

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)

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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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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 swipe cards).

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.