural activities, social and community venues and entertainment and large-scale office uses and other uses that attract large numbers of people.*

The principle of the development would be consistent with both National and Local Policy.

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Furthermore, the National Planning Policy Framework strongly advocates in favour of the redevelopment of Previously Developed (brownfield) land to meet identified needs (including employment development).

The application proposals would be in accordance with BOR LP.4 Policy 5 which seeks to make the most effective and efficient use of land, giving preference to the recycling of previously developed land, and Policy 26 which encourages redevelopment of sites into modern office accommodation fit for the 21st Century within the Town Centre (Para 26.5).

Appearance and sustainability of design

The building is created by intersecting two cubic masses, differentiated through brick colour, window layout and scale. Both blocks would be three storeys tall but the northern block utilises a full-height parapet to be visually taller than the southern block. The highest part of the building would be approximately 14 metres which is marginally taller than the (former) Police Station which was approximately 13.5m at its highest point.

The building has two entrances: one facing north, directly towards Victoria Street which is seen as a main route from the town centre and the other facing the car park against Grove Street. The proposed building utilises the level change across the site with a red brick being used on the façade of the north block which seeks to respect the common building material seen in the area, especially on the adjacent residential buildings on Archer Road. A distinctly different tone of brick is proposed for use to the south block to emphasise the difference in plan and scale. Architectural interest is created within the elevation by varying the brick laying pattern within a gridded facade panel.

A contrasting feature glazed green brick is proposed to signal the entrances and signage zones and assist in way-finding and architectural interest.

The proposed design is considered to comply with the aims of BORLP4 Policy 40 with its use of material choice, and a siting and scale that respects its neighbours. The building would be considered to enhance the street scape through its orientation, setting and use whilst seeking and connect to the town centre through long distance visual presence.

The landscape design includes new soft landscaping and hardstanding. A mixture of block paving is utilised around the base of the building that extends out into two terraced areas, one on the South elevation and the other extending the entrance area facing Queen Street.

Ornamental shrub planting creates the boundary of the site where landscape levels have been brought up to the back of pavement to remove the need for retaining walls seen on the existing site. Steps and sloped walkways are integrated into the landscape to provide pedestrian, wheelchair and cycle access. Your officers have concluded that the opportunities for appropriate landscaping have been maximised within the constraints of the site's urban location.

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The applicant states that the building is on target to achieve a Building Research Establishment Environmental Assessment Method (BREEAM) Excellent rating and that Whole Life Cycle assessments have been and will continue to be undertaken during the design and construction process to influence the design and specification to reduce the embodied carbon of the building as much as is possible within the constraints of the project.

In addition to Building regulation Part L TM54 building energy use calculations, the Applicant seeks a NABERS accreditation which goes a step beyond to document the energy performance of the building. NABERS is a standardised building rating system which evaluates in-use performance within the built environment and provides a 'star rating' programme to recognise market-leading buildings that demonstrate environmental efficiency. The design is targeting a five-star rating.

The applicant states that this is achieved through a fabric first approach that utilises high-performing external walls, roof and floor. High-performing composite windows and glazing contribute in addition to the mechanical ventilation and heating strategy. The roof area not occupied by plant is given over to Photo-voltaic (PV) solar panels.

The proposed development is considered to represent both good design and demonstrates compliance with BORLP4 Policy 15 Climate Change.

Residential amenity considerations and response to public comments

Despite the extensive publicity, only one representation has been received raising concerns. It is suggested by the objector that the proposed development would have a detrimental impact upon the on-going operation of the Magistrates Court which is located to the immediate south-west of the site.

Your officers are minded of the fact that although noise disturbance and general inconvenience to adjoining occupiers during the construction period is an inevitable consequence of granting permission for new development, such disruptions are temporary and are rarely justifiable reasons to refuse permission.

Arguably the most significant impacts arising from the re-development of this site, namely the demolition of a substantial building covering a significant part of the site have already taken place. A Construction Method Statement and Construction Management Plan (CEMP) would need to be agreed by condition (set out under Conditions below) should members be minded to grant planning permission which would set out agreed hours of working to minimise impacts upon adjoining users.

The applicant has recently appointed Speller-Metcalf who would be developing the site on behalf of the applicant. This company is already registered with the 'Considerate Constructors Scheme' (set out within Informative 9 below) and would be expected to comply with that code of conduct in full. The CEMP (Planning Condition) would need to clearly identify how the principal contractor will engage with the local community which would be tailored to local circumstances. The CEMP would be expected to clarify how

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they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Your Officers have alerted the applicant to the WRS Code of Best Practice for Demolition and Construction Sites: <https://www.worcsregservices.gov.uk/media/raejo4k2/wrs-contractor> and understand the importance of good neighbour relationships during the construction period.

In terms of post development impacts, your officers are satisfied that no material impacts caused by overlooking would occur which would be so harmful that a refusal of planning permission on these grounds would be warranted. It should be noted that the proposed building would be located further away from the shared boundary with the Magistrates Court than the former (three storey) Police Station was and that planting is already proposed within the area between the two buildings where none existed previously. Having noted comments raised by the Community Safety Officer and the Police Designing out Crime Officer, in the interests of ensuring that acceptable lines of sight are provided, your officers are not seeking additional planting over that already shown on submitted plans.

Highway safety and parking considerations

Worcestershire County Council as the Highway Authority confirm that the single vehicular access and egress to the site is safe and that the required visibility spays can be achieved. Servicing, having regards to swept path analysis submitted with the application is deemed to be acceptable.

In relation to transport issues, Chapter 9 (Promoting sustainable transport) of the NPPF requires that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

Subsequent paragraphs set out the Government’s priorities for maximising travel choice, with particular emphasis on public transport, cycling and walking.

Policy 19 of the Local Plan (Sustainable Travel and Accessibility) focuses on the need to reduce private car use and increase the use of public transport.

The Borough Council has expressed a desire to reduce town centre parking, and the proposed development aims to achieve this. The area is already well served by public transport and there are good quality walking and cycling routes available.

Notwithstanding the highly sustainable location of the site, WCC Highways comment that in accordance with the standards set out within the Worcestershire Streetscape Design Guide (SDG), the development proposals require 118 vehicle parking spaces to be provided.

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It is proposed to provide 32 car parking spaces including four accessible and three spaces provided with EV charging facilities. Noting that 118 minus 32 equals 86, this leaves a deficit of 86 spaces.

It is however considered that the level of car parking proposed is sufficient to accommodate the likely parking demand generated by the proposed development having regard to sustainable means of accessing the site and also the availability of parking within nearby Town Centre car parks. At the request of WCC Highways, the transport statement advanced with the application sets out that a number of car park surveys have been carried out within a 300m and 500m radius of the site.

Victoria Street (140 spaces) and Peakman Street car parks (66 spaces) are located only 120m and 200m respectively to the north-west of the site and Kingfisher Car Park 2 is located approximately 350m to the south-west of the site. Car Park 2 contains 839 spaces.

There are also major car parks available within 800m (equivalent to a 10-minute walk) as follows: Kingfisher 1 car park (322 spaces); Kingfisher 3 car park (628 spaces); Kingfisher 4 car park (596 spaces).

The surveys show that during the busiest times, 563 spaces were available for parking at Kingfisher 2 car park, 14 spaces at Peakman Street car park and 44 spaces at Victoria Street car park, before full capacity was reached. It is therefore considered that this demonstrates that there is sufficient capacity off-site to accommodate the parking demand of 86 vehicles associated with the proposed development within 350m of the site. 58 vehicles could be accommodated within 200m of the site and the remaining vehicles could be accommodated at Kingfisher car park 2.

Members should note that Paragraph 116 of the NPPF comments that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Your officers have concluded that a refusal of planning permission on highway safety grounds alone would not be warranted in this case.

Biodiversity

The application is subject to the mandatory Biodiversity Net Gain (BNG) Condition, introduced by the Government in 2024 where the informative item listed within this report sets out the requirements of the legislation. Legislation currently requires a 10% uplift.

The site was derelict at the time of survey and comprised brick and blockwork rubble, its former use as a police station and associated car parking offering almost

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negligible biodiversity opportunities. The proposals therefore represent a notable enhancement to biodiversity and meet the objectives of local policy to improve the amount and connectivity of Green Infrastructure, and notably the inclusion of urban trees.

The Proposed Development is anticipated to result in a net gain of 0.05 habitat units equating to a net gain of 10.76%. However, the proposed development does not satisfy Trading Rules, primarily due to the loss of two medium sized trees and 6 small trees, and the replacement of these with 17 trees. Trading rules could be addressed via the purchasing of credits from a third-party provider. Any planning permission would be granted subject to a pre-commencement condition for a Biodiversity Gain Plan to be submitted, setting out how the 10% would be achieved and evidence submitted to demonstrate that off-site credits have been secured. On this basis, the application is considered acceptable with respect to biodiversity.

Community Safety matters

Your officers are satisfied that issues of crime prevention have been appropriately assessed and the configuration of the building is designed to maintain natural surveillance.

The applicant has clarified that only certain parts of the ground floor would be accessible by the general public, including the ground floor café and toilets. The stairwell, lift and upper floors could only be accessed by authorised personal (via swipecards).

A planning condition is recommended to address external lighting measures which would include lighting for the parking court and external motion activated lights to be provided at the entrance to the buildings.

The applicant has explained that the building would be equipped with suitable CCTV cameras covering all relevant external and internal areas including the reception area. An intruder alarm would also be fitted. Condition (18) below would cover all relevant security measures and matters referred to above by the Community Safety Officer and the Designing out Crime Officer.

Heritage Matters

The developments' siting and appearance against the setting of designated and non-designated heritage assets has been considered. No adverse impacts have been identified noting the proximity of the Church Green Conservation Area and the nearest listed building (The Palace Theatre).

Planning Conditions

Sections 100ZA (4-6) of the Town and Country Planning Act 1990 requires the applicant's written agreement to the terms of a pre-commencement condition. Written agreement to the terms of relevant recommended conditions has been sought and agreed by the applicant.

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Conclusion

The proposal would provide flexible Class E office and workspace for start-ups as well as providing support to existing manufacturing businesses in a sustainable location. The application is acceptable in principle.

No highway safety impacts have been identified and parking provision is considered acceptable given the sustainable location and the number of public car parks within easy walking distance of the site.

Detailed elevations show a vibrant, attractive and sustainable scheme which would positively enhance the character of the surrounding area.

Subject to suitable conditions, the application is considered to be a policy compliant form of development. No issues have been identified which would make this application unacceptable in planning terms.

RECOMMENDATION:

That having regard to the development plan and to all other material considerations,

- a) Planning permission be GRANTED subject to the following conditions and informatives,**

AND

- b) Delegated powers be GRANTED to the Assistant Director for Planning, Leisure and Culture Services to determine any subsequent Non-Material Amendment (NMA) associated with the Implementation of the permission**

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:

appropriate references to be inserted here

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

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

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

- 4) No works in connection with site drainage shall commence until a scheme for 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 then 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 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 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

- 5) Full details of any soil or soil forming materials proposed for importation to the site for use in garden areas, soft landscaping, filling, and level raising must be submitted to the Local Planning Authority and approved in writing prior to import. The material must be assessed 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.

Following implementation of the approved scheme suitable validatory evidence (including but not exclusive to laboratory certificates, photographs, consignment notes, and relevant risk assessment) should be submitted to and approved in writing by the Local Planning Authority.

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All works are to be carried out by competent persons and in accordance with the Environment Agencies 'Land Contamination Risk Management' guidance (LCRM).

Reason

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

- 6) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported immediately to the Local Planning Authority. The applicant is advised to immediately seek the advice of an independent geo-environmental consultant experienced in contaminated land risk assessment, including intrusive investigations and remediation.

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

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

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carried out must be produced and is subject to the approval of the Local Planning Authority prior to the occupation of any buildings on site.

Reason:

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

- 7) Noise emissions of fixed plant installations shall be designed to achieve the plant noise limits set out within Table 4 (page 6) of the Noise Report dated 4th July 2025, Doc reference RDMIC-HYD-XX-XX-RP-AC-0002 submitted with this application.

Reason: To ensure that noise levels are controlled to an acceptable level in the interests of residential amenity

- 8) Before Development commences, a detailed schedule of works and design for the site vehicle access works at Archer Road and pedestrian/cycle access at Queen Street, shall be submitted to and approved in writing by, the Local Planning Authority. The development shall not be brought into beneficial use until the submitted detailed scheme, subject to any non-material modifications identified during the detailed design and Road Safety Audit processes, has been agreed in writing by the Local Planning Authority and has been implemented in full.

Reason: In the interests of achieving safe and suitable highway access for all users

- 9) The Development hereby approved shall not be brought into beneficial use until visibility splays are provided from a vertical point 1.05m above carriageway level at the centre of the site vehicular access at Archer Road and 2.0m back from the near side edge of the adjoining carriageway, (measured perpendicularly), for 43m to the north, measured along the nearside edge of the adjoining carriageway (vertical offset of 0.6m).

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, particularly that driver visibility splays and stopping sight distances at the vehicle access on Archer Road are commensurate with the legal speed limit

- 10) The Development hereby approved shall not be brought into beneficial use until 36no cycle parking spaces as shown on submitted plans have been provided. Thereafter the cycle parking provision shall be kept available for the parking of bicycles only.

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Reason: In the interests of promoting sustainable travel and providing sufficient on-site cycle parking space.

- 11) The Development hereby approved shall not be brought into beneficial use until 32no. on-site car parking spaces, including 4no. accessible parking bays, 1no. motorcycle parking bay, the delivery/service bay and all associated vehicle turning areas, have been sited, marked out and provided with a consolidated or bound surface. Thereafter, the car and vehicle parking provision shall be kept available for the parking of vehicles only.

Reason: In the interests of ensuring adequate on-site car and vehicle parking.

- 12) The Development hereby approved shall not be brought into beneficial use until a detailed Car Park Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The CMP shall include, but not be limited to the following: -
- o The allocation of car parking spaces within the on-site car park to each unit within the development;
 - o Details of the booking system for any unallocated car parking spaces within the on-site car park and its ongoing management;
 - o Details of the communication strategy to advise the general public, visitors and users that the on-site car park is not available for general use without an advance booking/reservation; and
 - o Mechanisms for managing, monitoring, enforcing and periodically reviewing the CMP.

Reason: In the interests of providing safe and suitable access for all users and in the interests of highway safety.

- 13) The Development hereby approved shall not be brought into beneficial use until a detailed Delivery and Servicing Management Plan (DSMP) has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The DSMP shall include, but not be limited to the following: -
- o General servicing arrangements for the development, as well as hours of operation for each element of the development;
 - o Number, type (vehicle type) and likely hours of deliveries and servicing;
 - o Any on-site management measures required, including safety barriers, safe pedestrian routes through the on-site car park/turning areas and banksmen, at times when delivery and servicing vehicles are stationary or reversing on-site; and
 - o Mechanisms for managing, monitoring, enforcing and periodically reviewing the DSMP.

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Reason: In the interests of providing safe and suitable access for all users and in the interests of highway safety.

- 14) The Development Travel Plan hereby approved (dated July 2025) shall be implemented and monitored in accordance with the regime contained within the Plan for a minimum period of five years following first occupation.

Reason: To ensure staff, visitors and users of the development are offered a genuine choice of sustainable travel modes and to promote sustainable access

- 15) The Development hereby approved shall not commence until a detailed Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. This shall include but not be limited to the following: -

- o Sequence of works and methodology for any excavation works adjacent to structures supporting or abutting the public highway, including sequence of works for any temporary or permanent retaining structures;
- o Details of equipment, tools and machinery to be used in any excavation works;
- o Fall prevention measures;
- o Details and plan of any proposed hoardings, temporary footway closures and diversions; and
- o Details and plan of any equipment which may over-sail the public highway.

The measures set out in the approved Plan shall be carried out and complied with in full during the any excavation or construction works of the development hereby approved.

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

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

- o Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway;
- o Details of site operative parking areas, material storage areas and the location of site operatives facilities (offices, toilets etc);
- o The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring;
- o The hours that construction works are permitted to take place;
- o Details of any temporary construction accesses and their reinstatement;
- o Details of any required Temporary TROs;
- o A plan of proposed hoardings and any temporary footway closures/diversions;

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- o Any proposals to over-sail the public highway and measures to prevent objects falling onto the public highway from height; and
- o A highway condition survey, timescale for re-inspections, and details of any reinstatement.

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

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

- 17) No works in connection with the site access, car park or site drainage shall commence until details of the provision for the sustainable disposal of surface water within the site so as to prevent its discharge onto the highway have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the drainage scheme has been implemented in full accordance with the approved details.

Reason: In the interests of ensuring adequate surface water drainage and in the interests of highway safety.

- 18) Prior to the first occupation of the development, a detailed schedule of measures to minimise the risk of crime in a visually appropriate manner and to meet the specific security needs of the development, shall submitted to and approved in writing by the Local Planning Authority. The detailed scheme of measures thus approved shall then be fully implemented prior to the first occupation of the development.

Reason: In the interests of crime prevention and community safety.

- 19) Prior to its first installation, details of lighting to serve the development shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the equipment and supporting structures, positions, sizes, heights, type, luminance/light intensity, direction and cowling of all external lights to the building and other parts of the application site and the hours at which such lighting is to be operated. The agreed scheme shall be implemented in accordance with the approved details (unless the Local Planning Authority gives prior written approval to any subsequent variations), and shall thereafter be retained in that form

Reason: In the interest of public safety

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- 20) No development above foundation level shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include hard surfacing materials, new planting, trees and shrubs to be retained, together with measures to be taken for their protection while building works are in progress.

Reason: In the interests of the visual amenity of the area

- 21) All hard and soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the local planning authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar sizes or species unless the local planning authority gives written approval to any variation.

Reason: In the interests of the visual amenity of the area

Informatives

- 1) The local planning authority have worked with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with this planning application through negotiation and amendment.
- 2) **Biodiversity Net Gain**
The application is subject to statutory biodiversity net gain legislation under the Environment Act 2021, and the Biodiversity Gain Condition will be applied.
The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:
(a) a Biodiversity Gain Plan has been submitted to the planning authority, and
(b) the planning authority has approved the plan.
The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Redditch Borough Council.
There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.
Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

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Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition.

1.

The application for planning permission was made before 12 February 2024.

2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.

3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and (i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or (ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.

4. The permission which has been granted is for development which is exempt being:

4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:

i) the application for planning permission was made before 2 April 2024;

ii) planning permission is granted which has effect before 2 April 2024; or

iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).

4.2 Development below the de minimis threshold, meaning development which:

i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and

ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

4.5 Self and Custom Build Development, meaning development which:

i) consists of no more than 9 dwellings;

ii) is carried out on a site which has an area no larger than 0.5 hectares; and

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iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).
4.6 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

Irreplaceable habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

The effect of section 73D of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

i)

do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and

ii)

in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

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- 3) The applicant should refer to the 'WRS Code of Best Practice for Demolition and Construction Sites' <https://www.worcsregservices.gov.uk/media/raejo4k2/wrs-contractor-guidance-2nd-edition-v-1-0.pdf> and ensure its recommendations are complied with.
- 4) Any work involving the removal or disturbance of ground or structures supporting, abutting or overhanging the publicly maintained highway must be submitted for review to ascertain if Technical Approval is required (CG 300 Technical Approval for Highway structures) and be carried out in accordance with the details approved in writing by the Highway Authority.
- 5) A S171 Licence must be obtained from Highways Network Management prior to undertaking any works or excavation of the adopted highway.
- 6) The granting of this planning permission does not remove any obligations on the applicant to undertake a technical design check of any proposed highway improvement works with the Highway Authority (Worcestershire County Council, WCC), nor does it confirm detailed design approval by the Highway Authority until the design check process has been concluded. Upon the satisfactory completion of the technical check the design would be suitable to allow relevant conditions imposed under this permission to be discharged but works to the public highway cannot take place until a legal agreement under Section 278 of the Highways Act 1980 has been entered into to allow the works and the applicant has complied with the requirements of the New Roads and Streetworks Act 1991 (NRSWA) and Traffic Management Act 2004. The person or organisation shall follow the necessary procedure by applying to WCC Streetworks Team for road space for a period to be agreed.

WCC normally use Section 278 to allow the developer to employ a contractor and for that contractor to work on the existing public highway in the same way as if WCC were conducting the works.

When any work is undertaken by a party acting on behalf of a developer on the existing adopted highway it will also be necessary to electronically provide notices to WCC (start date, location, workspace area) to allow these works to take place in accordance with NRSWA. Also, details regarding temporary traffic management controls for works in the public highway are to be submitted to WCC for approval using the online application process.

The applicant is urged to engage with WCC as early as possible to ensure that the approval process is started in a timely manner to achieve delivery of the highway works in accordance with the above-mentioned conditions.

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The term "highway improvement works" includes, but is not limited to, a proposed junction or access arrangement, highway drainage, street lighting, structures in or adjacent to highway, and any necessary traffic regulation orders or statutory notice.

- 7) The granting of planning consent does not confer approval of any measures required to be secured by a Traffic Regulation Order, which is subject to a separate statutory process.
- 8) The attention of the Applicant is drawn to Section 59 of the Highways Act 1980 which allows the Highway Authority to recover additional costs of road maintenance due to damage by extraordinary traffic.

Before any work is commenced upon the development hereby approved representatives of Worcestershire County Council, as the Highway Authority and the Applicant, shall carry out a joint road survey/inspection on the roads leading to this site. Any highlighted defects shall be rectified to the specification and satisfaction of the Highway Authority before work is commenced on the development hereby approved. A further joint survey/inspection shall be undertaken following completion of development hereby approved and any necessary remedial works shall be completed to the specification and satisfaction of the Highway Authority within 1 month or other agreed timescale.

- 9) It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particular reference is made to "respecting the community" this says:

Constructors should give utmost consideration to their impact on neighbours and the public

- o Informing, respecting and showing courtesy to those affected by the work;
- o Minimising the impact of deliveries, parking and work on the public highway;
- o Contributing to and supporting the local community and economy; and
- o Working to create a positive and enduring impression and promoting the Code.

The CEMP should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided, and information shared with the local community relating to the timing of operations and contact details for a site coordinator in the event of any difficulties.

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- 10) Should the construction phase of the development require traffic and/or network management measures, including hoardings and footway diversions, to be implemented for a period which exceeds 6 months, DMRB GG119 Road Safety Audit requires that the traffic and/or network management scheme is subject to the Road Safety Audit process.

Procedural matters

This application is reported to Planning Committee for determination because the application is for major development. Further, the application is submitted on behalf of RBC. As such the application falls outside the scheme of delegation to Officers.

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Planning Application 25/01228/PIP

Permission in principle for the erection of up to 6 dwellings

Land Adjacent, 3 Popes Lane, Astwood Bank, Worcestershire

Applicant: J And P Zollman
Ward: Astwood Bank and Feckenham Ward

(see additional papers for site plan)

The case officer of this application is Rosie Paget, Planning Officer (DM), who can be contacted on Tel: 01527 881184 Email: rosie.paget@bromsgroveandredditch.gov.uk for more information.

Site Description

The site is a roughly triangular area of land which is currently overgrown. The site has no access onto Popes Lane at present; there is an access gate onto land owned by the Applicant. The western, northern and eastern boundaries are vegetated, and the southern boundary is more open to the dwellings on Church Road. The land slope from south to north and into the north-western corner of the site. The site is designated as Green Belt in the Borough of Redditch Local Plan No. 4.

Proposal Description

Permission in Principle for the erection of up to 6 dwellings.

Relevant Policies:

Borough of Redditch Local Plan No. 4

Policy 1: Presumption in Favour of Sustainable Development

Policy 2: Settlement Hierarchy

Policy 4: Housing Provision

Policy 8: Green Belt

Policy 16: Natural Environment

Others

National Planning Policy Framework (2024)

Redditch High Quality Design SPD

Relevant Planning History

81/382 – Planning permission was refused in 1981 for an outline planning application for one detached dwelling for the following reasons:

- 1) The site is outside the area shown for residential development on the draft village plan for Astwood Bank
- 2) The sub-standard and unadopted vehicular and pedestrian access to the site is unsuitable to serve additional residential development.

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This planning application related to the land between No.1 and No. 3 Church Lane and therefore included part of the application site and part of the land identified in blue on the location plan, that the Applicant also owns. It did not include the area of land to the rear of the properties on Church Road.

The application was dismissed at appeal.

Consultations**Worcestershire Highways - Redditch**

No highway objections “in principle”, subject to details provided within any Technical Detail Consent submitted are in accordance with WCC Streetscape Design Guide and acceptable to highways.

Arboricultural Officer

No objections. The large poplars at the entrance to the site are nearing the end of their expected lives. Other trees are present on the boundary of the development area - so any full application should be submitted with a tree survey and arboricultural report.

North Worcestershire Water Management

The proposed development site is situated in the catchment of the Plack Brook. The site falls within flood zone 1 and it is not considered that there is any significant fluvial flood risk to the site. The Environment Agency's flood mapping also indicates that there is minimal surface water flood risk to the site, with it primarily indicated along the northern boundary.

A drainage strategy could be submitted at Technical Details Consent.

Worcestershire County Council Countryside Service

The Definitive footpath of Redditch RD-707 runs adjacent to the application site. No objection to the proposals.

Public Consultation Response

24 letters of objection were received following public consultation which included 21 letters sent out to neighbours and a site notice erected. For a permission in principle application, the only legislative requirement is to display a site notice, neighbour consultation is at the planning officers discretion.

Comments are summarised as follows:

Site Characteristics

- Topography of the site
- Drainage, surface water, foul connections
- Overdevelopment of the site for this location
- Harmful to character, back land development
- Existing habitats
- Previous refusal in 1981

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- Red line includes land outside the Applicant's ownership(subsequently amended by the Agent)

Green Belt

- Inappropriate development, not grey belt
- Separation from Redditch would be undermined
- Impacts to openness

Highways

- Popes Lane is narrow, poorly surfaced, privately owned, PROW
- Congestion and highway safety of Popes Lane/Church Road, also impacting bus services
- Parked vehicles, obstructions to the footway
- Visibility splays
- Construction concerns
- Location of Astwood Bank school and its car park
- Obstruction to emergency vehicles

Limited Information and insufficient consultation

Contaminated land concerns

Planning conditions should be added if approved

Amenity

- Outlook affected
- Loss of privacy
- Increased noise and disturbance
- Harms to character and appearance
- Financial burden to erect a fence along boundary if approved

Impacts to older people and children

Impacts to mental health and wellbeing of residents

Location

- Insufficient local amenities to serve the development
- Unsustainable location
- Proximity to the school
- Rural location

Assessment of Proposal

Procedural Matters

Permission in Principle (PIP) is an alternative route of obtaining planning permission for housing-led development. This process separates the issues concerning the principle of the proposed development, from the technical details of the proposal.

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The process has two stages - Permission in Principle, which establishes whether a site is suitable in principle; and the second stage - Technical Details Consent, where the detailed development proposals are assessed. This process was introduced in June 2018 and was intended to speed up and simplify the planning process for small housing developments.

When assessing applications for Permission in Principle, the scope for assessment is strictly limited to the following issues:

- location;
- land use; and
- amount of development.

Any decision has to be made having regard to the Policies in the Borough of Redditch Local Plan No. 4 (Local Plan). Following a grant of Permission in Principle, the site must receive a grant of Technical Details Consent before development can proceed. The granting of Technical Details Consent has the effect of granting planning permission for the development.

Technical Details Consent can be obtained following submission of a valid application to the Borough Council. An application for Technical Details Consent must be in accordance with the Permission in Principle application. Members should also note that conditions cannot be placed at the Permission in Principle stage.

Assessment of Proposal

The main issue is whether the site is suitable for residential development, having regard to its location, proposed land use and the amount of development.

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

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

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Location

Green Belt

The application site is located within the Green Belt; therefore, Policy 8 of the Borough of Redditch Local Plan No. 4 would apply, which directs to the National Planning Policy Framework.

In respect of Green Belt policy, the Framework states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

It has been established through case law that the list of exceptions for 'appropriate development' set out in the National Planning Policy Framework (the Framework) paragraph 154 amounts to a closed list. Thereby, proposals not included on the list are regarded as 'prima facie' inappropriate development.

Paragraph 154 of the Framework sets out this list of exemptions; the proposal would not fall within one of those exemptions.

However, Paragraph 155 of the Framework would apply and outlines that:-

The development of homes, commercial and other development should also not be regarded as inappropriate development where all of the following apply;

- a. A development would utilise grey belt and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;*
- b. There is a demonstrable unmet need for the type of development proposed;*
- c. The development would be in a sustainable location;*
- d. where applicable the proposed development meets the 'Golden Rules' (Major developments only).*

Annex 2 (Glossary) of the Framework defines grey belt as '*For the purposes of plan-making and decision making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.*'

It is therefore necessary to assess the scheme against Paragraph 155.

Does the site strongly contribute to Green Belt purposes a), b) or d)?

To establish whether the application site can be considered 'grey belt' it must first be determined whether the site strongly contributes to Green Belt purposes a), b) or d) of the Green Belt which are set out in Paragraph 143 of the Framework.

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These are;

a) To check the unrestricted sprawl of large built-up areas (LBUA);

Astwood Bank is not a large built-up area. Therefore, given the location of the site within the Borough, the development would not be considered to amount to sprawl of a LBUA and makes no contribution to purpose a).

b) To prevent neighbouring towns from merging into one another;

The existing site is located at the edge of Astwood Bank, described in Policy 2 (Settlement Hierarchy) as a 'sustainable rural settlement' which is defined within the Glossary as 'Village/settlement which is capable of meeting its own economic and social needs whilst maintaining the quality of the environment. Astwood Bank is Redditch Borough's only Sustainable Rural Settlement. Therefore, as Astwood Bank is not a Town, the site makes no contribution to purpose b).

c) To preserve the setting and special character of historic towns;

Astwood Bank is not considered to be a 'Historic Town' for the purpose of criteria d). As such, the site makes no contribution to purpose d).

To summarise the site does not strongly contribute to Green Belt purposes a), b) or d).

Would the application of non-Green Belt Framework footnote 7 policies to the scheme proposed on the site provide a strong reason for refusing development?

Footnote 7 states *"The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 194) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 75); and areas at risk of flooding or coastal change."*

None of the footnote 7 policies would apply and therefore do not present a strong justification for refusing planning permission.

The application site can therefore fall within the definition of grey belt and would not be inappropriate development subject to satisfying the criteria as set out in Paragraph 155 of the Framework.

Would the proposed development on grey belt fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan?

Purposes a, b and d have already been assessed above. Regard however must be made to c) and e).

c) Safeguarding the countryside from encroachment;

It is accepted that the spatial occupation of the site would encroach into the countryside as it is currently undeveloped and on the edge of the settlement. However, in relation to the wider function of the Green Belt as a whole, the comparatively small nature of the site itself,

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is such that it does not fundamentally undermine purpose c) of the remaining Green Belt across the area of the plan.

e) Assisting in urban regeneration, by encouraging the recycling of derelict and other urban land.

The proposed development would not fundamentally undermine the purpose of this Green Belt criterion.

Is there a demonstrable unmet need for the type of development proposed.

The Framework at footnote 56 explains that demonstrable unmet need would apply where there is a lack of a five-year supply of deliverable housing sites. At present, the Council cannot currently demonstrate a five-year supply.

Would the development in the grey belt be in a sustainable location?

The application site is located outside but adjacent to the settlement of Astwood Bank, as identified on the Council's Proposals Map. Astwood Bank is considered a Sustainable Rural Settlement within Policy 2 with a variety of services and amenities. Whilst the application site is not within the settlement boundary, it is immediately adjacent and is considered a sustainable location for housing.

Does the proposal include major development involving housing?

The application proposes up to 6 dwellings with a site area of 0.3ha and as such would not be caught by the requirement to also satisfy the 'Golden Rules' when considering grey belt policy.

In conclusion, it is considered that the site is Grey Belt and would meet the Paragraph 155 requirements and thus the proposal should not be regarded as inappropriate development in the Green Belt having regard to the Framework.

Landscape & Rural Character

The application site is an open, sloping field with vegetated boundaries, adjacent to the rear of properties on Church Road. There is a watercourse at the northern boundary to the site.

The Applicant's Agent has submitted some additional commentary on landscaping following a request from the planning officer.

The site falls within the Worcestershire Landscape Character Assessment Area of Principal Timbered Farmlands, which includes some properties on Church Road. Parts of the adjacent settlement of Astwood Bank is characterised as Settled Farmlands with Pastoral Land Use. Landscape types are a generic classification for landscape character.

The primary key characteristics of Principal Timbered Farmlands are; hedgerow boundaries to fields, ancient woodland character, and notable pattern of hedgerow trees. The secondary characteristics are: organic enclosure pattern, small-scale landscape, hedgerow trees creating filtered views, brick and timber building style of old properties,

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rolling lowland with occasional steep-sided hills and low escarpments, with the tertiary characteristics being; mixed farming land use and dispersed settlement pattern.

The settlement pattern of Principal Timbered Farmlands is dispersed: farmsteads and strings of wayside dwellings associated with a low to moderate density of dispersal.

The site does have some characteristics of the landscape character type including hedgerow/treed boundaries, small-scale landscape, and hedgerow trees creating filtered views.

Historical maps of Astwood Bank shown from 1883 to 1938 and Google imagery more recently show that development has been focused along the routes of Church Road and Evesham Road in a linear, ribbon development. The exception of Yeoman's Close on Evesham Road, which appears to have been a factory site, re-developed in early 2000s, now a cul-de-sac of residential development.

At Technical Details Consent consideration would be given to the loss/retention of trees and enclosure, alongside the pattern of development, scale and design and proposed landscaping to secure landscape gain. Whilst it is considered that there would be a change to the landscape as a result of the development, the characteristics of the site, together with opportunities for landscape gain, and the proximity of the site to settlement of Astwood Bank, the location of the site within the landscape is considered in principle to be acceptable.

Existing and Future Residential Amenity

It was apparent from a site walk around that the site itself and its immediate surroundings varies in levels. There is a fall in land levels from the rear of the dwellings on Church Road, across their gardens and across the site. As such the site is set at a lower level than the dwellings and most of the existing dwellings have an open outlook/view. No information has been submitted with regards to the layout, siting, scale, design or fenestration of the plots, these details would be submitted at Technical Details Consent. As a result of the topography and the existing development these details will require much consideration. There is no right to a view in planning and based on the size of the site, it would be feasible for the development to comply with the requirements for separation within the High-Quality Design SPD. There would be a change in outlook as a result of the development; however, through sensitive design an acceptable development may be delivered and if not, Technical Details Consent would not be forthcoming.

Land Use

The proposed site is adjacent to other residential dwellings and is not considered to conflict in terms of land use with its immediate surroundings.

Amount of Development

Having regards to the layout and density of the nearby residential development, it is considered that the site is an acceptable size to facilitate up to 6 dwellings, at 20 dwellings per hectare. Whilst this density may be considered lower than a comparable site of similar

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hectareage, the specific site characteristics namely the layout, topography and boundary vegetation would result in a reduced number of dwellings per hectare being acceptable.

Other mattersDrainage

North Worcestershire Water Management (NWWM) have confirmed that the proposed development site is situated in the catchment of the Plack Brook, falls within flood zone 1 and is at minimal surface water flood risk. NWWM have confirmed a drainage strategy would be required at Technical Details Consent. Foul connections are not a planning matter.

Highways

County Highways have no objection “in principle” to the proposed erection of up to 6 dwellings, subject to the details provided at Technical Details Consent are in accordance with WCC Streetscape Design Guide.

Objections have been raised by residents on matters including highway safety.

Popes Lane is narrow and often has parked cars. There is a lit footpath on Popes Lane, which does stop at the entrance to the school’s car park.

The Technical Details Consent would identify technical details including: the proposed access, visibility splays, internal road alignments, and details of emergency services access. Any implications on highway safety, the surrounding road network and obstructions, accesses and junctions would be taken into account.

There is no evidence at this stage to demonstrate that the development would have an unacceptable impact on highway safety or that the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios, as set out within paragraph 116 of the Framework.

Land Contamination

Worcestershire Regulatory Services (WRS) have confirmed that the site has an agricultural history and is in the zone of influence of a former pond with unknown filled material and that there is an unidentified building or structure in the north of the plot. On this basis, and given the sensitive future use, WRS have recommended a condition to ensure risks from contamination area dealt with. Conditions can not be added to Permission in Principle applications but can be considered at Technical Details Consent Stage.

Public Rights of Way

The Public Rights of Way Officer raises no objection. The definitive footpath of Redditch RD-707 runs adjacent to the application site along Popes Lane. The County Council is responsible for maintaining rights of way to a standard suitable for public use.

Archaeology

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Worcestershire Archive And Archaeology Service have not recommended refusal; however, have requested to be consulted on Technical Details Consent, as there may be a case for conditions to offset any potential harm.

Trees

The Council's Tree Officer has raised no objection and requested a tree survey and arboricultural report be submitted as part of the Technical Details Consent. There are no trees on site protected by a Tree Preservation Order.

Public Consultation

The material planning objections raised by residents have been carefully considered. Matters raised which are not material planning considerations have not been addressed within this report.

It is unfortunate that owing to the type of application, a Permission in Principle, limited information is required to be submitted by the Applicant and a limited scope for consideration is available at this initial stage. The Council cannot control the type of application which is submitted by Applicants. It is important to note that the Permission in Principle (PIP) stage focuses on the principle of development, and not detailed design. Technical solutions, such as appropriately designed drainage and attenuation, will be thoroughly assessed at the Technical Details Consent.

County Highways has no objections in principle. It is acknowledged that this is a busy and congested part of Astwood Bank, especially during school start/finish times and further detailed assessments would need to be conducted as part of the Technical Details Consent to demonstrate there would not be an unacceptable impact on highway safety or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios as required by paragraph 116 of the Framework. At this permission in principle stage, the Council do not have the detailed plans of the access, visibility, trips etc. which would be submitted as part of the Technical Details Consent. Planning conditions cannot be attached at this stage.

Concerning the Green Belt designation, the application has been assessed against Paragraph 155 of the NPPF, specifically regarding 'grey belt' land. Once the application site is confirmed as grey belt, an assessment of openness is not required. The report concludes that the site meets the criteria for 'grey belt' and does not fundamentally undermine the purposes of the Green Belt, as defined in Paragraph 143. The Council's current lack of a five-year housing land supply, as outlined in the NPPF, also weighs significantly in favour of granting Permission in Principle.

Matters related to biodiversity, archaeology, trees, and land contamination would also be examined during the Technical Details Consent, ensuring that any potential impacts are appropriately mitigated. It is crucial to remember that at this PIP stage, the assessment is limited to location, land use, and the amount of development, and that the detail of the development, including the design and impact on residential amenity, would be fully explored in the subsequent Technical Details Consent.

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The Public Sector Equality Duty (PSED), established under the Equality Act 2010, requires public authorities to consider how their policies and decisions affect people protected under the Act. Age and disability are protected characteristics. Several objections have raised the impacts to children, the elderly and those with mental health, if this application were to be granted. Noise and disturbance are an inevitable consequence of development and are temporary in nature. Whilst it is noted that those who are elderly may be retired and/or spend more time at home, it is not considered that being at home more is a reserve of the elderly and that it would adversely affect that group more than any other. It is acknowledged that the development is in close proximity to a primary school and matters of highway safety are an important consideration. The existing situation is noted and some matters such as indiscriminate parking are matters for the police rather than planning. At Technical Details Consent planning conditions could be imposed for a Construction Management Plan, which could include hours of construction, hours of deliveries etc. to mitigate and manage the conflict of construction and school traffic, alongside other measures considered reasons, perhaps in consultation with the school. In summary, based on the comments made, due regard has been had to the statutory aims of the Equality Act 2010.

Planning Balance and Conclusions

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

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

For limb i), having regard to the policies within the Framework, identified at footnote 7, there are no policies that protect areas or assets of particular importance that provide a strong reason for refusing the development.

For limb ii), the proposal would contribute six dwellings to the local housing supply. The site is in a sustainable location and is of suitable land use and amount. This is a two-stage approach, and the Technical Details Consent will consider the detailed development proposals. On this basis, there are no known adverse impacts which would significantly and demonstrably outweigh the benefits as set out in limb ii) and Permission in Principle is granted.

PLANNING COMMITTEE

RECOMMENDATION:

That having regard to the development plan and to all other material considerations, permission in principle be GRANTED.

Informative

1. This decision notice only relates to the grant of planning permission in principle. It does not give any approval or consent which may be needed under any legislation, enactment, byelaws, order or regulation other than the Housing and Planning Act 2016. You may need other approvals, consents or licenses for the development e.g. Technical Details Consent or building regulations approval.

Permission in Principle is not a planning permission; it is a precursor to it. A planning permission only exists when the Permission in Principle and Technical Detailed Consent have been granted.

Procedural matters

This application is being reported to the Planning Committee because 11 (or more) objections have been received.

PLANNING COMMITTEE

11th December 2025

Planning Application 25/01248/FUL

Addition of an InPost Parcel Locker

Windmill Community Centre, Ryegrass Lane, Walkwood, Redditch, Worcestershire, B97 5YE

Applicant: InPost UK
Ward: Webheath And Callow Hill

(see additional papers for site plan)

The case officer of this application is Kyle Lander, Planning Officer (DM), who can be contacted on Tel: 01527 881444 Email: kyle.lander@bromsgroveandredditch.gov.uk for more information.

Site Description

The Windmill Community Centre is situated within Webheath and Callow Hill Ward, in the Southwest of Redditch. The immediate surrounding area is residential in nature, with the Community Centre situated within walking distance of several residential streets. A dedicated access point and carpark area are provided for the Community Centre accessed off Rye Grass Lane.

Proposal Description

The proposal is for the addition of an external 'InPost Parcel Locker' to the North elevation of the Windmill Community Centre, to the right of the main entrance doors.

The 'InPost Parcel Locker' proposed would have maximum dimensions as such:

Height: 2.42m

Width: 3m

Depth (Of Canopy): 1.66m

Depth (Of Lockers): 0.9m

The 'InPost Parcel Locker' acts as a communal locker for the storage of parcels that are waiting to be sent or received by individuals and/or businesses. The locker operates in a self-service fashion and can be accessed by patrons 24/7.

The appearance of the 'InPost Parcel Locker' is predominantly white/cream vinyl wrapped metal with minor dark grey and black detailing. The front aspect of the proposed locker denotes the 'InPost' logo, the hours of operation of the locker and the phrase 'SCAN TAP & GO' in a larger, more prominent black font.

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Relevant Policies:

Borough of Redditch Local Plan No. 4

Policy 39: Built Environment

Policy 40: High Quality Design and Safer Communities

Others

National Planning Policy Framework (2024)

Redditch High Quality Design SPD

Consultations

Worcestershire Highways

Worcestershire Highways have registered a response of No Objection

Public Consultation Response

Site Notice Displayed on: 03/11/2025 and expired on: 27/11/2025

No comments have been received following Public Consultation.

Assessment of Proposal

The proposal is considered to constitute 'development' as per the definitions set out in the Town and Country Planning Act (1990), which states: "development," means the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land'. The proposal consists of the addition of a permanent, external structure that materially affects the external appearance of the building in question and is considered to constitute "development" as such.

Overall, the proposal is considered to be acceptable as the design, appearance and scale of the Locker is of a modest scale and serves a function which aligns with the wider use of the building as a community centre. It is noted that a defibrillator and signage is also located in this area. The materials used for the locker mean that it will be apparent from Rye Grass Lane, however its location, set against the building, which itself is set back from the highway, means that in the context of the site as a whole, there is no harm caused to visual amenity. Proactive engagement by the local planning authority was not necessary in this case as the proposed development was considered acceptable as initially submitted.

Additionally, it is considered that the proposal, which is sited approximately 30 metres away from the closest residential dwelling, would not be harmful to the amenities enjoyed by those occupiers, with regard to noise or privacy.

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Worcestershire Highways were consulted in order to comprehensively assess any potential implications of the proposal on pedestrian and/or highways safety. Worcestershire Highways have since registered a response of No Objection to the application.

As such, the proposal is considered to comply with both the National Planning Policy Framework 2024 and the Borough of Redditch Local Plan No.4, specifically policy 40.2 (i) which states that the proposed designs should 'be of a high quality design that reflects or complements the local surroundings and materials', and policy 40.2 (viii) which states that the development should 'incorporate any relevant guidance contained within Supplementary Planning Documents, for example Designing for Community Safety and Encouraging Good Design'.

RECOMMENDATION:

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

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

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

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

Site Location Plan- Dated: 24th October 2025
Proposed Site Plan- Dated: 24th October 2025
Proposed Floor Plan- Dated: 24th October 2025
Proposed Elevations- Dated: 24th October 2025

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 Rubicon and Redditch Borough Council has an interest in the land as freeholder. As such the application falls outside the scheme of delegation to Officers.

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PLANNING COMMITTEE

11th December 2025

Planning Application 25/01249/FUL

Addition of an InPost Parcel Locker

**Winyates Green Community Centre, 6 Furze Lane, Winyates Green, Redditch,
Worcestershire, B98 0SE**

Applicant: InPost UK
Ward: Winyates

(see additional papers for site plan)

The case officer of this application is Kyle Lander, Planning Officer (DM), who can be contacted on Tel: 01527 881444 Email: kyle.lander@bromsgroveandredditch.gov.uk for more information.

Site Description

The Winyates Green Community Centre is situated within Winyates Ward, in the East of Redditch. The immediate surrounding area is residential in nature, with the Community Centre situated within walking distance of a number of residential streets and cul-de-sacs. A dedicated access point and car park area are provided for the community centre off Furze Lane.

The site sits directly opposite a small number of detached properties at the bottom of the Furze Lane cul-de-sac. The Community Centre is also the site of a small pre-school, and there is a small convenience store also within walking distance. The existing building is single-storey and constructed of materials similar in appearance to the neighbouring dwellinghouses.

Proposal Description

The proposal is for the addition of an external 'InPost Parcel Locker' to the East elevation of the Winyates Green Community Centre, on a wall to the right of the main entrance doors. The proposed development would be clearly visible from the street scene.

The 'InPost Parcel Locker' proposed would have maximum dimensions as such:

Height: 2.42m

Width: 3m

Depth (Of Canopy): 1.66m

Depth (Of Lockers): 0.9m

The 'InPost Parcel Locker' acts as a communal locker for the storage of parcels that are waiting to be sent or received by individuals and/or businesses. The locker operates in a self-service fashion and can be accessed by patrons 24/7.

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The appearance of the 'InPost Parcel Locker' is predominantly white/cream vinyl wrapped metal with minor dark grey and black detailing. The front aspect of the proposed locker denotes the 'InPost' logo, the hours of operation of the locker and the phrase 'SCAN TAP & GO' in a larger, more prominent black font.

Relevant Policies :

Borough of Redditch Local Plan No. 4

Policy 39: Built Environment

Policy 40: High Quality Design and Safer Communities

Others

National Planning Policy Framework (2024)

Redditch High Quality Design SPD

Consultations

Worcestershire Highways

Worcestershire Highways have registered a response of No Objection

Public Consultation Response

Site Notices displayed on: 03.11.2025 and expired on: 27.11.2025

Neighbour letters sent on: 04.11.2025 and expired on: 28.11.2025

One objection has been received raising concern around noise associated with the 'out of hours' use of the 'InPost Locker'.

Assessment of Proposal

The proposal is considered to constitute 'development' as per the definitions set out in the Town and Country Planning Act (1990), which states: "development," means the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land'. The proposal consists of the addition of a permanent, external structure that materially affects the external appearance of the building in question and is considered to constitute "development" as such.

Overall, the proposal is considered to be acceptable as the locker is of a modest scale and its function aligns with the wider use of the building as a community centre. The materials used for the locker mean it will be apparent from Furze Lane, however its location, set against the building, which itself is set back from the highway, means that in the context of the site as a whole, there is no harm caused to visual amenity. Proactive engagement by the local planning authority was not necessary in this case as the proposed development was considered acceptable as initially submitted.

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Additionally, it is considered that the proposal, which is sited approximately 16 metres away from the closest residential dwelling, would not be harmful to those occupiers with regard to noise or privacy.

One objection to the proposal has been received regarding the potential noise associated with the 'out of hours' use of the 'InPost Locker'. This objection has been taken into account. However, your officer is satisfied that the noise generated in the access and usage of the 'InPost' locker would be sufficiently minimal as to not result in a loss of amenity for the nearby occupiers.

Worcestershire Highways were consulted to comprehensively assess any potential implications of the proposal on pedestrian and/or highways safety. Worcestershire Highways have since registered a response of no objection to the application.

As such, the proposal is considered to comply with both the National Planning Policy Framework 2024 and the Borough of Redditch Local Plan No.4, specifically policy 40.2 (i) which states that the proposed designs should 'be of a high quality design that reflects or complements the local surroundings and materials', and policy 40.2 (viii) which states that the development should 'incorporate any relevant guidance contained within Supplementary Planning Documents, for example Designing for Community Safety and Encouraging Good Design'.

RECOMMENDATION:

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

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

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

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

Site Location Plan- Dated: 24th October 2025
Proposed Site Plan- Dated: 24th October 2025
Proposed Floor Plan- Dated: 24th October 2025
Proposed Elevations- Dated: 24th October 2025

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

Procedural matters

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This application is being reported to the Planning Committee because the applicant is Rubicon and Redditch Borough Council has an interest in the land as freeholder. As such the application falls outside the scheme of delegation to Officers.

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11th December 2025

Planning Application 25/01250/FUL

**Batchley Community Centre, Cherry Tree Walk, Batchley, Redditch, Worcestershire
B97 6PB**

Applicant: InPost UK
Ward: Batchley and Brockhill

(see additional papers for site plan)

The case officer of this application is Kyle Lander, Planning Officer (DM), who can be contacted on Tel: 01527 881444 Email: kyle.lander@bromsgroveandredditch.gov.uk for more information.

Site Description

The Batchley Community Centre is situated within Batchley and Brockhill Ward, in the Northwest of Redditch. The immediate surrounding area is residential in nature, with the Community Centre situated within walking distance of a number of residential streets. The site is also in close proximity to Batchley First School. The site shares an access point and large parking area with Redditch Borough Community Sports and Social Club.

The community centre is single-storey in nature and the existing materials (Mixed brick and tiled roofing) are in keeping with the character of the local area.

Proposal Description

The proposal is for the addition of an external 'InPost Parcel Locker' to the Southwest elevation of the Batchley Community Centre, attached to the wall to the right of the main entrance doors. The proposal would not be readily visible from the highway.

The 'InPost Parcel Locker' proposed would have maximum dimensions as such:

Height: 2.42m

Width: 3m

Depth (Of Canopy): 1.66m

Depth (Of Lockers): 0.9m

The 'InPost Parcel Locker' acts as a communal locker for the storage of parcels that are waiting to be sent or received by individuals and/or businesses. The locker operates in a self-service fashion and can be accessed by patrons 24/7.

The appearance of the 'InPost Parcel Locker' is predominantly white/cream vinyl wrapped metal with minor dark grey and black detailing. The front aspect of the proposed locker denotes the 'InPost' logo, the hours of operation of the locker and the phrase 'SCAN TAP & GO' in a larger, more prominent black font.

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Relevant Policies :

Borough of Redditch Local Plan No. 4

Policy 39: Built Environment

Policy 40: High Quality Design and Safer Communities

Others

National Planning Policy Framework (2024)

Redditch High Quality Design SPD

Consultations

Worcestershire Highways

Worcestershire Highways have registered a response of **No Objection**

Public Consultation Response

Site Notices displayed on: 03.11.2025 and expired on 27.11.2025

No comments have been received following Public Consultation.

Assessment of Proposal

The proposal is considered to constitute 'development' as per the definitions set out in the Town and Country Planning Act (1990), which states: "development," means the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land'. The proposal consists of the addition of a permanent, external structure that materially affects the external appearance of the building in question and is considered to constitute "development" as such.

Overall, the proposal is considered to be acceptable as the locker is of a modest scale, and its function aligns with the wider use of the building as a community centre. It is noted that existing signage is also located in this area. The positioning of the locker means it will not be apparent from Cherry Tree Walk, and its location, set against the building, which itself is set back from the highway, means that in the context of the site as a whole, there is no harm caused to visual amenity. Proactive engagement by the local planning authority was not necessary in this case as the proposed development was considered acceptable as initially submitted.

Additionally, it is considered that the proposal, which is sited approximately 27 metres away from the closest residential dwelling, would not be harmful to the amenities enjoyed by those occupiers with regard to noise or privacy.

Worcestershire Highways were consulted in order to comprehensively assess any potential implications of the proposal on pedestrian and/or highways safety.

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Worcestershire Highways have since registered a response of no objection to the application.

As such, the proposal is considered to comply with both the National Planning Policy Framework 2024 and the Borough of Redditch Local Plan No.4, specifically policy 40.2 (i) which states that the proposed designs should 'be of a high quality design that reflects or complements the local surroundings and materials', and policy 40.2 (viii) which states that the development should 'incorporate any relevant guidance contained within Supplementary Planning Documents, for example Designing for Community Safety and Encouraging Good Design'.

RECOMMENDATION:

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

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

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

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

Site Location Plan- Dated: 24th October 2025
Proposed Site Plan- Dated: 24th October 2025
Proposed Floor Plan- Dated: 24th October 2025
Proposed Elevations- Dated: 24th October 2025

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 Rubicon and Redditch Borough Council has an interest in the land as freeholder. As such the application falls outside the scheme of delegation to Officers.

Informative

Date: 06/11/2025
LinesearchbeforeUdig ref: 39332529
Your ref: 25/01250/FUL (LRP)

PLANNING COMMITTEE

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Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/our-services/gas-diversions

Prior to carrying out works, including the construction of access points, please register on www.linsearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Your responsibilities and obligations

Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement.

This letter does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent's easements or other rights, or any planning or building regulations applications.

Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.

If you need any further information or have any questions about the outcome, please contact us at plantprotection@cadentgas.com or on 0800 688 588 quoting your reference at the top of this letter.