

Open

Planning Committee

Agenda

6pm
Tuesday, 18th April 2023
Council Chamber
Wyre Forest House
Finepoint Way
Kidderminster



Planning Committee

Members of Committee:

Chairman: Councillor A Coleman
Vice-Chairman: Councillor C J Barnett

Councillor B Brookes	Councillor V Caulfield
Councillor H E Dyke	Councillor C Edginton-White
Councillor P Harrison	Councillor M J Hart
Councillor F M Oborski MBE	Councillor C Rogers
Councillor D Ross	Councillor L Whitehouse

Information for Members of the Public:-

Part I of the Agenda includes items for discussion in public. You have the right to request to inspect copies of Minutes and reports on this Agenda as well as the background documents used in the preparation of these reports.

An update report is circulated at the meeting. Where members of the public have registered to speak on applications, the running order will be changed so that those applications can be considered first on their respective parts of the agenda. The revised order will be included in the update.

Part II of the Agenda (if applicable) deals with items of "Exempt Information" for which it is anticipated that the public may be excluded from the meeting and neither reports nor background papers are open to public inspection.

Delegation - All items are presumed to be matters which the Committee has delegated powers to determine. In those instances where delegation will not or is unlikely to apply an appropriate indication will be given at the meeting.

Public Speaking

Agenda items involving public speaking will have presentations made in the following order (subject to the discretion of the Chairman):

- Introduction of item by officers;
- Councillors' questions to officers to clarify detail;
- Representations by objector;
- Representations by supporter or applicant (or representative);
- Clarification of any points by officers, as necessary, after each speaker;
- Consideration of application by councillors, including questions to officers

All speakers will be called to the designated area by the Chairman and will have a maximum of 3 minutes to address the Committee.

If you have any queries about this Agenda or require any details of background papers, further documents or information you should contact Sara Pardoe, Wyre Forest House, Finepoint Way, Kidderminster, DY11 7WF. Telephone: 01562 732508 or email sara.pardoe@wyreforestdc.gov.uk

Declaration of Interests by Members – interests of members in contracts and other matters

Declarations of Interest are a standard item on every Council and Committee agenda and each Member must provide a full record of their interests in the Public Register.

In addition, alongside the Register of Interest, the Members Code of Conduct (“the Code”) requires the Declaration of Interests at meetings. Members have to decide first whether or not they have a disclosable interest in the matter under discussion.

Please see the Members’ Code of Conduct as set out in Section 14 of the Council’s constitution for full details.

Disclosable Pecuniary Interest (DPI) / Other Disclosable Interest (ODI)

DPI’s and ODI’s are interests defined in the Code of Conduct that has been adopted by the District.

If you have a DPI (as defined in the Code) in a matter being considered at a meeting of the Council (as defined in the Code), the Council’s Standing Orders require you to leave the room where the meeting is held, for the duration of any discussion or voting on that matter.

If you have an ODI (as defined in the Code) you will need to consider whether you need to leave the room during the consideration of the matter.

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At the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed.

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By entering the meeting room and using the public seating area, you are consenting to be filmed and to the possible use of those images and sound recordings for webcasting and or training purposes.

If members of the public do not wish to have their image captured they should sit in the Stourport and Bewdley Room where they can still view the meeting.

If any attendee is under the age of 18 the written consent of his or her parent or guardian is required before access to the meeting room is permitted. Persons under 18 are welcome to view the meeting from the Stourport and Bewdley Room.

If you have any queries regarding this, please speak with the Council’s Legal Officer at the meeting.

*Unless there are no reports in the open session.

NOTES

- Councillors, who are not Members of the Planning Committee, but who wish to attend and to make comments on any application on this list or accompanying Agenda, are required to give notice by informing the Chairman, Solicitor to the Council, or Head of Strategic Growth before the meeting.
- Councillors who are interested in the detail of any matter to be considered are invited to consult the files with the relevant Officers to avoid unnecessary debate on such detail at the Meeting.
- Members should familiarise themselves with the location of particular sites of interest to minimise the need for Committee Site Visits.
- Please note if Members wish to have further details of any application appearing on the Schedule or would specifically like a fiche or plans to be displayed to aid the debate, could they please inform the Development Control Section not less than 24 hours before the Meeting.
- Members are respectfully reminded that applications deferred for more information should be kept to a minimum and only brought back to the Committee for determination where the matter cannot be resolved by the Head of Strategic Growth.
- Councillors and members of the public must be aware that in certain circumstances items may be taken out of order and, therefore, no certain advice can be provided about the time at which any item may be considered.
- Any members of the public wishing to make late additional representations should do so in writing or by contacting their Ward Councillor prior to the Meeting.
- For the purposes of the Local Government (Access to Information) Act 1985, unless otherwise stated against a particular report, “background papers” in accordance with Section 110D will always include the case Officer’s written report and any letters or memoranda of representation received (including correspondence from the Highway Authority, Statutory Undertakers and all internal District Council Departments).
- Letters of representation referred to in these reports, together with any other background papers, may be inspected at any time prior to the Meeting, and these papers will be available at the Meeting.
- **Members of the public** should note that any application can be determined in any manner notwithstanding any or no recommendation being made.

Wyre Forest District Council

Planning Committee

Tuesday, 18th April 2023

Council Chamber, Wyre Forest House, Finepoint Way, Kidderminster

Part 1

Open to the press and public

Agenda item	Subject	Page Number
1.	Apologies for Absence	
2.	Appointment of Substitute Members To receive the name of any Councillor who is to act as a substitute, together with the name of the Councillor for whom he/she is acting.	
3.	Declarations of Interests by Members In accordance with the Code of Conduct, to invite Members to declare the existence and nature of any Disclosable Pecuniary Interests (DPI's) and / or Other Disclosable Interests (ODI's) in the following agenda items and indicate the action that they will be taking when the item is considered. Please see the Members' Code of Conduct as set out in Section 14 of the Council's Constitution for full details.	
4.	Minutes To confirm as a correct record the Minutes of the meeting held on the 14 th February 2023.	7
5.	Applications to be Determined To consider the report of the Development Manager on planning and related applications to be determined.	12
6.	To consider any other business, details of which have been communicated to the Solicitor to the Council before the commencement of the meeting, which the Chairman by reason of special circumstances considers to be of so urgent a nature that it cannot wait until the next meeting.	

7.	Exclusion of the Press and Public To consider passing the following resolution: “That under Section 100A(4) of the Local Government Act 1972 the press and public be excluded from the meeting during the consideration of the following item of business on the grounds that it involves the likely disclosure of “exempt information” as defined in paragraph 3 of Part 1 of Schedule 12A to the Act”.	
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Part 2

Not open to the Press and Public

8.	To consider any other business, details of which have been communicated to the Solicitor to the Council before the commencement of the meeting, which the Chairman by reason of special circumstances considers to be of so urgent a nature that it cannot wait until the next meeting.	
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WYRE FOREST DISTRICT COUNCIL

PLANNING COMMITTEE

**COUNCIL CHAMBER, WYRE FOREST HOUSE, FINEPOINT WAY,
KIDDERMINSTER**

14 FEBRUARY 2023 (6PM)

Present:

Councillors: A Coleman (Chairman), B Brookes, V Caulfield, R H Coleman, P Dyke, C Edginton-White, P Harrison, M J Hart, F M Oborski MBE, C Rogers, D Ross and L Whitehouse.

Observers:

There were no members present as observers

PL.34 Apologies for Absence

Apologies for absence were received from Councillors: C J Barnett (Vice-Chairman) and H E Dyke.

PL.35 Appointment of Substitutes

Councillor R H Coleman was a substitute for Councillor C J Barnett.
Councillor P Dyke was a substitute for Councillor H Dyke.

PL.36 Declarations of Interests by Members

No declarations of interest were made.

PL.37 Minutes

Decision: The minutes of the meeting held on 17 January 2023 be confirmed as a correct record and signed by the Chairman.

PL.38 Applications to be Determined

The Committee considered those applications for determination (now incorporated in Development Control Schedule No. 607 attached).

Decision: The applications now submitted be determined, in accordance with the decisions set out in Development Control Schedule No. 607 attached, subject to incorporation of any further conditions or reasons (or variations) thought to be necessary to give full effect to the Authority's wishes about any particular application.

PL.39 Decisions Contrary to the Officer Recommendation

Agenda Item No. 4

The Committee received a report from the Head of Strategic to consider what actions needed to be taken when the Planning Committee were minded to make a decision contrary to the Officer Recommendation.

Decision: The Committee voted against the recommendations as set out in paragraph 2.1 of the report.

There being no further business, the meeting ended at 6.44pm

WYRE FOREST DISTRICT COUNCIL

PLANNING COMMITTEE

14 February 2023 - Schedule 607 Development Management

The schedule frequently refers to various standard conditions and notes for permission and standard reasons and refusals. Details of the full wording of these can be obtained from the Planning Manager, Wyre Forest House, Finepoint Way, Kidderminster. However, a brief description can be seen in brackets alongside each standard condition, note or reason mentioned.

Application Reference: 22/0153/FUL
Site Address: Old Bliss Farm Barns, Old Bliss Farm, Gorst Hill, Rock, Kidderminster, Worcestershire, DY14 9YG
The Committee received representations from Rock Parish Councillor S Watkins and Mr R Shimwell (applicant) prior to a decision being made.
DEFERRED for a full meeting cycle to allow background information on the application to be presented to the Committee.

Application Reference: 22/0840/FUL
Site Address: 162 ,164 And Land Rear 165 Sutton Park Road, Kidderminster, Worcestershire, DY11 6LF
DELEGATED APPROVAL subject to the following:
<ul style="list-style-type: none"> i. The signing of a S.106 agreement as set out at paragraph 4.40; and ii. The following conditions; <ol style="list-style-type: none"> 1. 3-year Time Limit 2. Require finished site level details, including details of any retaining walls 3. Require Landscaping Scheme and Implementation 4. Require boundary treatment and enclosure details 5. Require Defibrillator 6. Retention of all identified retained trees 7. Retention of the hedgerow to rear of Plots 2-5 at a minimum height of 3.5 metres from the ground level of the application site 8. Electric Vehicle Charging Provision 9. Secure Cycle Storage 10. Low Emission Boilers 11. Details of provision of PV Panels that accords with the recommendations set out in the submitted Sustainability Statement 12. Require water efficient measures 13. Provision of M4(2) dwellings 14. Construction Environmental Management Plan (CEMP - Biodiversity) to include: <ul style="list-style-type: none"> a. Implementation of Tree Protection Fencing and Pre-start meeting with Council's Arboricultural Officer b. Vegetation clearance to be undertaken outside of bird nesting season c. Implementation of mitigation measures as set out in the Ecological Impact Assessment submitted with the application 15. Require external lighting scheme

16. Require further bat and badger surveys if site clearance works have not been completed by September 2023
17. Landscape Environmental Management Plan (LEMP) including a revised Defra Biodiversity Metric, habitat creation and enhancements and biodiversity delivery and monitoring plan
18. Require Bird and Bat boxes
19. Implementation and Maintenance of Surface Water Drainage Scheme
20. SuDS Management Plan
21. Construction Surface Water Management Plan
22. Details of foul water drainage
23. Require highway lighting details
24. Construction Environmental Management Plan (Highways)
25. Access and Parking arrangements
26. Widening of Plots 16 and 17 to 3.5 metres for the first 15 metres
27. Travel Information Pack to promote sustainable forms of access to the site
28. Removal of Permitted Development Rights for future boundary treatment forward of the principle elevation of any dwelling house
29. Removal of Permitted Development Right for future two-storey rear extensions to Plots 2-5
30. To require details of screening for any pumping station to be installed
31. Potential Contaminated Land condition
32. List of approved plans

NOTES

- Section 106 Agreement
- Inform developer that battery storage is necessary for dwellings with PV solar panels
- Severn Trent Water – Public sewer
- No construction work outside the hours of 0800 and 1800 Mondays to Fridays and 0800 and 1300 hours on Saturdays
- No burning of any material during construction and site preparation works
- WFDC Waste and recycling collection
- Alteration of highway
- Section 278 Agreement
- Section 38 Agreement
- Protection of Visibility Splays
- Works adjoining highway
- Construction Environment Management Plan
- WRS Demolition & Construction Guidance

Application Reference: 22/1034/FUL

Site Address: Quayside At Os 378830 275380, Stourport Road, Bewdley, Worcestershire

DELEGATED APPROVAL subject to:

- i. The signing of a S.106 agreement to secure off-site biodiversity net gains; and
- ii. The following conditions;

- 1) 3 year time limit to commence development
- 2) Require details of materials including bond and finishes
- 3) Require details of railings
- 4) Require Landscaping Scheme (including replacement trees)
- 5) Implementation of approved Landscaping Scheme
- 6) Require long-term maintenance scheme including cleaning programme for all glazed areas
- 7) Secure storage of fabric removed from the Grade I listed bridge and strategy for its reuse in future repair works
- 8) Construction Environmental Management Plan (Ecology and PRow)
- 9) Construction Environmental Management Plan (Highways).
- 10) Landscape Construction Environmental Management Plan
- 11) Walk over survey (Ecology)
- 12) Prevent external lighting being installed
- 13) Require river works to be carried out outside of sensitive times for fish species.
- 14) Works involving the use of significant vibration will be scheduled not to impact on fish migration and spawning periods
- 15) Prior to vegetation clearance works being undertaken a walk-over reptile and bird survey of the site to be undertaken and report of findings to be submitted and agreed in writing by the Local Planning Authority including a scheme of mitigation if required
- 16) Submission of Written Scheme of Investigation for Archaeology
- 17) Publication and recording of Written Scheme of Investigation
- 18) Heritage Interpretation panels and artwork within the surfacing
- 19) Temporary diversion of footways and permissive routes
- 20) Detail of the exact specification of footpath BW-543
- 21) Watching brief to be submitted (trees)
- 22) Approved list of plans

NOTES

- A. Public Right of Way
- B. Section 278 Agreement
- C. Section 167 Review of existing footpath(s) and PRow
- D. Construction Environmental Management Plan (CEMP - Highways)

Application Reference: 22/1006/LBC

Site Address: Quayside At Os 378830 275380, Stourport Road, Bewdley, Worcestershire

APPROVED subject to the following conditions:

1. Time Limit
2. To require details of external materials
3. To require details of railings
4. To require scheme for the long-term maintenance and cleaning programme of all glazed areas
5. To require details of storage area for Grade I listed building fabric that is removed and a strategy for its reuse
6. Archaeological - Written Scheme of Investigation(s)
7. Archaeological implementation
8. Cultural Heritage Interpretation Panel/Strategy
9. Approved Plans

EXECUTIVE SUMMARY TO REPORT OF DEVELOPMENT MANAGER

Planning Committee

Part A Applications

Ref:	Address of Site	Recommendation	Page No.
22/0996/S73	Old Hall Farm Tenbury Road Clows Top Worcestershire DY14 9HE	Approval subject to conditions	13
22/0464/OUT	Land At Os 388200 278800 Station Drive Blakedown Kidderminster Worcestershire	Delegated Approval	20

Part B Applications

Ref:	Address of Site	Recommendation	Page No.
22/0927/FUL	Old Pumping Station Trimpley Lane Shatterford Worcestershire	Approval subject to conditions	47

WYRE FOREST DISTRICT COUNCIL

PLANNING COMMITTEE

18 April 2023

PART A

Application	22/0996/S73	Date	13.12.2022
Reference:		Received:	
Ord Sheet:	372380 272111	Expiry	07.02.2023
		Date:	
Case Officer	Richard Jennings	Ward:	Bewdley And Rock

Proposal: Variation of condition 7 of 19/0810/FUL.

Site Address: Old Hall Farm , Tenbury Road, Clows Top, Worcestershire, DY14 9HE

Applicant: Mr G Poyner

Summary of Policy	SP.27 and DM.24 of the Wyre Forest District Local Plan 2022 National Planning Policy Framework National Planning Practice Guidance Streetscape Design Guide
Recommendation	APPROVAL SUBJECT TO CONDITIONS
Reason for referral to Committee	Parish Council Objection and two neighbours have registered to speak

1.0 Planning History

1.1 No relevant planning history

2.0 Consultations and Representations

2.1 Rock Parish Council - Recommend refusal.

This access is at a dangerous point on the A456. When approval for the track was originally supported, it was for occasional agricultural use and was thought to be acceptable. The Parish Council is concerned about the danger of regular use by private vehicles at this point on a road with a 60mph limit.

22/0996/S73

2.2 Highway Authority – No objection subject to conditions and an informative.

The S73 application seeks to remove Condition 7 of approval 19/0810/FULL thus allowing both residential and agricultural vehicles to access the barns, the dwellings and the agricultural land on this site. Whilst some of the works approved via 19/0810/FUL have already been carried out, the access layout is yet to be formally completed with the provision of hardstanding as shown on plan (P04) and details of the access width and radii are not clearly identified. However, it is noted that details of visibility splays in the vertical alignment have been provided. Works in the highway to formalise the access junction, will require a S278 Agreement with the Highway Authority as per the note below.

The proposed access track impacts on the public right of way (PROW No. RK-616) which crosses the route of the track diagonally and whilst this is indicated on the submitted plan, further details will be required to show that a clearly defined gap of at least 2 metres width either side of the track on the line of the path, has been provided on the ground, to ensure the route of the public right of way is prioritised.

Conditions

1. The Development hereby approved shall not be brought into use until the visibility splays of 140m x 2.4m in both directions, shown on Drawing No. (10) P04 have been provided. These splays shall at all times be maintained free of level obstruction exceeding a height of 0.6m above the adjacent carriageway.

REASON: In the interests of highway safety

2. The Development hereby approved shall not be brought into use until the access layout has been provided with details to be submitted to and approved by the Local Planning Authority.

REASON: In the interests of highway safety

3. Prior to first use, details of the means of demarcation of the public right of way footpath shall be submitted to and approved in writing by the Local Planning Authority and the demarcation approved shall be provided on the ground.

REASON: In the interests of public safety for those using the public right of way

4. The Development hereby approved shall not be brought into use until any access gates have been set back 15 metres from the adjoining carriageway edge and made to open inwards only.

REASON: In the interests of highway safety

Informatives

Section 278 Agreement

The granting of this planning permission does not remove any obligations on the applicant to undertake a technical design check of the proposed highway works with the Highway Authority, nor does it confirm acceptance of the proposal by the Highway Authority until that design check process has been concluded. Upon the satisfactory completion of the technical check the design would be suitable to allow conditions imposed under this permission to be discharged but works to the public highway cannot take place until a legal agreement under Section 278 of the Highways Act 1980 has been entered into and the applicant has complied with the requirements of the Traffic Management Act 2004.

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

The applicant should be aware of the term 'highway works' being inclusive of, but not limited to, the proposed junction arrangement, street lighting, structures and any necessary traffic regulation orders.

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Neighbour/Site Notice Representations

2 letters of objection received from nearby residents/occupiers; and the main concerns are summarised below-

- The road that has been constructed is not in accordance with application 19/0810/PNR.
- A section of the track marked as existing was not historically track.
- Previous owners claimed Single Farm Subsidy for the whole field, right up to the hedge.
- BCSP could have made a much simpler planning application to use the first part of our existing track from the road and then turned into the field to cross their own land had there been an existing track for them to join to.
- The land now in the ownership of Mr Poyner has been continuously farmed for many years, and agricultural vehicles have never had an access to the barns, as claimed, to avoid driving over the culvert. The barns were not suitable for modern machinery and farmers removed any harvest to their own properties.
- Mr Poyner was fully aware there was no existing track as he unlawfully used our lane to bring in construction materials when he first began work.
- Application 20/1061/PNR to convert the barns was originally refused by WCC Highways as the application indicated a track across the fields, which was noted by Highways to be unsafe and also that it did not connect to the barns. The existing lane to the front of our property was deemed to be suitable for residential access.
- The photographs of the area from 1979 to 2021, when Mr Poyner bought the property show no track whatsoever.

[Officer comment – The historic existence of part of the existing track was carefully considered under planning approval 19/0810/FUL for the agricultural use of the track and this current application is merely seeking to jointly use the track for both residential and agricultural use as opposed to agricultural use only as conditioned under planning approval 19/0810/FUL in order to provide an alternative and safe vehicular access for the barn conversions approved under 20/1061/PNR].

3.0 Site Location and Description

- 3.1 The site is located off the A456 Tenbury Road, Clows Top in an area of open countryside and relates to two barn conversions situated within the former Old Hall Farm holding. The two barn conversions currently benefit from access from the A456 via the original access track as approved under 20/1061/PNR.

22/0996/S73

- 3.2 This Section 73 application is seeking to vary condition 7 of planning approval 19/0810/FULL to allow the alternative approved farm track to be jointly used for residential and other vehicles associated with the barn conversions in conjunction with agricultural vehicles rather than by agricultural vehicles only.

4.0 Officer Comments

- 4.1 The main considerations for this application are whether the principle of use is acceptable and whether there would be any detrimental impact on residential amenity, highway safety and the public right of way. The track which is the subject is existing and therefore there is no physical development associated with the proposal.

BACKGROUND INFORMATION AND PRINCIPLE OF DEVELOPMENT

- 4.2 From planning history, planning permission was granted in June 2020, under application 19/0810/FULL, for the creation of a new access road and hard standing area off the main Tenbury Road for agricultural use and one of the planning conditions (7) attached required the access road to be used solely for the movement of agricultural vehicles and equipment associated with the agricultural holding. The reason for imposing this condition was because the Highway Authority had only considered the access based on the lawful use of the land for agricultural purposes.
- 4.3 Since the approval of application 19/0810/FULL, prior approval was granted under application 20/1061/PNR, for the conversion of one agricultural barn into two dwelling houses with access being obtained from an alternative, historical access track which also serves other residential properties in the immediate vicinity.
- 4.4 Following the conversion of the barn into two dwellinghouses, the landowner now seeks to use the access track that was approved under 19/0810/FUL, to provide a safer means of access to the barn conversions. As the track is existing there is no greater harm on landscape character. Your officers consider that the principle of use of the access track for both agricultural and residential vehicles is acceptable subject to the below considerations.
- #### **RESIDENTIAL AMENITY**
- 4.5 Although located in an area of open countryside where there are residential properties to the east of the site, irrespective of the current application, if the field were in use for the grazing of animals the applicant would still need to conduct daily welfare visits or regular trips to the farm and land. Although the development would enhance access to the site, it is also considered that its use would not lead to an increased level of noise disturbance, disruption, increased overlooking or loss of privacy above and beyond the current lawful use of the access road by agricultural vehicles and machinery.
- 4.6 In terms of intensity of use, the agricultural activity would be relatively low due to the arable nature of the existing agricultural holding. However, had the farm buildings not been converted to residential, an intensive livestock use could have operated from the site with regular agricultural vehicle movements and no further requirement for planning approval above and beyond that already granted. The use of the track by what will essentially be a very small number of vehicles associated with the residential use would have a far lesser impact than the aforementioned situation.

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- 4.7 Your officers consider that the use of the track by private car use associated with the barn conversions would not result in a greater impact on the amenity of neighbouring residents compared to the lawful use of the access track for agricultural vehicles and machinery.

HIGHWAY SAFETY AND ACCESS

- 4.8 Paragraph 110 of the National Planning Policy Framework states that when assessing sites for specific development it should be ensured that safe and suitable access to the site can be achieved for all users and paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is echoed in Policy SP.27 of the Wyre Forest Local Plan which sets out that proposals must demonstrate that they address road safety issues.
- 4.9 An assessment must therefore be made as to whether harm would ensue from the use of the track by vehicles other than those of an agricultural nature in terms of Highway safety and impact on residential amenity.
- 4.10 The current application seeks to allow the track to be used by all vehicles rather than just agricultural vehicles. Members should be aware that the restrictive condition did not completely dismiss any future proposal for future use of the track by other vehicles, as alleged within the consultation responses, but rather any proposed use of the track by other types of vehicle would need to form the basis of an application such as the one before us, enabling the Highway Authority to fully assess the Highway safety implications of such development at that point in time.
- 4.11 In terms of highway safety, the Highway Authority have carefully considered the proposal and the submitted technical Highway information. The Highway Authority have concluded that the proposal to utilise the access and track by motor vehicles other than agricultural vehicles would not have a detrimental impact on Highway safety and have offered no objection. It is confirmed that the access is safe in terms of visibility, and represents an improvement over and above the existing access and track currently utilised by all vehicles serving all properties at present. It is therefore considered that the proposed use would comply with Policy SP.27 of the Wyre Forest District Local Plan and the National Planning Policy Framework

PUBLIC RIGHT OF WAY

- 4.12 The Highway Authority and Public Rights Of Way team have suggested a condition requiring information to be submitted and agreed in writing by The Local Planning Authority as to the method of demarcation of the public rights of way which cross the existing track.

This is to ensure drivers are made aware that there may be pedestrians crossing at these points. Road signs will likely be the preferred method erected in both directions to make drivers aware of the presence of the footpaths. Further details will also be required to show that a clearly defined gap of at least 2 metres width either side of the track on the line of the path, has been provided on the ground, to ensure the route of the public right of way is prioritised. On that basis, your officers are satisfied that the proposed development would protect and enhance the public rights of way, and

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protect users of these rights of way, in accordance with Paragraph 100 of the Framework, which states that planning decisions should protect and enhance public rights of way and access

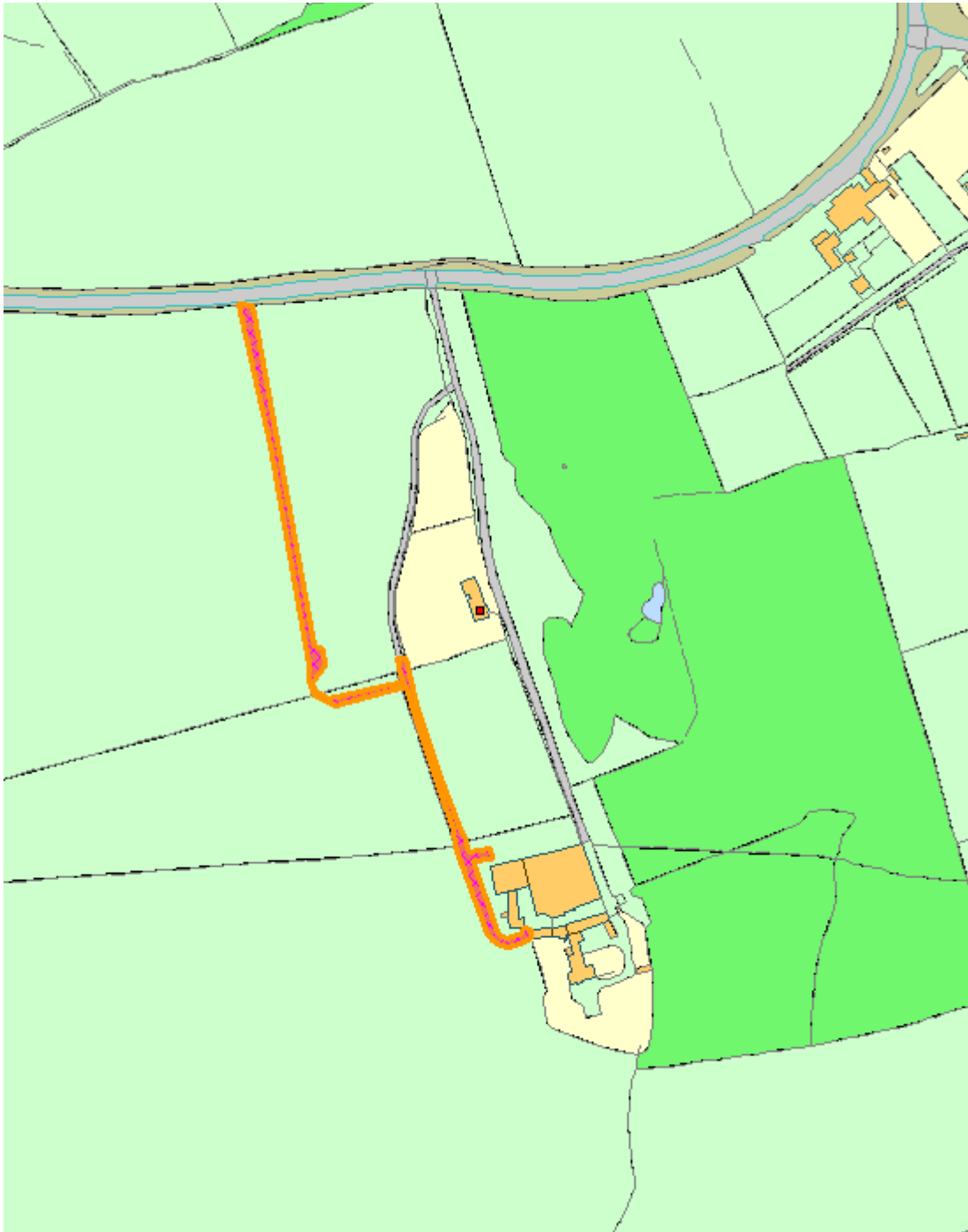
5.0 Conclusion and Recommendations

- 5.1 The whole of the original Old Hall Farm complex, including this particular site, has a very complex planning history. However this application is relatively simple in terms of its consideration and should be considered in isolation, on its individual merits, which are merely whether an existing lawful track can be utilised by private motor vehicles associated with the approved barn conversions as well as the approved agricultural traffic.
- 5.2 In terms of Highway safety, the Highway Authority have confirmed that the use of the track by private vehicles results in a safety improvement above and beyond the use of the original farm track, which serves the whole of the former Old Hall Farm site at present. This original access is inferior, and the proposed use would essentially lift some of the residential traffic away from this old access point to a superior access point in terms of visibility. Planning conditions are recommended to secure the visibility splays and to safeguard the public right of way.
- 5.3 In addition, the use of the track by private vehicles would result in no greater disturbance to the owners/occupiers of adjacent residential properties above and beyond that which is, or could be, experienced by the approved agricultural use which could vary in scale and intensity hugely depending on the farm practices taking place at the site at any point in time.
- 5.4 On that basis, having considered the material considerations of this application, your officers consider that the proposed variation of planning condition 7 is acceptable and would accord with the Development Plan when taken as a whole.
- 5.5 Officers therefore recommend **APPROVAL** subject to;
- a. The following conditions:
 1. Approved Plans
 2. Removal of Permitted Development rights for any new road or private way
 3. To require any gates to be set back 15 metres from the adjoining carriageway edge and to open inwards only
 4. To require access to be used solely for the movement of vehicles associated with the residential barn conversions as well as agricultural vehicles and equipment and shall at no time be used for any other purposes
 5. To require visibility splays to be provided
 6. To secure details of the layout of the access
 7. To secure details of the demarcation of the public right of way footpath together with new signage

Informative:

Section 278 Agreement

22/0996/S73



Economic Prosperity and Place Directorate

Old Hall Farm Tenbury Road Clows Top Worcestershire DY14 9HE

Crown Copyright 100018317



PART A

Application Reference:	22/0464/OUT	Date Received:	22.06.2022
Ord Sheet:	388200 278800	Expiry Date:	21.09.2022
Case Officer:	Helen Hawkes	Ward:	Wyre Forest Rural

Proposal: Outline Application with Access (all other matters reserved) for Residential Development (including associated ancillary matters) and Reservation of Land for Railway Station Related Car Parking (subject to future need assessment)

Site Address: Land At Os 388200 278800, Station Drive, Blakedown, Kidderminster, Worcestershire, ,
Applicant: Marmaris Investments Ltd

Summary of Policy	SP.1, SP.2, SP.6, SP.9, SP.10, SP.12, SP.13, SP.16, SP.20, SP.21, SP.23, SP.27, SP.28, SP.29, SP.30, SP.31, SP.32, SP.33, SP.34, SP.35, SP.36, SP.37, DM.7, DM.8, DM.23, DM.24, DM.26, DM.32, SP.BLK2 of the Wyre Forest Local Plan (adopted April 2022) Churchill and Blakedown NDP WFDC Design Guidance SPD WFDC Planning Obligations SPD WFDC Affordable Housing SPD National Planning Policy Framework (NPPF) National Planning Practice Guidance (NPPG) National Design Guide
Recommendation	DELEGATED APPROVAL, SUBJECT TO S106 AGREEMENT
Reason for Referral to Committee	'Major' Planning Application

1.0 History

1.1 There is no previous planning history in respect of the application site.

2.0 Consultations and Representations

2.1 Churchill & Blakedown Parish Council – Objects in principle to the removal of this piece of land from Green Belt status, and the following comments are aimed at mitigating the reality of the now adopted Local Plan.
[Officer comment: The site was removed from the Green Belt and the site allocated for development through the Local Plan making process].

Although the revised outline application addresses to some extent the ecological impact of the proposed development, there remain serious concerns about the encroachment of the site into the small valley at the eastern edge of the plot, and onto the border of the stream. This area, rich in wildlife, is part of a connecting series of 4

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pools which run from Broome down to the main Churchill and Blakedown water system and feed into the protected SSSI and wildlife sites at Hurcott and Podmore.

[Officer comment: In response, the Countryside and Technical Services Manager has commented that the land is recognised as a LWS (Local Wildlife Site) and harm to this will be avoided and an offset area from the LWS is being proposed, with the details determined at reserved matters].

There is already evidence at the northern edge of the site that building work has a severe adverse impact on the watercourse. Work in recent years on the culvert under the railway has left a large, stagnant and apparently polluted pool (inaccessible, but visible from the railway) where previously the stream ran clear into Coopers Pool. Further contamination of this particular water system must be avoided if the delicate ecological balance of the area is to be preserved, and it is recommended that the eastern border of the development be moved further back to the west so that it does not overlap onto the slope of the stream bank.

[Officer comment: In response, the North Worcestershire Water Management Officer comments that they are aware of the work that Network Rail undertook in relation to the culvert underneath the railway a number of years ago, for which they obtained the required land drainage consent. The flow in the watercourse is at this point largely controlled by the water level in Coopers Pool, set by the pool owner and something that is outside the Council's remit. This could potentially explain the stagnant water observed. Stagnant water itself is not necessarily a reason for concern. If there are any concerns regarding ongoing pollution of the watercourse, then such concerns should be shared with the Environment Agency].

The application shows the area of land retained for car parking as a condition of any approval, as originally planned by WCC. We would support this retention, and further recommend that this should be the preferred location for off road parking for the station, rather than Station Yard. This would reduce dangerous congestion in Lynwood Drive and at the junction of Lynwood and Station Drives. It should be a condition of development that any dwellings on the Field site should have at least two allocated parking spaces per dwelling.

[Officer comment – All car parking would be required to comply with the parking standards set out in the Adopted Streetscape Design Guide and parking provision would be considered as part of the subsequent reserved matters application concerning 'layout'].

The Parish Council object to the removal of TP1, a healthy oak tree which is over 100 years old, and (together with TP2) an important feature of the streetscape along Station Drive.

[Officer comment: In response, the Arboricultural Officer comments that whilst TP1, it is a good tree with a high amenity value there are other trees within the street scene and in the nearby landscape. The loss of this Oak will be mitigated against by the planting of many more trees within the site, thereby increasing the overall canopy cover of the village].

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Finally, in advance of a revised detailed application, the Parish Council wish to remind the developers that this site has been removed from Green Belt, and as such should be used for housing which is urgently needed – social / affordable housing in smaller units and bungalows / sheltered housing, in keeping with the policies of the Churchill and Blakedown Neighbourhood Plan.

[Officer comment – The submission of an affordable housing scheme as required through the Section 106 Agreement would be necessary to demonstrate that it meets an identified local housing need as per the site allocation requirements outlined in Policy SP.BLK2. In addition, a planning obligation has been secured to require 25% affordable housing to accord with Policy SP.10].

2.2 Highway Authority (WCC) – No objection, subject to conditions and S106 obligations relating a Traffic Regulation Order to impose parking restrictions on Station Drive; Community Transport; Home to School Transport.

The requirement for parking restrictions along the site access road and at the access itself will be further considered through detailed design and any future S38 process. The Highway Authority has raised concerns about the presence of on-street parking along the north side of Station Drive, which may obstruct the site access visibility splay, be problematic for large vehicles exiting the site and may be contributing to the perceived vehicle queues on Station Drive. The Applicant has agreed to provide a S106 contribution of **£10,000** towards parking restrictions on Station Drive should future monitoring demonstrate that these are necessary to improve safe access and egress from the site.

Layout

The Highway Authority notes that the proposed site layout is indicative only at this stage and as such, comments are provided with the aim of helping to inform any future reserved matters application. The Applicant’s TA provides that the internal access road would measure 6m wide to the point intended to connect with the safeguarded rail station car parking area. To the north of this location, the carriageway width reduces 5.5m to serve the proposed dwellings. On each side of the carriageway, the Applicant intends to provide 2m wide footways. The Applicant notes that carriageways would be built to an adoptable standard and are at this stage anticipated to be offered up for adoption by the LHA. The Highway Authority notes that only the main spine road would be considered for adoption with design principles currently shown.

The Highway Authority notes that residential parking provision will be subject to a reserved matters application. The Applicant’s intention to provide Ultra Low Emission Vehicles (ULEV) charging points is welcomed. It is noted that the application development description includes land safeguarded for up to 45 station related car parking spaces. The Applicant should provide parking in keeping with the provisions of the Streetscape Design Guide.

The Highway Authority is in receipt of the Applicant’s Swept Path Assessment for a Phoenix 2 Duo Recycler refuse wagon, a fire appliance vehicle and pantechicon and is satisfied that these vehicles can undertake the necessary turning manoeuvres at the site access junction. The Applicant notes that new footpath connections are proposed,

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which will link the site directly with an existing bus stop on the A456 Birmingham Road and also the railway station platform in the west.

Trip Generation

The Applicant presented trip rates for the proposed development which were forecast using the traffic movements obtained from the MCC traffic survey for the Lynwood Drive junction – the ‘donor survey’. The use of these trip rates has been agreed with the Highway Authority. Whilst the Applicant notes that the safeguarded rail parking proposed is not proposed to come forward at the same time as the residential development, to provide a robust assessment the Applicant has provided trip rates that could be associated with a Railway Station car park in this location. The Highway Authority accepts that the peak hour trip rates and resultant two-way vehicle movements are robust.

Highway Impact and Capacity

The Highway Authority has reviewed the submitted modelling and welcomes the Applicant’s use of a one-hour profile and the modelling of Station Drive as one lane plus short flare. Highway capacity assessments have been undertaken for the Station Drive/A456 Birmingham Road junction and the Station Drive/Lynwood Drive junction using PICADY. The Highway Authority has audited the PICADY base models and is satisfied that they are suitably validated and calibrated.

The Highway Authority is aware of local concern regarding queuing vehicles on Station Drive extending from the Birmingham Road junction back through the level crossing. However, the November 2021 surveys demonstrated that minimal queuing occurs on Station Drive and that whilst a ‘peak’ queue of up to 6 vehicles can form when the level crossing reopens and vehicles discharge eastwards, the queue at the Birmingham Road junction typically does not exceed more than 1-2 vehicles. Average maximum vehicle queues at the Station Drive/Birmingham Road junction are not predicted to exceed more than 1-2 vehicles. However, critical to the capacity assessment is the assumption that the Station Drive approach provides one lane plus a flare at the Birmingham Road junction, which allows 2 vehicles to wait at the give-way line simultaneously (when one vehicle is making a left turn and the other, a right turn). On the basis of the impact and capacity assessments undertaken, the Highway Authority is satisfied with the Applicant’s conclusion that *“the existing Station Drive and A456 Birmingham Road junction arrangement is suitable to accommodate the proposed development”* and that the proposed development is unlikely to result in a severe impact on the surrounding local highway network.

Public Transport

The Station Drive northbound bus stop is located on the A456 Birmingham Road approximately 100m walking distance from the proposed development’s centre. The Station Drive southbound bus stop is approximately 200m walking distance from the proposed development’s centre. The stop is located close to the Station Drive/ A456 Birmingham Road junction, on the eastern side of Birmingham Road. Both bus stops are equipped with a bus stop layby, shelter and seating facilities and flag poles and timetable information. The northbound and southbound stops are served by bus route number 192 which provides hourly services from Monday to Saturday.

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The site is located immediately east of Blakedown Railway Station, operated by West Midlands Railway.

In accordance with the Council's obligations under the 1985 Transport Act and the 2010 Equalities Act and the Worcestershire County Council Passenger Transport Strategy 2019-2030 a contribution of **£4,158.00** is required towards Community Transport. The Council also requires a contribution of **£64,426.00** towards provision of home to school transport.

Travel Plan

The Highway Authority is in receipt of the Applicant's Framework Residential Travel Plan (RTP). The Applicant identifies that the Modeshift STARS system would be used. The Applicant notes that all dwellings would be provided with a Green Travel Voucher, provided for up to three tenures within the RTP period. This would provide the opportunity for sustainable travel use through the purchase of walking apparel, cycling equipment or towards the costs of bus tickets.

Street Lighting

The Applicant should identify if the development would be lit. This information is required for the Highway Authority to determine if speed limit TROs may need to be processed. The principal access road shall be considered for highway lighting as an initial starting point, as shall any adopted pedestrian access routes to the train station and the bus stop. However, the side roads (where adopted) shall be assessed for lighting based on a dark baseline (i.e., highway lighting should only be proposed if there is clear requirement to include it). The site is considered to be environmentally sensitive and, therefore, should highway lighting not be considered appropriate for the spine road after assessment and consultation with WCC's Ecologist, liaison shall be undertaken with the Parish Council to establish their requirements to light, given that the adjacent roads have parish lighting. Liaison should also be undertaken with Network Rail regarding all lighting proposals given the proximity of the railway line, train station and level-crossing.

2.3 Arboricultural Officer – No objection subject to conditions.

In order to provide suitable access to the application site, tree T1, an Oak, will need to be removed. This tree is a good specimen and whilst its retention would be preferred, as the site is allocated for housing within the Local Plan, it is accepted that compromises need to be made. It is recognised that the site is large enough for additional tree planting to mitigate for the loss of this single TPO'd tree.

2.4 Worcestershire Children First – No objection.

A development of this type is likely to attract young families which will have an impact on education provision in the area.

Early Years Education

It has been confirmed that there are sufficient places within early years provision within the area of the proposed development. There will be no need for an early years' contribution.

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Primary Education

With regards mainstream provision, the proposed development is likely to yield 2-3 pupils on average per year group in the primary phase of education, with pupils from the development expected to attend Blakedown CE Primary. Analysis of pupil numbers indicates that there is currently insufficient capacity within the catchment area school to admit the number of pupils that are likely to be generated from the proposed development and also maintain the 5% surplus needed for in year migration. Therefore, it is advised that there will be a need for a primary contribution, which is calculated as **£307,054**. This contribution will be used to provide additional education facilities at Blakedown C.E. Primary school.

Secondary Education

The proposed development is likely to yield 2-3 pupils on average per year group in the secondary phase of education. All catchment high/secondary schools are either full or near capacity in all year groups from year 7-11. As such, a secondary school contribution will be required which is calculated as **£299,556**. This contribution will be used to provide additional education facilities at Haybridge High and Sixth Form or another school serving the proposed development within a 3 miles radius of the development.

Special Needs Education

With regards to Special Education Needs and Disabilities (SEND) provision, the proposed development is likely to yield 1 SEND primary school place however a contribution for SEND will not be sought.

Total Education Contribution sought is **£606,610**, with contributions to be recalculated when tenures have been finalised at the Reserved Matters stage.

[Officer comment – The applicant has agreed to make a financial contribution towards Education based on a standard formula to be inserted into the S106 agreement to enable a calculation to be made based on the proposed housing number and tenure at Reserved Matters stage].

2.5 Countryside and Technical Services Manager (WFDC) – No objection subject to conditions.

Following the submission of additional protected species surveys and further clarification with regard the nature and extent of proposed biodiversity enhancements, it has been confirmed that there are no outstanding grounds for objection, subject to the imposition of suitable conditions relating to:

- Biodiversity Net Gain (BNG) calculation to be undertaken and submission of BNG Plan; the
- Submission of a Landscape Environment Management Plan (LEMP);
- Submission of a lighting plan;
- New walk over ecological survey;
- Submission of a Construction Environment Management Plan (CEMP).

2.6 Environment Agency – Confirm that they have no comments to make.

2.7 WMP Designing Out Crime Officer – No objection.

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- 2.8 Housing Enabling (WFDC) – No objection.
The housing development proposed would help towards meeting future housing needs in Blakedown village. The mix and tenure of proposed properties should address identified local need.
- 2.9 Natural England – No objection.
Based on the plans submitted, the proposed development will not have significant adverse impacts on designated sites.
- 2.10 NHS CCG Primary Care Trust – No objection subject to a financial contribution of £37,673 to mitigate the impact arising from the development and to absorb the patient growth generated by the development proposed. It is commented that the development could generate approximately 137 residents and subsequently increase demand upon existing services and that funding towards new and additional premises or infrastructure, extension to, or reconfiguration of, existing premises, or improved digital infrastructure and telehealth facilities is necessary to make the development acceptable in planning terms.
[Officer comment – The CCG have been unable to confirm where the local deficiencies in provision are located within the district and whether the financial contribution would improve those deficiencies. As such, your officers have been unable to confirm that the planning obligation would meet the tests set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010, in particular that the contribution would mitigate the impacts arising from the development on a local GP surgery in terms of both being necessary and directly related to the development. In the absence of where the contribution would be spent, this planning obligation cannot not be secured].
- 2.11 Network Rail – No objection subject to mitigation.
A financial contribution of **£10,000** towards yellow box markings and changes to the level crossing ‘Ground Plan’.
- 2.12 Severn Trent Water – No objection subject to conditions to ensure the satisfactory disposal of surface and foul water.
- 2.13 Conservation Officer – No objection.
Following the submission of additional information the findings of the submitted Heritage Statement are agreed in that with appropriate mitigation methods, the development would preserve the setting of Harborough Hall, in accordance with the statutory duties set out in Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as well as the setting of the locally listed and non-designated assets at the railway station and culvert, in accordance with Paragraph 203 of the National Planning Policy Framework.
- 2.14 North Worcestershire Water Management Officer – No objection subject to conditions.
Following the submission of further details in response to earlier concerns, such matters have now been satisfactorily addressed. The updated Flood Risk Assessment and Drainage Strategy confirms that the site is not at risk of flooding from any source. It advises that preliminary soakaway testing has confirmed that the ground conditions are suitable for the discharge via infiltration. Permeable paving has been proposed within private driveways and car park areas.

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The submitted information includes a short section on water quality treatment. The use of an oil interceptor for the outfall to the watercourse has been mentioned. No assessment has been submitted to show that an interceptor would provide sufficient treatment for suspended solids, heavy metals and hydrocarbons. For this assessment the simple index approach set out in the CIRIA SuDS Manual (2015) can be used unless regulators indicate that this would not be sufficient given the sensitivity of the receiving water environment. It has been detailed in the submitted information that all assets have been designed to cope with the 1 in 100 year + 40% climate change allowance event and calculations have been submitted.

It is noted that for foul drainage a gravity fed system is now proposed, which directly addresses previous comments which questioned the need for the previously proposed pumping station. In light of the above, it is concluded that there are no grounds to withhold approval of this outline application, providing that a suite of detailed conditions is imposed.

2.15 WCC Archive and Archaeology – No objection, subject to conditions.

The application site is judged to have the potential to impact heritage assets of archaeological interest and as such it is recommended that a programme of archaeological works should be secured and implemented by means of suitably worded conditions attached to any grant of planning permission. This would consist of an evaluation by trial trenching and geophysical survey to be carried out as a condition on any grant of outline consent. This might be followed by further mitigation or alteration of the design prior to the reserved matters application being submitted.

2.16 Worcestershire Regulatory Services (Air Quality) – No objection, subject to conditions.

The following air quality mitigation measures are recommended to any planning permission given:

Air Quality - It is recommended that the applicant incorporate mitigation measures as part of the development to minimise impact from the development on local areas of poor air quality and assist in alleviating pollution creep arising in the general area.

Secure Cycle Parking - It is recommended that secure cycle storage is provided within the curtilage of each dwelling.

Electric Vehicle Charging.

Low Emission Boilers.

2.17 Worcestershire Regulatory Services (Nuisance Assessment) – No objection, subject to conditions.

The submitted noise and vibration assessment concludes that noise from both the railway and the A456 could be adequately mitigated internally with the installation of standard double glazing and alternative ventilation and boundary fencing for external amenity areas. Therefore, at the reserved matters stage, the applicant will need to submit a revised noise assessment for approval detailing the glazing and ventilation products to be installed and confirming that they will meet the required sound reduction to ensure that internal noise levels are in line with the recommendations of BS8233:2014.

In terms of external amenity areas, the revised noise assessment should detail the height / extent / surface density of any boundary fencing required to ensure that noise levels in all external amenity areas does not exceed 55dB, 16hr.

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- 2.18 Worcestershire Regulatory Services (Contaminated Land) – No objection, subject to conditions.

Having reviewed the submitted documents and referred to historical maps for the site, the indication is that the site has been used for open fields/arable land, as is currently the case. No indication of previously agricultural buildings or storage tanks, or heavy/contaminative industry, has been identified in the vicinity. The applicant should report any unexpected contamination if encountered.

- 2.19 WF Cycle Forum – No objection.

The application does not identify safe cycle routes which pass nearby the application site, which is an oversight. Secure cycle parking should be provided within the curtilage of dwellings and at the railway station

[Officer comment: The suggestion of secure cycle parking at the railway station is not considered to be directly relevant to the application and to seek such a requirement would be unreasonable and would fail to meet the tests set out in Paragraph 56 of the National Planning Policy Framework].

- 2.20 Central Networks – No comments received.

- 2.21 Landscape Advisor (WCC) – No comments received.

- 2.22 Worcestershire Wildlife Trust – No comments received.

- 2.23 Sustainability Officer (WCC) – No comments received.

- 2.24 Cadent Gas Ltd – No comments received.

- 2.25 WCC (Health Protection) – No comments received.

- 2.26 Countryside Access Mapping Orders Officer – No comments received.

- 2.27 **Neighbour/Site and Press Notice Representations**

A total of 50 representations have been received, with 49 objections and 1 representation in support. The reasons for objection are summarised as follows (with Officer comments/clarification where necessary):

- Development encroaches into the Green Belt.
[Officer comment: This is incorrect. The site was removed from the Green Belt and the site allocated for development through the Local Plan making process].
- Impact on visual openness of the Green Belt.
- Site should not have been removed from the Green Belt.
- Extends settlement into open countryside.
- Overdevelopment - Density of development excessive and out of character with Blakedown village.
- No need for this level and amount of housing in Blakedown.
- Adverse impact on identified Green Zone and Wildlife Zone.
- Increase in traffic congestion on Station Drive and to and from Birmingham Road.
- Adverse impact on highway and pedestrian safety and the nearby level crossing.

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- Increased demand on already inadequate local amenities and infrastructure, including shops and services (including doctors surgery).
- Local Primary School unable to accommodate additional demand for school spaces arising from the development.
[Officer comment: There is no objection to the development from Worcestershire Children First, subject to financial contributions to primary and secondary education facilities as detailed at Paragraph 2.4].
- Should be developing empty buildings/brownfield sites in Kidderminster and not destroying the countryside.
- Inadequate number of Affordable Housing proposed.
- Separate additional access from Birmingham Road should be provided to serve the site.
- Loss of protected trees.
- Adverse cumulative impact of development in Blakedown and beyond (including Lea Castel and Husum Way) on wider highway safety.
- Inadequate consideration of pedestrian, and in particular child safety walking to and from the Primary School.
- Inappropriate location for car park to serve the railway station and should have its own access.
- Premature application in advance of Churchill and Blakedown Housing Needs Survey and associated analysis.
- Pollution impact upon future occupiers.
- Inadequate public open space.
- Noise impact upon future occupiers from the railway and the A456 (Birmingham Road).
- Scale of development out of keeping with Blakedown.
- Lack of consultation and engagement by applicants.
- Proposal not in accordance with Churchill and Blakedown NDP
- Inadequate provision made for wet woodland/marshland as required by Local Plan policy.
- Adverse impact on protected species and other wildlife.
- Adverse impact upon watercourse.
- Insufficient mitigation planting.
- Loss of rural/agricultural land.
- Landscape Visual Assessment inadequate and fails to sufficiently appraise impact of development, including Year 1 construction phase of development, and does not appraise landscape sensitivity of the site.
- Adverse impact of development on amenities and privacy of existing local residents.
- Adverse impact on property values of existing dwellings in the vicinity.
[Officer comment: Members will be aware that loss of value is not a material planning consideration]
- Development should facilitate a footbridge to the Station platform(s).

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3.0 Site Location and Description

- 3.1 The application site is located at the northern extreme of Blakedown village, but clearly sits within the Blakedown Settlement Boundary as defined within the adopted Wyre Forest Local Plan (April 2022).
- 3.2 The site sits adjacent the telephone exchange building on Station Drive and is bounded by the A456 Birmingham Road to the east; Station Drive, and existing residential development opposite, to the south; and the Kidderminster to Stourbridge Junction railway line to the west, and beyond that existing residential development. To the north lies an area of deciduous woodland.
- 3.3 The site has an approximate overall area of some 2.7 hectares (6.5 acres) and currently consists of principally flat arable land, albeit with a fall in levels towards the north end of the site. The east boundary features an established hedgerow alongside the A456. There is an area of plantation woodland to the west, which runs parallel with the railway line and a denser area of woodland at the north end of the site.
- 3.4 The site is currently accessed via a field gate on Station Drive, and a concrete access road is visible on site, which follows along the western boundary of the site. The Station Road frontage features 2 no. mature Oak trees, which are subject to a Tree Preservation Order (TPO) – Council ref: TPO 489, which also covers other individual trees and areas of woodland around the periphery of the application site.
- 3.5 This is a sustainable location, located within the defined Blakedown village boundary, and within walking distance of local shops and services, including public houses; post office/shop; primary school; and with immediate access to a choice of public transport (rail and bus services), and the cycle network.
- 3.6 To confirm, the application site fully corresponds with the mixed-use site allocation SP.BLK2 “Land off Station Drive, Blakedown” as included within the adopted Wyre Forest District Local Plan, which indicates that the site could provide for 50 dwellings and also safeguard future car parking needs (associated with the adjacent Blakedown Railway Station).
- 3.7 The application seeks outline planning permission, with all matters reserved for subsequent approval except site access, for residential development and the safeguarding of land for Blakedown railway station related car parking. Access, for which permission is sought, would be from the Station Drive only in accordance with the site allocation requirement.
- 3.8 The submitted Parameters Plan, amongst other things, confirms the overall site area, along with the net developable area (1.5 hectares) and the extent of the proposed green infrastructure (1.13 hectares) which equates to 40% in accordance with Policy SP.28.
- 3.9 Having originally been submitted proposing 57 dwellings, following negotiations with the applicants the proposal has been reduced down to a maximum of 52 dwellings which would thereby equate to a development density (of the developable area) of 35 dwellings per hectare. The application also includes land to be safeguarded for future

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car parking for the railway, subject to an updated needs assessment. A suitable planning condition is considered necessary to ensure such provision is safeguarded and provided if it is considered that additional railway parking is needed, in accordance with the site allocation policy.

3.10 The application is accompanied by a suite of supporting documents, and has been supplemented by additional submissions following the first round of consultations, as summarised below:

- Landscape Assessment.
- Design & Access Statement (and subsequent addendum).
- Tree & Woodland Survey.
- Flood Risk Assessment & Drainage Strategy.
- Noise Assessment.
- Transport Assessment.
- Travel Plan.
- Preliminary Ecological Assessment and Protected Species surveys.
- Heritage Impact Assessment.

3.11 Members are advised that the originally submitted, and subsequently amended, indicative Masterplan and associated illustrative layout has been withdrawn from the application pack and as such no layout, illustrative or otherwise, is before Members for consideration.

3.12 Nevertheless, the Parameters Plan has been updated which includes the suggested route of the main spine road to serve the development; the extent of the green infrastructure areas including wildlife corridor adjacent to the railway line and the SuDS proposals; and the maximum build heights over a series of development blocks, which are indicated as being maximum build heights of 2 and 2.5 storey. A small proportion will be single storey bungalows.

4.0 Officer Comments

4.1 The main considerations for this application are:

- Policy Context and Principle of Development
- Affordable Housing and Housing Mix
- Safeguarded Car Parking
- Access and Highway Safety
- Noise, Vibration and Air Quality
- Landscape and Visual Impact
- Arboriculture, Ecology and Biodiversity
- Drainage and Flood Risk
- Loss of Agricultural Land
- Climate Change
- Other Matters
- Planning Obligations

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POLICY CONTEXT AND PRINCIPLE OF DEVELOPMENT

- 4.2 S38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission under the planning Acts be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 4.3 The Development Plan for Wyre Forest comprises the Wyre Forest District Local Plan (adopted 2022), and, in this case given the location of the application site, the Churchill and Blakedown Neighbourhood Development Plan. The Development Plan is supplemented by further supplementary planning documents, which include the Planning Obligations SPD, Affordable Housing SPD and Design Guidance SPD.
- 4.4 The National Planning Policy Framework (the 'Framework') represents the most up-to-date Government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application.
- 4.5 The Framework contains a presumption in favour of sustainable development and for decision making this means: Approving development proposals that accord with an up-to-date development plan without delay (paragraph 11c). The Framework also requires planning decisions to support the Government's objective of significantly boosting the supply of homes (paragraph 60). Paragraph 110 of the Framework also requires new developments to be in locations that can take up appropriate opportunities to promote sustainable transport modes and steer development to areas with the lowest risk of flooding from pluvial and fluvial sources (Paragraph 161).
- 4.6 Policies SP.1 and SP.2 of the adopted Wyre Forest District Local Plan sets out the spatial strategy for the district in directing how and where new development should be distributed. Read together, the policies provide a strategy for the distribution of development and require the scale and location of new development to take account of local circumstances and infrastructure capacity; actively managing patterns of growth so that significant development is focused upon locations which are or can be made sustainable. Policy SP.2 also states that the Spatial Development Strategy and the site allocations in (the) Plan are based upon the following principles (amongst others):
- *'Provide for and facilitate the delivery of sufficient accessible housing'* (bullet point 1(a))
 - *'Focus most development in and adjacent to the urban areas, where both housing needs and accessibility to more effective public service provision are greatest'* (bullet point 1(f))
- 4.7 As confirmed above, the application site corresponds with site allocation under Policy SP.BLK2 within the adopted Wyre Forest District Local Plan (adopted 2022). The Wyre Forest District Local Plan suggests that the site would be capable of delivering 50 dwellings, as well as the future car parking need (to serve Blakedown Railway Station).
- 4.8 The reasoned justification (Paragraphs 31.4 and 31.5) for Policy SP.BLK2 states, inter alia:

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“Development of this site would constitute a rounding off of the settlement of Blakedown and provide a strong and defensible Green Belt boundary using the stream, pools and woodland to the north and the A456 to the east. Blakedown is a well-served village with easy access to local shops, primary school, sports facilities and regular train services into Hagley and Kidderminster for other services. Housing development on this site would also help towards meeting future housing needs in Blakedown village.

Additional car parking may be needed in the Plan Period at Blakedown railway station to meet the demand for car parking spaces for rail users on the commuter line to the Black Country and Birmingham Although the northern end of the site falls within Flood Zones 2 or 3, this area will be left undeveloped as it is protected by its designation as a Local Wildlife Site.”

- 4.9 In addition, Members should note Local Plan Document (ED33) which was produced by the Council at the Examination of the Local Plan in response to a request made by the Inspector (following on from comments made by the Parish Council and others that there were insufficient reasons to remove the site from the green belt). This Paper concludes *“The Council therefore feels it can justify the need for new housing development within the Parish to meet local needs”*. In addition, the Inspector in their final report to the Local Plan Examination (March 22) concludes on these matters at paragraphs 189/190 stating,

“189. The allocation of 50 dwellings in the village is justified, given the overall level of housing need in the district and the sustainability of Blakedown as a settlement with a railway station, primary school, shop and other services and facilities within walking or cycling distance. Also, there is no evidence of significant environmental constraints that would outweigh the benefits of the proposed new homes on the site.

“190. While the Parish Council and others dispute the scale and nature of local housing needs, the housing register indicates that 70 households in the Parish need affordable housing. On balance of all the evidence, it is reasonable to expect that development of the allocation will help to meet a range of local and district-wide housing needs over the plan period”.

- 4.10 Policy SP.BLK2 itself sets out a series of development requirements (i. to ix). The site allocation policy requires development of the site to accord with the following site-specific criteria:

- i. Vehicular access should be taken from Station Drive.*
- ii. The plantation woodland alongside the railway line should be retained and supplemented with additional planting where required.*
- iii. The existing hedgerow along the A456 boundary should be retained and supplemented where required.*
- iv. A pedestrian access onto the station platform and onto the A456 adjacent to the bus shelter should be incorporated into the development.*
- v. Churchill and Blakedown Valleys Local Wildlife Site (LWS) partially overlaps the site to the north. The development should provide buffering for the LWS with the embankment and woodland retained as open space. The development should optimise the potential for SuDs and the creation of a mosaic of semi-*

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natural marshland and wet woodland on the site. Much of the LWS falls within Flood Zones 2 or 3.

- vi. The development should be designed to retain and protect the mature trees on the Station Drive frontage with canopies kept free of lighting for ecological reasons. Where trees cannot be retained, full justification must be provided as part of a Tree Survey and Arboricultural Impact Assessment, and any unavoidable losses should be replaced within the proposed development.*
- vii. Any potential adverse impacts on views from/of Harbrough Hall (Grade II Listed) should be mitigated for by additional planting along the eastern boundary where required, and by sensitive design of the development.*
- viii. The new housing should be provided in accordance with policies elsewhere in Local Plan and also to meet any local housing need as shown in a Parish Housing Needs Survey and/or the Housing Register.*
- ix. The car parking provision should be brought forward sequentially following the provision of car parking on the allocated site at Station Yard (Policy SP.BLK1) and only if future demand justifies it.*

- 4.11 Given the outline nature of the current application, whilst it is clear that the requirements of this listed criteria have been considered by the Applicants, in the absence of a fully detailed scheme full compliance cannot be achieved at this outline stage, rather certain matters (e.g. house types and detailed layout) will require the submission of suitable details at reserved matters.
- 4.12 As indicated at Paragraph 3.9 above, the current application is seeking permission for up to 52 dwellings (i.e. 2 additional dwellings over the suggested number of 50 dwellings indicated under Policy SP.BLK2. This equates to an extremely modest 4% increase in the total number of dwellings to be accommodated on this allocated site, and would result in a density of development (within the previously identified 1.5 hectare developable area) of 35 dwellings per hectare. This density would accord with the required housing density for new developments in the rural areas of the District, as set out under Policy SP.9 'Housing Density & Mix' of the adopted Wyre Forest District Local Plan.
- 4.13 Your officers do not consider that the application could or should be resisted on grounds of exceeding the indicative capacity stated within the Local Plan site allocation, which is an extremely modest increase in housing numbers.
- 4.14 There is clear in principle planning policy support for the proposed development, which has been established through the plan-making process. Whilst it is acknowledged the site allocation is not included within the 'Made; Churchill and Blakedown NDP, it is the case that the NDP pre-dates the more recently adopted Local Plan, and as such in this regard the NDP must be viewed as being 'out-of-date'.
- 4.15 The proposal for up to a maximum of 52 dwellings is considered to be appropriate and acceptable in principle. This is an allocated site, for residential and safeguarded parking alike, within the adopted Local Plan. Any devil will lie in the future detail and will be assessed via the reserved matters and associated submission of details in order to satisfy the requirements of the suggested planning conditions.

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AFFORDABLE HOUSING AND HOUSING MIX

- 4.16 Policy SP.10 of the Wyre Forest District Local Plan sets out the Council's Affordable Housing requirements from new major development sites, with a minimum level of on-site provision of 25% required, unless a submitted Viability Assessment indicates that such a level of provision cannot be supported. Members are advised that in this case, no such Viability Assessment has been submitted and as such the full 25% level of provision is to be expected and will be provided.
- 4.17 The required tenure split amounts to 65% rented (primarily social rent) and 35% affordable housing for sale tenure(s) (including shared ownership), as required by Policy SP.10. The size of the Affordable Housing Units is to be agreed in writing by the Council, with particular regard to the identified housing needs within the Churchill and Blakedown Parish. The Housing Needs Survey for the parish has recently been updated and is published on the Council's website. This will be used to determine the housing number, type, mix and tenure in the subsequent Reserved matters application.
- 4.18 Members will have noted from the Parish Council's formal response earlier in this report which suggests that locally there is demand for smaller dwellings and bungalows. Both Policies SP.6 and SP.9 of the Wyre Forest District Local Plan indicate that new housing developments must, inter alia, address local housing needs and incorporate a range of types, tenures and sizes of housing to create mixed communities. In addition, Policy SP.13 indicates, inter alia, that the Council will require major housing developments, such as is proposed, to consider and make provision for bungalows to meet the needs of older people. The aforementioned HNS will confirm the level of demand for housing, which will need to be reflected in any subsequent reserved matters application concerning layout and scale.
- 4.19 Additionally, the Applicants have indicated a willingness to provide 2 self-build/custom build plots within the development, which is to be welcomed. In that regard, the development would accord with Policy SP.12 of the Wyre Forest District Local Plan.
- 4.20 Furthermore, at the reserved matters, the details of the proposed design of the Affordable Housing must ensure that the Affordable Housing is materially indistinguishable (in terms of outward design and appearance) from the market housing of a similar size within the Development.
- 4.21 The above requirements are to be secured via planning obligations set out within the Section 106 Agreement (as detailed elsewhere in this report).
- 4.22 In light of the above, it is considered that the outline planning application satisfies the Council's requirements with regard to Affordable Housing provision and will be capable of satisfying the local needs and is therefore in accordance with Policy SP.10 of the adopted Local Plan.

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SAFEGUARDED CAR PARKING

- 4.23 The site allocation and associated Policy SP.BLK2 consists of two strands. The first being the housing provision, and the second relates to the safeguarding of the future car parking need to serve Blakedown Railway Station. In this regard, the application as submitted proposes the provision of a safeguarded area located at the south-west of the site, as indicated on the Parameters Plan marked as 'Area for future station car parking'.
- 4.24 Members are advised that the location of the proposed safeguarded car parking area has been confirmed as being acceptable by the Highway Authority. The retention and future provision of this area for car parking (associated with the Railway Station) can be secured by planning condition, Officers are satisfied that the proposals accord with Policy SP.BLK2 in terms of meeting future parking needs.

ACCESS AND HIGHWAY SAFETY

- 4.25 Whilst the planning application is made in outline, consent is sought with regard access to and from the development site. The application shows a single point of access from Station Drive for vehicles, which accords with criteria (i) of the site allocation policy (Policy SP.BLK2).
- 4.26 Paragraph 110 of the Framework, inter alia, requires that appropriate opportunities to promote sustainable transport modes be sought; that safe and suitable site access for all users be achieved; and that any significant impacts from development on the transport network (in terms of capacity and congestion), or highway safety, can be mitigated (to and acceptable and cost effective degree).
- 4.27 Members will have noted that objectors have expressed concern with regard the site access, and in particular the impact in terms of congestion along Station Drive and the knock-on impact of queuing traffic and the junction with Birmingham Road.
- 4.28 The application has been accompanied by a robust and comprehensive Transport Assessment (TA) which includes baseline traffic flow details and forecast trip generation for both the residential development and the safeguarded car park. The TA also considers the impact of traffic associated with committed development at East Kidderminster and Lea Castle in particular.
- 4.29 The TA concludes that suitable access arrangements for all modes can be achieved at Station Drive and that pedestrian access can be provided via new connections linking the scheme with the local bus stops to the south and to the railway platform to the north. Traffic impact assessment of traffic flow scenarios, which includes the traffic associated with the proposed development, the safeguarded parking in the site, committed development, and the nearby Station Yard development confirms that the Station Drive junction with the A456 will continue to operate within capacity.
- 4.30 As detailed at Paragraph 2.2, the Highway Authority concur with the findings and the submitted TA and raise no objections to the development, subject to suitable planning conditions and S106 contributions relating to parking restrictions on Station Drive and towards Community and Home-to-School transport.

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- 4.31 The Highway Authority has fully considered and assessed matters of highway impact and capacity, being particularly mindful of local objections regarding queuing vehicles on Station Drive and knock-on implications for the junction with Birmingham Road but remains satisfied that there would be no adverse impact on the highway network.
- 4.32 In the absence of a detailed layout for the development at this outline application stage, the Highway Authority is unable to fully assess such matters as internal highway layout and parking provision, which would be considered at the submission of reserved matters.
- 4.33 Paragraph 111 of the Framework indicates that: *‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’*
- 4.34 Officers are content that the information and evidence submitted in support of the application, together with the conclusions made by the Highway Authority, that this standalone application would not be detrimental to highway safety or capacity. Even factoring in the cumulative impacts of previously committed development beyond Blakedown the development is found to be acceptable, and in accordance with Policy SP.27 of the Wyre Forest District Local Plan and Paragraphs 110 and 111 of the Framework. That being the case, there are no grounds to resist the development on highway safety or capacity grounds.

NOISE, VIBRATION AND AIR QUALITY

- 4.35 The application site, as previously indicated, sits between the A456 Birmingham Road and the Kidderminster to Stourbridge Junction (and beyond) railway line. Consequently, a Noise and Vibration Assessment (NVA) accompanied the planning application.
- 4.36 A noise survey was conducted to characterise the noise climate of the site measuring both the ambient and maximum noise levels to ascertain if mitigation would be necessary to achieve reasonable internal and external noise levels.
- 4.37 The NVA indicates that due to noise levels the site is, at worst, a so-called “medium risk” site which would require some form of mitigation to ensure that future occupants are not adversely impacted upon by external noise sources.
- 4.38 The NVA illustrates that by using the guidance and calculation methods contained within BS 8233: 2014 *‘Guidance on sound insulation and noise reduction for buildings’*, it has been shown that the recommended maximum internal noise levels for each room use under BS 8233 can be achieved through the provision of a good quality window double glazed window unit, and it is recommended that suitable planning conditions should be imposed to ensure suitable internal and external noise levels. The NVA also suggests that as the proposed development meets the guidance contained within BS 8233: 2014, the proposed development adheres to the principles of the NPPF (Paragraph 170) with the new development not: *“put at risk from, or being adversely affected by unacceptable levels of noise pollution”*.

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- 4.39 As confirmed at Paragraph 2.17, Worcestershire Regulatory Services (Nuisance Assessment) agree with the findings and recommendations of the submitted NVA and raise no objection, subject to conditions. Officers concur with this view, and it is considered that the noise environment of the site is not a constraint to the proposed residential development.

LANDSCAPE AND VISUAL IMPACT

- 4.40 The application is supported by a Landscape Assessment (LA). The site has been assessed in terms of the potential landscape, visual and character impacts of the proposed residential development on the existing site and the surrounding area. The LA indicates that it has been carried out in general accordance with the recommendations contained within the 'The Guidelines for Landscape and Visual Impact' 3rd Edition published jointly in 2013 by The Landscape Institute and The Institute of Environmental Management and Assessment Landscape Character.
- 4.41 The site has no National designation. The site is identified as falling within the Sandstone Landscape Type within the Worcestershire County Council's Landscape Character Assessment (2012). The County study is extensive and further analysis at a finer scale is provided within Landscape Description Units (LDUs). The site falls within LDU KS22.1 which is described as The Churchill Sandstone Estatelands. The overall description states that it is: *'An area of soft sandstone with intermediate, undulating topography and impoverished sandy soils. The land use is arable and the tree cover comprises an ordered pattern of larger plantations with parkland and belts of trees. The settlement pattern is one of small villages and hamlets, associated with a low level of dispersal and a sub-regular pattern of fields, derived mainly from arable fields.'*
- 4.42 Despite the above LDU characterisation, it is the case that the application site is somewhat enclosed, being so closely bounded by public highway (to the south and east, and the railway line (beyond an area of plantation planting) to the west. There is a mature hedgerow along the Station Drive and Birmingham Road boundaries which greatly screens views into the site from public vantage points.
- 4.43 The site has been assessed for the potential of causing landscape, character and visual impacts. In terms of landscape impacts, there would be the loss of one TPO'd tree on the Station Road frontage to facilitate access into the site, but this could be compensated by the planting of semi mature trees within the development as part of a comprehensive landscape scheme.
- 4.44 In terms of character impact, the site is a somewhat isolated and largely enclosed parcel of land that has little relationship to the wider open countryside to the north and east. In terms of visual impact, the VA includes identified viewpoints into the site and it is considered that these are limited and that close views from the Birmingham Road can be mitigated by allowing the existing hedgerow boundary to grow higher.
- 4.45 There has been no objection or comment received from the WCC Landscape Advisor. Officers concur with the methodology and findings of the submitted VA and draw the conclusion that the development would not result in any unacceptable long-term harm to the wider character of the surrounding landscape. This is an allocated site which has been the subject of examination through the plan making process and will deliver an acceptable extension to the Blakedown settlement, which would be in accordance

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with Policy SP.22 of the Wyre Forest District Local Plan and Paragraph 174 of the Framework.

TREES, ECOLOGY AND BIODIVERSITY

- 4.46 The application site boundary features natural hedgerow species along the Station Drive and Birmingham Road frontages. Additionally, there are areas of plantation and woodland along the western boundary, and to the north of the site. A Tree Preservation Order (TPO) was confirmed in 2022 (Council ref TPO 489, which includes the aforementioned plantation and woodland trees; a group of trees alongside the telephone exchange site.
- 4.47 In order to accommodate access to serve the proposed development, and in line with Policy SP.BLK2, vehicular access is required from, and restricted to, the Station Drive frontage. The upshot of this requirement is that it is necessary to remove one of the protected (TPO'd) Oak trees (i.e. T1 as identified within the TPO). This is regrettable, but simply unavoidable, and has been accepted by the Council's Arboricultural Officer.
- 4.48 All other trees which are covered by TPO 489 will be protected and preserved within the development proposals. The existing mature hedgerow which fronts onto Station Drive and Birmingham Road will be preserved also.
- 4.49 As indicated previously, whilst the application site amounts to some 2.7 hectares in area, 1.5 hectares of the site is proposed for development, with some 1.1 hectares set aside for '*Green Infrastructure*'. The submitted Parameters Plan, indicates a wildlife zone at the north end of the site; the management of the plantation woodland (along the western boundary) for wildlife benefit and the creation of an ecological '*dark corridor*'.
- 4.50 The site includes a Wetland Local Wildlife Site (to the north) containing a UK priority habitat and the application proposes further protection and enhancement of this area. The application has been accompanied by a Preliminary Ecological Assessment and further suitable protected species surveys.
- 4.51 Following the submission of additional survey details, the Countryside & Technical Services Manager has withdrawn previous concerns and now raises no objections to the proposed development subject to suitable planning conditions requiring a Biodiversity Net Gain (BNG) calculation to be undertaken and resulting BNG Plan provided; the submission of a Landscape Environment Management Plan (LEMP); a lighting plan; a new walk over ecological survey; and a Construction Environment Management Plan (CEMP).
- 4.52 Officers consider that the imposition of the suggested conditions would deliver an appropriate level of mitigation and biodiversity enhancement in this location, and thereby ensure that the development accords with Policy SP.23 of the Wyre Forest District Local Plan and Paragraphs 174 and 180 of the Framework.

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DRAINAGE AND FLOOD RISK

- 4.53 The majority of application site, and the entirety of the developable area, falls within Flood Zone 1. The northern section, which forms part of the 'Green Infrastructure' falls within Flood Zone 3. This area corresponds with the Wetland Local Wildlife Site referred to above.
- 4.54 The application has been accompanied by a Flood Risk Assessment (FRA) and Drainage Strategy which recommends the use of a SuDS scheme with individual soakaways within the rear gardens of the proposed dwellings. The Parameters Plan indicates the inclusion of a SuDS attenuation feature also.
- 4.55 The North Worcestershire Water Management Officer raises no objection to the development subject to conditions to secure the submitted drainage strategy and its construction. Officers concur with this view and suggest suitable conditions to this effect. In this regard, the proposed development accords with Policies SP.31 and SP.32 of the Wyre Forest District Local Plan and Paragraphs 159, 167 and 169 of the Framework.

LOSS OF AGRICULTURAL LAND

- 4.56 Policy DM.32 of the Local Plan advises that agricultural land, including best and most versatile agricultural land, will not be protected where the site has been allocated for development in the Local Plan, as is the case with this development site. Any concern about the loss of agricultural land is therefore not relevant as such matters have already been addressed through the Local Plan making process, and as such this is not a matter for consideration in the decision making on this application. The development accords with Policy DM.32 of the Wyre Forest District Local Plan and Paragraph 174 b) of the Framework.

CLIMATE CHANGE

- 4.57 Paragraph 152 of the Framework states that: *'The Planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should (inter alia) help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources; and support renewable and low carbon energy and associated infrastructure'*.
- 4.58 Given the outline nature of the current application, the issues of detail design of the proposed properties are not submitted for consideration. Nevertheless, the submitted Design and Access Statement recognises the potential opportunities to reduce carbon, waste and water use from construction activities.
- 4.59 Furthermore, the Design and Access Statement indicates that the proposed new homes will be built to a high standard, maximising energy efficiency through such measures as, but not restricted to: High levels of loft and cavity wall insulation; Energy efficient thermal double or triple glazed windows; Individual thermostatic room temperature control; Low water use plumbing; Class A condensing boiler or air source heat pumps; and Energy efficient lighting. It is also stated that consideration will also be given to the use of the following: Photovoltaic panels; Domestic solar hot water panels; and Mechanical ventilation with heat recovery. Such matters will become more apparent at the reserved matters.

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4.60 Even at the current outline application stage, the development will include such elements as cycle storage; a residential welcome pack (as part of the Travel Plan proposals); new tree planting; biodiversity enhancements; SuDS drainage solutions. Officers are satisfied that on the basis of the current proposals the development accords with Section 14 *'Meeting the challenge of climate change, flooding and coastal change'* of the Framework, and specifically Paragraphs 152, 154, 155, 157 and 158 (Framework).

OTHER MATTERS

4.61 In the absence of a detailed layout, it is not possible to undertake a full assessment of matters of amenity and privacy in relation to existing neighbouring development and the future occupiers of the development. Such detailed matters fall to be considered at the reserved matters once a layout and detailed house designs are submitted for consideration. Even so given the site's location and relationship to existing development it is difficult to imagine that there would be any likely issues with separation distances between existing and the proposed development. Nevertheless, that remains a matter for further detailed review and consideration in due course.

4.62 As confirmed under Paragraphs 2.13 and 2.15 respectively, following the submission of a Heritage Impact Assessment there are no objections to the development on heritage grounds, subject to conditions. The application therefore accords with Policy DM.23 of the Wyre Forest District Local Plan and Paragraphs 194, 197, 202 and 203 of the Framework.

PLANNING OBLIGATIONS

4.63 The legal tests for when a s106 obligation can be used are set out in regulation 122 and 123 of the Community Infrastructure Levy (CIL) Regulations 2010 as amended and Paragraph 57 of the Framework. The tests are that an obligation must be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

4.64 Through negotiation, the applicants have agreed to enter into a Section 106 Agreement to secure the following planning obligations to make the development acceptable in planning terms which meet the tests as set out in Paragraph 57 of the Framework and regulation 122(2) of the CIL Regulations, which are summarised as:

- Highways Infrastructure

Financial contribution of **£10,000** for the preparation and implementation of **Traffic Regulation Order(s)** to provide on street parking restrictions on Station Drive, to be paid prior to first occupation of any dwellinghouse approved.

Financial contribution of **£4,158 for Community Transport**, to be paid prior to first occupation of any dwellinghouse approved.

Financial contribution of **£64,426 for Home to School Transport**, to be paid prior to first occupation of any dwellinghouse approved.

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WCC Monitoring fees that are applicable at the time of the signing of the S.106 agreement.

This planning obligation accords entirely with Policy SP.27 of the Local Plan.

- Network Rail

Financial contribution of £10,000, to be paid prior to first occupation of any dwellinghouse approved.

- Affordable Housing

a. The quantum, location and distribution and relevant tenures of the Affordable Housing within the Site, ensuring:

- i. A total of **25% affordable housing provision with 65% social rent and 35% shared ownership**, subject to local connection policy.
- ii. The size and type of Affordable Housing Units to be approved in writing by the LPA, which is to have regard to the identified housing needs within the Churchill and Blakedown Parish.

b. The details of how the proposed design of the Affordable Housing will ensure that the Affordable Housing is materially indistinguishable (in terms of outward design and appearance) from the market housing of a similar size within the Development.

These provisions accord with Policy SP.10 of the Local Plan.

- Off-site Public Open Space

A financial contribution to be calculated based on the number of child bedspaces to be created as per the formula set out in the adopted Planning Obligations SPD and to be paid prior to commencement. The contribution to be towards the provision, improvements and enhancements of Churchill and Blakedown Recreation Centre, including play area and pitches.

This provision accords entirely with Policies DM.7 and DM.8 of the Local Plan.

- Education

Primary School contribution of £307,054 to provide additional education facilities at Blakedown C.E. Primary School; and **Secondary School contribution of £299,556** to provide additional education facilities at Haybridge High and 6th Form, or another school serving the proposed development within a 3 mile radius of the site. **Total contribution £606,610.** (Figures based on rate applicable in April 2021 and final contribution to be based on a standard formula to enable calculation to be made based on number of applicable dwellings at the Reserved Matters stage). Contributions to be paid on or before occupation of 33% of dwellings.

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WCC Monitoring fees based on a) the actual work undertaken to administer and ensure compliance with the agreement and b) the development size. These provisions accord entirely with Policy DM.6 of the Local Plan.

- Management Company

A Management Company to be set up to cover the maintenance and management of the SuDS, Public Open Space (excluding residential plots), Local Wildlife Site/Woodland and unadopted footpaths, in line with the Landscape Environmental Management Plan (LEMP) to be secured through a planning condition.

This provision accords entirely with Policies SP.21, SP.23, SP.27, SP.28, SP.31, SP.32, DM.7 and DM.8 of the Local Plan. of the Local Plan.

- WFDC Monitoring Fees

Monitoring fees to be applicable at the time of the signing of the S.106 agreement and to be in accordance with WFDC S106 Monitoring Fee Schedule.

- 4.64 Members will have noted the request for S106 contributions made by the NHS CCG Primary Care Trust (as summarised at Paragraph 2.10). A request is made for a financial contribution of £37,673 to mitigate the impact arising from the development and to absorb the patient growth generated by the development proposed.
- 4.65 Officers do not consider that this request can be supported or is necessary to make the development acceptable in planning terms, as the stated intended use would be used for the reconfiguration of existing premises and to improve digital infrastructure such as phones. It is considered that it would be unreasonable to refuse the application solely on the grounds that such work to GP Practices are not implemented. The CCG has not advised what GP Practices might benefit from such a contribution and no evidence has been presented as to how it would be directly related to the application site. Officers therefore do not consider that the requested financial contribution would meet the tests as set out in Paragraph 57 of the Framework and in Regulation 122(2) of the Community Infrastructure Levy (CIL) Regulations.

5.0 Conclusion and Recommendations

- 5.1 The proposed development would deliver up to a maximum of 52 dwellings on an allocated site for housing, where the principle of residential development has been established through the plan-making process. The density and amount of development is acceptable and would not result in an overdevelopment of the site. It would have no detrimental impact on the landscape character and would deliver a policy compliant level of affordable dwellings on the site, as well as self/custom build opportunities. The development will also safeguard future car parking need to serve Blakedown Railway Station, as required by Policy SP.BLK2 of the Wyre Forest District Local Plan.

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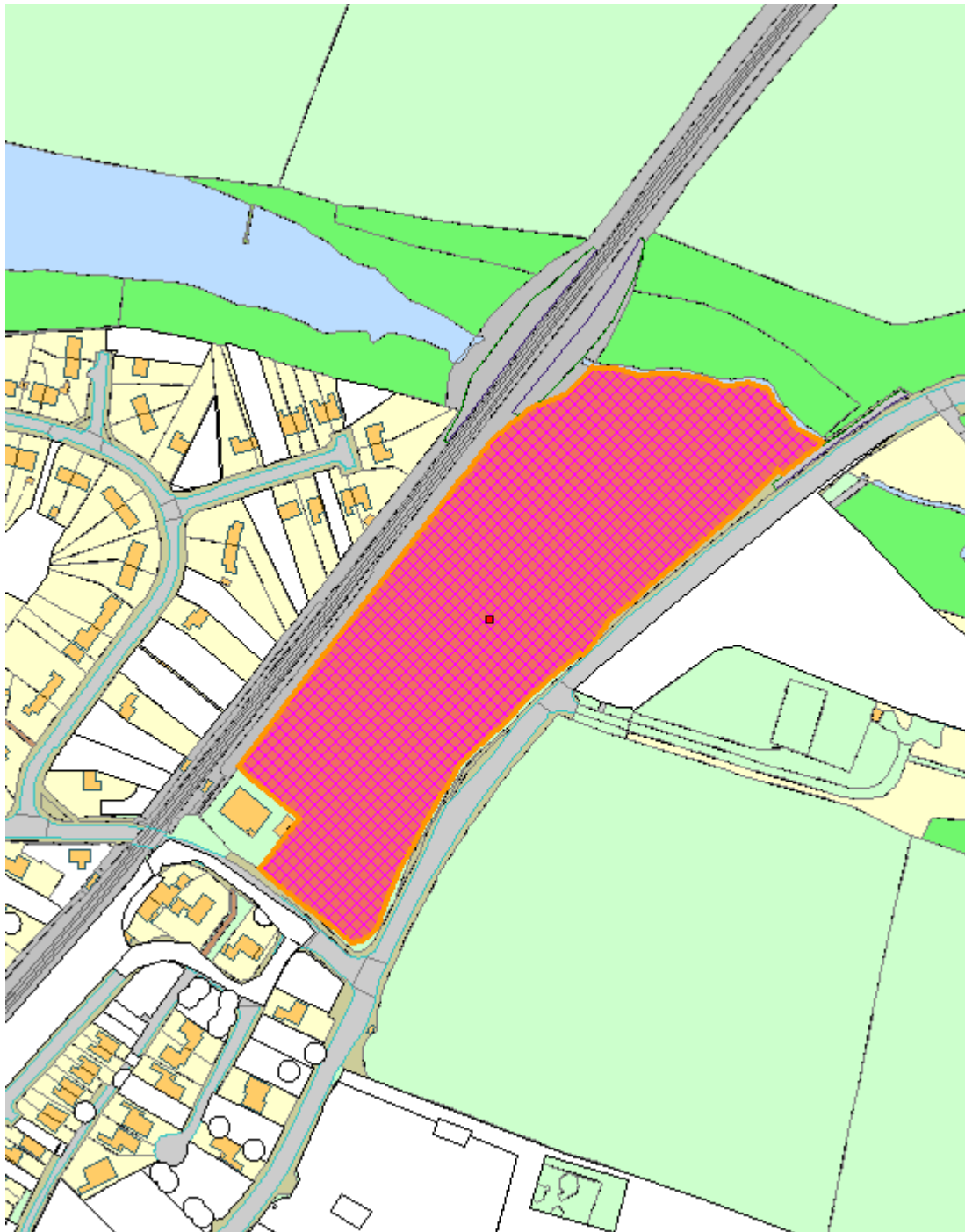
- 5.2 No objection has been raised by consultees in respect of impact on landscape character, trees, biodiversity, flood risk, heritage assets and highway safety and Worcestershire Regulatory Services are satisfied that an acceptable living environment can be achieved on this site for future occupiers, all subject to suitable planning conditions and the submission of further details at the reserved matters. The concerns expressed by the Parish Council are acknowledged, but Officers are satisfied that such concerns can, and will, be satisfied through the planning conditions and the subsequent reserved matters.
- 5.3 The development would be well-contained by existing landscaping around all boundaries, in particular along the highway frontages to the south and east. The development would deliver new homes which would help to address local housing needs, including the needs of older people in the form of single storey properties. Furthermore, the development will deliver significant on-site biodiversity enhancements.
- 5.4 The development site is located in a sustainable location with the proposed development making efficient use of the developable land. This proposal amounts to sustainable development that accords with the Development Plan, and Paragraph 11 of the National Planning Policy Framework.
- 5.5 Officers therefore recommend delegated **APPROVAL** subject to;
- a) The signing of a S.106 Agreement;
 - b) The following conditions;
 1. Outline Time Limit.
 2. Reserved Matters to be submitted.
 3. Approved Plans
 4. To define the permission in terms of number of dwellings including 2 Self or Custom Build Plots
 5. To define the permission in terms of safeguarded car parking land based on an updated needs assessment
 6. The extent of the built development, open spaces & structural landscaping shall be broadly in accordance with the submitted Parameters Plan
 7. To secure external materials at Reserved Matters Stage
 8. To secure maximum building heights
 9. To secure tree protection measures
 10. To secure Surface Water Drainage scheme
 11. To secure Surface Water Drainage maintenance
 12. To secure Surface Water Drainage management
 13. To secure Foul and Surface Water scheme
 14. To secure programme of Archaeological works
 15. To secure Archaeological site investigation and post investigation assessments
 16. To secure detailed site access design
 17. To secure sheltered and secure cycle parking for future residents
 18. To secure off road car parking provision
 19. To secure Electric Vehicle Charging
 20. To require the submission of a Travel Plan

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21. To require the production of a Residential Travel Welcome Pack
22. To require the submission of scheme of street lighting
23. To require the use of Low Emission Boilers
24. To require the submission of soil and soil forming details
25. To require the reporting of any unexpected contamination
26. To require the submission of existing and proposed site levels
27. To secure Water Efficiency features to achieve adopted water efficiency targets
28. To require further detailed Noise Impact Assessment and ensure recommended ambient noise levels are achieved
29. To require that dwellings are accessible and adaptable
30. To require that dwellings incorporate suitable renewable and low carbon energy sources
31. To require the submission of a Construction Environmental Management Plan (CEMP)
32. To require details of a Refuse Storage and Collection
33. To require the submission of a Construction Environmental Management Plan for Biodiversity (CEMP: Biodiversity)
34. To require Biodiversity Net Gain (BNG) and Landscape Environmental Management Plan (LEMP)
35. To require the submission of a Biodiversity Lighting Plan
36. To require the undertaking of a new Protected Species Survey prior to commencement

Informatives:

- a. S106 Agreement
- b. Alteration of highway to provide new or amended vehicle crossover.
- c. Section 278 Agreement
- d. Section 38 Agreement
- e. Drainage Details for Section 38
- f. No Drainage to Discharge to Highway
- g. Protection of Visibility Splays
- h. Extraordinary Maintenance
- i. Works Adjoining Highway
- j. Temporary Direction Signs to Housing Developments
- k. Construction Environmental Management Plan (CEMP)
- l. Travel Plan Requirements



Economic Prosperity and Place Directorate

Land At Os 388200 278800 Station Drive Blakedown Kidderminster Worcestershire

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PART B

Application Reference:	22/0927/FUL	Date Received:	11.11.2022
Ord Sheet:	379260 279547	Expiry Date:	06.01.2023
Case Officer	Julia Mckenzie-Watts	Ward:	Wribbenhall And Arley

Proposal: Change of Use to Form Holiday Let.

Site Address: Old Pumping Station, Trimpley Lane, Shatterford, Worcestershire, ,

Applicant: Mr D Richards

Summary of Policy	SP.20, SP.22, SP.23, SP.27, SP.30, SP.31, SP.32, DM.22, DM.24, DM.29 of the Wyre Forest District Local Plan 2022 Design Guidance SPD National Planning Policy Framework Planning Practice Guidance
Recommendation	APPROVAL subject to conditions
Reason for referral to committee	Kidderminster Foreign Parish Council object to the proposal

1.0 Planning History

1.1 No planning history for the site.

2.0 Consultee responses / Neighbour/ Site Notice Representation

2.1 Kidderminster Foreign Parish Council (*Initial comment received*) – No objections to this conversion and change of use. However, parking could be problematic, and provision for this within the site needs to be very carefully planned.

(Second comment received) - Since our original comment, other concerns have now been expressed by neighbours, which we support. We are unhappy with the proposed terrace for reasons of neighbouring privacy issues. We would also reiterate our concerns about the parking provision. The plans show this application to be sited on a straight road, which is not the case, and therefore we feel the plans are inaccurate and misleading. It is, in effect, on quite a dangerous narrow and winding section of road, and there will be no room for any parking car to turn on the site. Therefore egress onto the highway will be required, and this manoeuvre will be being performed by potential holiday let occupants, who will be unfamiliar with the area and the road. We are therefore fearful for the road safety aspect. We are, however, pleased to see the building being put to a good use, albeit we are not entirely happy with this plans.

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Third comment received following receipt of the Highway Authority comments – despite the Highway Authorities comments to the application, and despite the revised plans, the Parish Council remain strongly opposed, on highway grounds, to this application, and the parking provision.

Based on the submitted plans, which, as we previously advised, we find to be inaccurate. The plans show the site to be situated on a straight stretch of road - which it is not. It is considered that the vehicle access from the parking provision allowed on this site is an accident waiting to happen. Indeed, the new parking site allows only a few inches either side to accommodate just one average-sized modern vehicle, and manoeuvring a vehicle into this space, either by reversing in, or out, will cause a hazard to other road users.

Indeed, the tortuous nature of the lane at this point is notorious, with quite a few (non personal injury) accidents happening.

- 2.2 Highway Authority - No objection subject to a condition and informative.
The revised details show the red line of the application site in relation to the highway and that parking for 1 vehicle to serve the 1no. bedroom holiday let, can be accommodated within the curtilage of the site, with no parking taking place on the highway. The Transport Note has been agreed that whilst the proposed development does not comply with standards in terms of turning facilities, in this specific location, where traffic speeds and flows on Trimpley Lane are low and the trip generation associated with the holiday let will be low, it would be difficult to maintain a refusal position. Works in the highway to formalise vehicular access must be carried out by WCC contractors Ringway, as per the recommended informative and the first 5 metres of the access must be surfaced in a bound material which can be secured by condition.
- 2.3 Worcestershire Regulatory Services (Noise Nuisance team) – No objection.
- 2.4 Worcestershire Regulatory Services (Potential Contaminated Land team) – No objection.
- 2.5 WFDC Arboricultural Officer – No objection subject to a condition to require a no-dig method of construction for the proposed parking to mitigate any potential impact on the Scots Pine, located on the boundary with the highway.
- 2.6 North Worcestershire Water Management - No objection.
The site is not at risk of flooding from any source and the development will not result in additional runoff being created. The proposal is to discharge foul water to a new cesspit. A non mains drainage solution would be acceptable as no foul sewer system is present. However, a cesspit (or cesspool) is generally seen as a last resort, when other non mains drainage solutions have been ruled out first. It is my understanding that the area is characterised by loamy and clayey soils with impeded drainage which may prohibit the use of a drainage field for the discharge of treated effluent. I am not aware if a ditch that could be used for the discharge of treated effluent either. Therefore, the proposed cesspit might be the only viable option. It will need to have a minimum capacity of 18,000 litres per 2 users (plus another 6,800 litres per each extra

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user). The foul drainage arrangements will be sufficiently covered by a future Building Control application.

- 2.7 WFDC Countryside and Technical Manager - No objection subject to conditions to secure: Landscape and Environmental Plan (LEMP) which includes a BNG calculation);no additional lighting; no vegetation clearance in nesting season without an ecologist; and no holes for itinerant animals to fall into.

Neighbour/Site Notice Representations

- 2.8 2 letters of objection received from nearby residents/occupiers and there concerns can be summarised as follows:
- Overlooking from the patio
 - Use of roof as a future seating area which would cause overlooking

3.0 Site Location and Description

- 3.1 The application relates to a 0.02 hectare site located on Trimpley Lane within the West Midlands Green Belt. The building itself is very small and comprises a flat roof building and a storage area with roof hatch partially built into the hillside. The building and storage area were historically last used as a pumping station by Severn Trent Water.
- 3.2 The proposal seeks permission for the conversion and change of use of the former pumping station into a one-bedroom holiday let unit following minor alterations involving removal of the hatch to the adjacent storage area, removal of part of the existing internal wall between the two structures and the provision of an internal staircase to link up to the proposed lounge area. Minor external works are also proposed including the removal of a small amount of earth to the rear of the storage building to allow a set of French doors to be installed into the new bedroom to provide natural light. New steps and retaining walls from the bedroom are also proposed in order to provide access up to the new patio area which can be accessed from the lounge area.
- 3.3 A new brick permeable path will provide access from the parking space to the front door, with a new 1.2metre high post and rail fence with access gate. It is also proposed to plant a new hedgerow around the entire site with two new trees and also a bat box in the existing tree adjacent to Trimpley Lane at the front of the site.

4.0 Officer Comments

- 4.1 The main considerations for this application are whether the proposals would constitute appropriate development in the Green Belt and whether there would be any detrimental impact on highway safety, residential amenity, biodiversity, trees, flood risk and drainage.

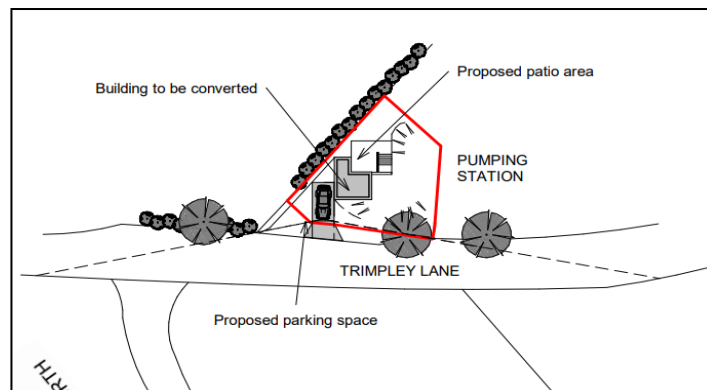
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- WHETHER THE DEVELOPMENT WOULD BE APPROPRIATE IN THE GREEN BELT
- 4.2 Paragraph 137 of the National Planning Policy Framework (the 'Framework') advises that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
- 4.3 Paragraph 138 then goes onto state that the Green Belt serves five purposes:
- a) to check the unrestricted sprawl of large built-up areas;
 - b) to prevent neighbouring towns merging into one another;
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to preserve the setting and special character of historic towns; and
 - e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 4.4 The Framework in Paragraph 150(d) states that the re-use of buildings is not inappropriate development in the Green Belt provided that the building is of permanent and substantial construction and the change of use preserves the openness of the Green Belt and do not conflict with the purposes of including land within the Green Belt as set out in Paragraph 138. Policy DM.22 of the Wyre Forest District Local Plan also includes a similar exception to development in the Green Belt and permits developments that involves the re-use or conversion of buildings in accordance with the policies for the re-use and adaptation of Rural Buildings and that proposals within, or conspicuous from the Green Belt, must not be detrimental to the visual amenity of the Green Belt, by virtue of their siting, materials or design.
- 4.5 A Structural Report has been submitted in support of this application, which confirmed that the building and water tank are very well constructed and structurally sound and that the proposed works of a minimal structural nature do not impact on the structural integrity of the building. The building is constructed of solid cavity brickwork 280mthick with asphalt roof with an existing solid concrete floor. The building is in good repair with no signs of cracking subsidence or deviation in any of the walls. There are door and window openings with lintels above none of which show any evidence of movement of cracking the brickwork above. The water tank element is constructed in 540mm thick reinforced concrete all round with an access lid to the top. Your officers agree with the findings of the submitted Structural Report and consider that the building, as shown in the photograph, is of permanent and substantial construction which is suitable for conversion into a one-bed holiday let unit without any substantial works or alterations required.

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- 4.6 The development itself, car parking space and associated activity would not be at a level above and beyond that of when it was in use by Severn Trent Water as a pumping station. The curtilage for the proposed holiday let, as shown in the Proposed Site Layout Plan below, would be in proportion with the size of this relatively small building and would not result in any undue encroachment into the open countryside.



- 4.7 Your officers therefore consider that the proposed development would preserve the openness of the Green Belt and would not conflict with the purposes of including land within the Green Belt. As such, the development would represent appropriate development in the Green Belt, in accordance with Paragraph 150d of the Framework and Policy SP.22 of the Wyre Forest District Local Plan. The principle of development is therefore considered to be acceptable, subject to the following detailed considerations.

- 4.8 **WHETHER THE CONVERSION OF THE RURAL BUILDING IS ACCEPTABLE**
 Policy DM.29 of the Wyre Forest District Local Plan refers to the re-use and adaptation of the rural buildings and sets out a number of criteria to be met. The proposed development would accord with this policy because it relates to a permanent structure and is of a size that is suitable for conversion into a one bed holiday let. The proposed use would not result in a detrimental impact on the fabric, character or setting of the building or upon the surrounding area and it has been demonstrated that suitable access arrangements and drainage can be provided.

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HIGHWAY SAFETY

- 4.9 Policy SP.27 of the Wyre Forest District Local Plan and Paragraphs 110 and 111 of the Framework set out that all proposals must demonstrate that safe and suitable access to the site can be achieved for all users and that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.10 The Parish Council have objected to the scheme as they state that they are strongly opposed to the vehicular access and provision at the site although support the conversion of the building itself.
- 4.11 The straight section that is referred to in the Parish objection is less than 20 metres in length from the site access to the larger tree and is represented by the positioning of the boundary fence which 'looks' straight in the submitted photo and it has to be said that the perceived difference between the two-dimensional plan view and the three-dimensional on-site view shouldn't be underestimated. The plans that have been submitted are based on Ordnance Survey information which is the most accurate and up-to-date official surveying in Great Britain.
- 4.12 This is an existing site which was once used as a pumping station for Severn Trent Water with an existing parking space and vehicle manoeuvres associated with its former use, therefore the proposed use would not introduce new vehicular manoeuvres. The proposed development is for a holiday let with only one bedroom which means that the traffic generation of the development will be low. The submitted Transport Note states that there are likely to be six vehicle movements per day when the holiday accommodation is in use which does not result in a material impact on the highway, which could justify a refusal of the application.
- 4.13 The Parish Council also raise concern over the 'tortuous nature of the lane' leading to 'quite a few (non-personal injury) accidents happening'. The Highway Authority acknowledge that the width of the road is restricted, and the site is located between a bend in the road to the north and to the south, however these road conditions serve to keep vehicle approach speeds low, added to which, the rural route is lightly trafficked. The applicant has shown adequate stopping sight distances and the photo showing the farm access opposite would suggest that the site access is visible from some distance away and again speeds in this location will be low. The Highway Authority adopts an evidence-based approach in assessing application sites and in terms of accident data, only the personal injury accident record which is nil, is taken into account. Accordingly, the 'non-personal injury accidents' are anecdotal because they don't meet the criteria and no evidence has been provided by the Parish Council to justify a refusal of the application.
- 4.14 The proposed parking provision accords with the Parking Standards as set out in the County Council's adopted Streetscape Design Guide (1 space per 1no. bedroom unit) and the dimensions of the space (2.5m x 5m) shown on Drawing No. 4306 02E is acceptable.

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- 4.15 Your officers agree with the conclusions of the Highway Authority and consider that suitable access and parking provision would be provided for the proposed one-bed holiday let. The proposal is therefore acceptable from a highway safety perspective in compliance with Policy SP.27 of the adopted Wyre Forest District Local Plan and Paragraphs 110 and 111 of the Framework.

RESIDENTIAL AMENITY

- 4.16 Concern has been raised by objectors in relation to the future use of the green roof and also the rear patio area in terms of potential overlooking.
- 4.17 Policies SP.20 and DM.24 of the Adopted Local Plan and Paragraph 130(f) of the Framework all require good design and for new developments to integrate well with the existing development and to ensure a high standard of amenity for existing residents is maintained.
- 4.18 The original flat roof area is to be changed from the existing asphalt material to a green roof in order above to increase the biodiversity of the area. A condition is attached to ensure the green roof is retained for the lifetime of the development and that it cannot be utilised as a seating area at any future point and therefore there are no Officer concerns in terms of overlooking of neighbouring properties from this roof area.
- 4.19 In terms of the patio area, this will be created after excavation of the southeast facing wall of the water tank. It is currently surrounded by a boundary hedge, however as the existing 18m boundary hedge is species poor it is proposed to plant 129m of additional mixed native species hedge around the perimeter of the site with details to be submitted to and approved in writing by the Local Planning Authority. Due to the separation distances between and orientation of the rear patio area of the holiday let and the nearest neighbouring properties, coupled with the proposed new planting it is considered that no overlooking will occur.
- 4.20 It is therefore considered that the development accords with Policies SP.20 and DM.24 of the Wyre Forest District Local Plan and the Framework which amongst other matters seek to prevent serious detrimental impact to existing neighbouring properties.



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BIODIVERSITY AND TREES

- 4.21 Paragraphs 174 and 180 of the Framework requires due regard to be had to wildlife habitats and biodiversity. These requirements are echoed in Policy SP.23 of the adopted Wyre Forest District Local Plan including delivering a net gain in biodiversity. The applicant has carried out a full and comprehensive protected species survey and it has been confirmed that there will be no undue impact on protected species or habitat. The Countryside and Technical Service Manager has raised no objection subject to the inclusion of suitable worded conditions in relation to the submission of Landscape and Environmental Plan (LEMP) to includes a BNG calculation, no additional lighting at the site, no vegetation clearance in nesting season without an ecologist and all holes to be covered at night to avoid itinerant animals falling in. Your officers concur with this view and have attached conditions accordingly.
- 4.22 In terms of trees, initial concerns were raised by the Council's Arboricultural Officer with regards to how the proposed parking will impact on the Scots Pine, located on the boundary with the highway, however a revised plan has been submitted which shows a no dig method as requested and there are no further objections subject to a planning condition being imposed to ensure appropriate mitigation measures are in place during the construction of the car parking area. A condition has been attached accordingly.

FLOOD RISK AND DRAINAGE

- 4.23 The application site is not at risk of flooding and it is unlikely that this development would increase the risk of flooding elsewhere. In terms of drainage, the North Worcestershire Water Management Officer has advised that drainage arrangements will be sufficiently covered by a future Building Control application and therefore no adverse comments have been raised to the proposal. Your Officers therefore consider that the proposed development would accord with Policies SP.31 and SP.32 of the adopted Wyre Forest District Local Plan and the Framework.

5.0 Conclusion and Recommendations

- 5.1 The proposal complies with the requirements of the Local Plan Green Belt Policy DM.22 and the National Planning Policy Framework which specifically permits the conversion of buildings within the Green Belt providing the reuse preserves the openness and does not conflict with the purposes of including land within the Green Belt. It is considered that the re-use of this building ensures the longevity of this building in a manner which results in minimal impact on the Highway network, parking or neighbouring residential amenity and it has been demonstrated that the proposed development would deliver ecological enhancements through new bat and bird boxes and other wildlife habitat enhancements. The development would also support the local tourism economy. No objection has been raised by the Highway Authority in respect of highway safety. The proposed development therefore accords with the Development Plan.

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5.2 I therefore recommend **APPROVAL** of the application subject to the following conditions:

1. A6 (Standard Time)
2. B1a (Materials to be submitted for any new works)
3. Parking area no-dig method of construction
4. Retention of green roof / no use of roof as seating area
5. Boundary treatment details
6. Access and parking
7. Highway surfacing
8. Electric vehicle charging point
9. Landscape Environmental Management Plan including BNG calculation
10. Details of new hedgerow planting
11. Hedgerow planting implementation
12. No external lighting
13. No vegetation clearance in nesting season
14. All excavation works to be covered at night
15. No person(s) shall stay at the holiday let for a period in excess of 3 weeks continuously at any one time, nor return to the holiday let until a period of at least 2 weeks has lapsed.
16. The holiday let shall be occupied for holiday purposes only and shall not be occupied as a person's sole or main place of residence.
17. The applicant shall keep an up-to-date written register of all persons (including full name and main home addresses) staying at the holiday let. The written register shall be maintained daily thereafter and made available to the Local Planning Authority for inspection at Reasonable notice.

Informative
a. Highways