

Planning and Regulatory Committee

Tuesday, 19 May 2015, County Hall, Worcester - 10.00 am

Minutes

Present:

Mr R C Adams (Chairman), Mr A T Amos, Mrs S Askin, Mr PJ Bridle, Mr M H Broomfield, Mr S J M Clee, Mr P Denham, Mr A P Miller, Mr D W Prodger (for items 1-7), Mr A C Roberts and Mr R J Sutton (for items 1-6).

Also attended:

Mr A Fry attended for Agenda item 6 as a local councillor.

Available papers

The members had before them:

- A. The Agenda papers (previously circulated);
- B. A copy of the summary presentations from public participants invited to speak (previously circulated);
- C. A copy of the revision to the conditions for Agenda item 7 – Blackwell First School (previously circulated);
- D. A plan showing an alternative site for the car park provided by Mrs King, the public participant for Agenda item 7 – Blackwell First School (circulated at the meeting); and
- E. The Minutes of the meeting held on 24 March 2015 (previously circulated)

A copy of documents A-D will be attached to the signed minutes.

903 **Named
Substitutes
(Agenda item 1)**

None.

904 **Apologies/
Declarations of
Interest
(Agenda item 2)**

Apologies were received from Mr J Baker and Mrs A Hingley.

905 **Public
Participation**

Those presentations made are recorded at the Minute to which they relate.

(Agenda item 3)

906 Confirmation of Minutes (Agenda item 4)

RESOLVED that the minutes of the meeting held on 24 March 2015 be confirmed as a correct record and signed by the Chairman.

907 Proposed extension of existing waste transfer building at Grove House Yard, Tewkesbury Road, Upton upon Severn, Worcestershire (Agenda item 5)

The Committee considered a County Matter planning application for the proposed extension of an existing waste transfer building at Grove House Yard, Tewkesbury Road, Upton upon Severn, Worcestershire.

The report set out the background of the proposal, the proposal itself, the relevant planning policy and details of the site, consultations and representations.

The report set out the Head of Strategic Infrastructure and Economy's comments in relation to the waste hierarchy, location of the development, residential amenity, landscape character, water environment/flood risk, traffic and highway safety, and ecology and biodiversity.

The Head of Strategic Infrastructure and Economy concluded that the proposal meets the principle aim of Waste Planning Policy by moving waste up the waste hierarchy to achieve sustainable waste management. The location of the proposed development was justified as the proposed extension to the existing waste transfer station building and was, therefore, the most appropriate option in accordance with the Policy WCS 3 of the Worcestershire Waste Core Strategy.

Given that the proposed waste management facility would be within an enclosed facility and on existing or allocated employment land, the Head of Strategic Infrastructure and Economy was satisfied that the proposed extension was compatible and in accordance with Policy WCS 6 of the Worcestershire Waste Core Strategy.

Given that all the site operations would be carried out within the building and given the size, siting and design of the building and associated site screening, the Head of Strategic Infrastructure and Economy was satisfied that the proposal would not have any significant detrimental impact on the amenities of the neighbouring residential properties, in accordance with Policy DS3 of the Malvern Hills District Local Plan.

Although, the proposed development would be visible

from public view, given that the proposed development would be sited in the centre of an existing small industrial estate and would not exceed the height of the buildings and structures already sited there and notwithstanding the objection raised by Malvern Hills District Council, the Head of Strategic Infrastructure was satisfied that the proposal would not have any adverse impact on the landscape character of the area.

The Head of Strategic Infrastructure and Economy was satisfied that the proposal would have no adverse impacts on the water environment, subject to the imposition of appropriate conditions and was, therefore, in accordance with Policy DS3 of the Malvern Hills District Local Plan.

The Head of Strategic Infrastructure and Economy was satisfied that the proposed development had no adverse impact on the highways safety of the local area, in accordance with Policy DS3 of the Malvern Hills District Local Plan.

Subject to the imposition of conditions relating to the above, the Head of Strategic Infrastructure and Economy was satisfied that the proposal would have no adverse impact on the ecology and biodiversity of the local area and was, therefore, in accordance with Policy QL19 of the Malvern Hills District Local Plan.

On balance, taking into account the comments received from statutory consultees; members of the public and the provisions of the development plan in particular Policy WCS 1; Policy WCS 6; Policy WCS 8; Policy WCS 9; Policy WCS 10; Policy WCS 11; Policy WCS 12 and Policy WCS 14 of the Worcestershire Waste Core Strategy Development Plan Document and Policy DS3; Policy EP2 and Policy QL19 of the Malvern Hills District Local Plan, it was considered that the proposal would not cause demonstrable harm to the interests intended to be protected by these policies or highway safety.

The representative of the Head of Strategic Infrastructure and Economy commented that members had visited the site, observing the location of the nearest residential properties. Members had also observed the site from the A38 as viewed across the gardens of Grove House.

In the ensuing debate, the following principal points were raised:

- The local councillor commented that the existence

of this waste transfer facility on this site had been agreed in principle by the previous granting of permission. There were no proposed changes to the operational arrangements and therefore the main issue was whether to grant permission for the erection of the extension of the building which would allow all material to be sorted, processed and stored indoors thereby enabling better control of noise and dust levels and reducing the environmental impact. He therefore supported the granting of permission for this application with the proposed conditions. He particularly emphasised the importance of the condition in relation to the drainage arrangements at the site

- The site was a victim of its own success and this proposal would improve the appearance of the site. It was important that the site was closely monitored and enforcement action taken if necessary
- The site had an interesting planning history with an undesirable mix of residential properties and commercial operations in close proximity to each other. However, irrespective of the history of the site, the Committee needed to determine whether to grant permission and thereby improving matters for local residents or refuse permission which would require the enforcement of the existing permission to restricting throughput at the site which was contrary to the Council's Waste Core Strategy. On balance, it was considered that permission should be granted
- Was there an extractor fan in the existing building on the site? Mr Greenaway, the agent commented that there was appropriate ventilation in the existing building and in the proposals for the extension. Vehicles were required to move within the building therefore fumes needed to be extracted accordingly
- There was a lack of facilities of this nature in the local area which highlighted the need for this facility and therefore this proposal should be supported. It was noted at the site visit that the quality of water in the ditch adjoining the site had improved since the last visit by the Committee.

RESOLVED that planning permission be granted for the proposed extension of an existing waste transfer building at Grove House Yard, Tewkesbury Road, Upton upon Severn, Worcestershire, subject to the following conditions:

- a) **The development must be begun not later than the expiration of three years beginning with the date of this permission;**
- b) **The development hereby permitted shall be carried out in accordance with the details shown on submitted drawings referenced: PL-01; PL-02; PL-03; Amended Site/block Plan, received by the County Planning Authority on 5 March 2015; PL- 05, except where otherwise stipulated by conditions attached to this permission;**

Details

- c) **Notwithstanding any indication of the materials, which may have been given in this application, prior to the construction of the extension hereby approved, a schedule and/or samples of the materials and finishes for the extension shall be submitted to and agreed in writing by the County Planning Authority. Thereafter the development shall not be carried out other than in accordance with the approved details;**
- d) **Operations shall only take place on the site between 07:30 to 18:00 hours Mondays to Fridays, 07:30 to 13:00 hours on Saturdays and not at all on Sundays or Public Holidays. No machinery or equipment shall operate on the site outside the hours;**
- e) **Construction works shall only be carried out on the site between the hours of 08:00 hours to 17:00 hours on Mondays to Fridays inclusive, and 08:00 hours to 13:00 hours on Saturdays, with no construction work on Sundays, Bank or Public Holidays;**
- f) **All the waste transfer operations including sorting, loading/unloading of vehicles and storage of waste shall only take place within the approved building provided for the purpose;**
- g) **All doors to the building shall be kept closed except to allow entry and exit;**
- h) **All vehicles, plant and machinery operating within the site shall be maintained in accordance with the manufacturer's**

specifications at all times and this shall include the fitting and use of effective silencers;

- i) Any facilities for the storage of oils, fuels or chemicals shall be sited on impermeable bases and surrounded by impermeable walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound shall be at least equivalent to the capacity of the largest tank, vessel or the combined capacity of interconnected tanks and vessels plus 10%. All filling points, associated pipework, vents, gauges and sight glasses must be located within the bund or have a secondary containment. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from accidental damage. All filling points and tank/vessels overflow pipe outlets shall be detailed to discharge downwards into the bund;
- j) The operator shall ensure that the amount of wastes treated at the facility hereby approved does not exceed more than 5,000 tonnes per year. Records shall be kept for the inspection by the County Planning Authority on written request of the amount of throughput of materials for the durations of operations on the site;
- k) The operator shall ensure that only non-hazardous construction and demolition wastes (described as soil, rubble, concrete, brick, timber, metal, glass, plastic and cardboard) are accepted at the site. Any other waste shall be quarantined and removed from the site forthwith to a suitably licensed treatment or disposal facility;
- l) No crushing or screening of waste materials shall take place on the site;
- m) No materials shall be burnt on the site;
- n) There shall be no outside storage of materials (including wastes and processed materials)

goods or equipment except empty skips. Such skips shall only be stored in the storage area marked on drawing titled Amended Site/block plan, received by the County Planning Authority on 5 March 2015 and shall not exceed 4 metres in height. A permanent height marker shall be provided at the skip storage area to show 4 metres from ground level;

- o) No mud, dust, dirt, or debris shall be deposited on the public highway;**
- p) No waste materials shall be accepted at the site directly from members of the public, and no retail sales of wastes or processed materials to members of the public shall take place at the site;**

Drainage

- q) No development of the proposed extension to the existing Waste Transfer Station building shall take place until drainage details for the disposal of surface water and foul sewage have been submitted to and approved in writing by the County Planning Authority. These details shall include plans of the drainage to be provided on site and run off rates. The scheme shall be implemented in accordance with the approved details before the extension to the existing Waste Transfer Station building is first brought into use and retained thereafter;**

Ecology and Biodiversity

- r) In the unlikely event that any protected species are found on the site during the works then all works must cease immediately and the advice of a suitably qualified ecologist must be sought prior to works re-commencing;**
- s) The site's northern, eastern and southern boundaries should be protected from any additional high powered lighting. In these areas no new lighting should be installed other than may be unavoidably required for health, safety and security; in which case details of appropriate mitigation (timers/shielding or cowls) should be provided for the prior approval of the County Planning Authority;**
- t) No development shall take place until a**

scheme for external lighting has been submitted to and approved in writing by the County Planning Authority. External lighting shall be designed to ensure that the light levels at the windows of any domestic properties shall not exceed 2 lux. Only the approved scheme shall be used on the site;

Pollution

- u) The site shall not be brought into operation until a detailed scheme for the mitigation of dust for the site has been submitted to and approved in writing by the County Planning Authority. The approved scheme shall be implemented and complied with at all times for the duration of the development hereby permitted; and
- v) A copy of this decision notice, together with all approved plans and documents required under the conditions of this permission shall be maintained at the site office at all times throughout the period of the development and shall be made known to any person(s) given responsibility for management or control of waste activities /operations on the site.

908 Application to vary condition 3, to increase annual throughput to a maximum of 5,000 tonnes and condition 6, to extend existing operational hours to 18:00, Monday to Friday, of planning permission reference no. 13/000021/CM at A and S Skips, Arrow Road

The Committee considered a County Matter planning application for the variation of condition 3, to increase annual throughput to a maximum of 5,000 tonnes and Condition 6, to extend the existing operational hours by one hour to 18:00 hours, Monday to Friday, of Planning Permission reference no. 13/000021/CM at A and S Skips, Arrow Road North, Lakeside, Redditch, Worcestershire.

The report set out the background of the proposal, the proposal itself, the relevant planning policy and details of the site consultations and representations.

The report set out the Head of Strategic Infrastructure and Economy's comments in relation to residential amenity and traffic and highway safety.

The Head of Strategic Infrastructure and Economy concluded that letters of representation had been received objecting to the proposal on operational and highways grounds. Worcestershire Regulatory Services and the County Highways Officer were consulted on the application and had raised no objections. Accordingly, the Head of Strategic Infrastructure and Economy was

**North, Lakeside,
Redditch,
Worcestershire
(Agenda item 6)**

satisfied that the proposed development would have no adverse or detrimental impact upon the residential amenity of the surrounding area.

The Head of Strategic Infrastructure and Economy was satisfied that there would be no adverse impact on highways safety and that the proposal was, therefore, acceptable on highways grounds.

Taking into account the provisions of the Development Plan and in particular Policies WCS 1, WCS 3, WCS 6, WCS 8, WCS 9, WCS 12 and WCS 14 of the adopted Worcestershire Waste Core Strategy and Saved Policies Policy B(BE).28 of the adopted Borough of Redditch Local Plan no. 3, it was considered the proposal would not cause demonstrable harm to the interests intended to be protected by these policies or highway safety.

Mr Chadfield, an objector to the application addressed the Committee. He commented that the applicant was requesting a tenfold increase in throughput at the site from 500 to 5,000 tonnes. At present there were 10 HGV movements along Arrow Road North per day. This application would result in 100 vehicle movements per day. It was claimed that there would be no impact despite the site having a dangerous right hand turn onto Arrow Road North, being in close proximity to a number of schools and a subway which used by local residents and school children. In addition, the "choose as you move" project had been promoted to encourage children to walk or cycle to school in the local area. Local residents had been misled into believing that the access to the site would be via Brook Street. 95% of the vehicles parked along Arrow Road North belonged to workers at the various commercial units in the area not local residents

Mr Vick, the agent acting on behalf of the applicant addressed the Committee. He commented that the original application submitted by the landowner on behalf of the prospective tenant of this site was for a throughput of material of 500 tonnes. This was a misinterpretation of the request by the prospective tenant which related to waste to landfill not throughput therefore 500 tonnes was significantly less than intended. It was evident that the restriction in throughput was insufficient. The proposed throughput of 5,000 tonnes was not excessive for the site and was unlikely to be breached.

Mr Vick added that this application was on behalf of a new tenant at the site and it was anticipated that the operations would grow to the point where he would need

to move to a new site in 3 years time. The number of vehicle movements would be 15 per day which was less than the 10 fold increase wrongly assumed by some objectors. There were a number of long established businesses and residential properties that had access off Arrow Road North. This had not allowed the separation of residential and industrial accesses as occurred elsewhere in Redditch however there would not be an additional impact on local residents of the increase in vehicle movements. The original application made reference to access via Arrow Road North and no change had been made subsequently.

In the ensuing debate, the following principal points were raised:

- It was difficult to understand how the proposed increase in throughput of material at the site equated to the number of predicted vehicle movements. Mr Vick responded that the original information provided by the landowner did not provide sufficient throughput for the tenant to operate effectively. The applicant's business was demand-led and it was likely that a new site would be required in 3 years to cope with demand. The applicant ran a single skip lorry at present which equated to 10 vehicle movements a day. The applicant could bring in a second skip lorry which could double the number of vehicle movements but realistically it would be 15-20 vehicle movements. With the proposed throughput, this was unlikely to be exceeded and if it did the applicant would move the operations elsewhere
- There was a lack of information regarding future projected throughput at the site. Mr Vick responded that it took time to build up business and therefore it was difficult to predict future throughput. However after consultation with officers from the County Planning Authority, the applicant felt that 5,000 tonnes was the maximum throughput that could be managed at the site
- Why was the Brook Street access not being used and did the applicant intend to use it in the future? Mr Vick explained that there was a misapprehension that it was ever intended to be an alternative access to the site via Brook Street. Confusion had been caused by the address of the landowners who made the original application and the access rights to the site at that time before the site was divided. When permission was sought, it specifically stated access would be off Arrow

Road North. There was never any intention of the landowner or the applicant to use Brook Street as an access. There was no possibility of the applicant securing permission to use an alternative access to the site. In addition, the County Highways Officer had no objection to the use of the Arrow Road North access

- The local councillor stated that he objected to the application on the grounds of safety and poor access to the site. He was concerned about the danger caused by the increased vehicle movements along Arrow Road North and the surrounding road network which affected a substantial number of residential properties and a subway used by school children. At present vehicles exiting the site were required to drive over the pathway to go round the corner onto Arrow Road North and this application would worsen the problem. It was a shame that Brook Street was not proposed as the access to the site as he would have no objection to its use as it would considerably reduce the impact on local residents. Officers had been misled about the potential use of Brook Street as an access by the applicant. The increase to 5,000 tonnes throughput of material was massive considering the effect on the local community of the use of the only access to the site off Arrow Road North
- It was disappointing that the County Highways Officer had not objected, bearing in mind the issues raised by local residents regarding the use of the Arrow Road North access. The representative of the County Highways Officer commented that initially, she shared the concerns of the local residents regarding the potential increase in vehicle movements. However additional information was sought from the applicant about the existing and proposed vehicle movements because none of that information had been included in the statement that accompanied the application. In these circumstances, the applicant was the best source of information about vehicle movements as there was no standard database. She had been assured by the applicant that there would be a maximum of 15 vehicle movements per day, even if a 2nd skip lorry was introduced. It was considered that that level of vehicle movements was not excessive and therefore there was no objection. Should the number of vehicle movements exceed that figure then there would be cause for concern. It was

always her knowledge that the access to the site would be off Arrow Road North and this was the information provided for the previous application

- The applicant should be restricted to a throughput of 2,000 tonnes of material at the site. This would give the applicant an incentive to find a larger site as well as reducing the impact on local residents
- In response to a query about monitoring of the site, the representative of the Head of Strategic Infrastructure and Economy explained that the site was regulated and monitored by the County Planning Authority. The conditions associated with the permission required the applicant to keep records of the operations on the site for examination. In addition the Environment Agency regulated the site via a permit. If members agreed to restrict throughput to 2,000 tonnes then the conditions associated with the permission could be amended accordingly
- An amendment that the annual throughput of material through the site should be limited to a maximum of 2,000 tonnes per annum, was lost
- Was it possible to attach a condition to the permission to restrict the number of vehicle movements to 15 per day? The representative of the Head of Strategic Infrastructure and Economy advised that it would be impossible to monitor such a condition.

RESOLVED that planning permission be granted for the carrying-out of development pursuant to planning permission reference number 13/000021/CM dated 10 July 2013 without complying with conditions 3 and 6 of that permission so as, to allow amendments to the throughput and the operational hours at A and S Skips, Arrow Road North, Lakeside, Redditch, Worcestershire, subject to the following conditions:

- a) The development must be begun not later than the expiration of three years beginning with the date of this permission;
- b) The development hereby permitted shall be carried out in accordance with the details shown on the submitted drawings numbered: WTS 01-1250, WTS 02-250 and WTS 03-50 except where otherwise stipulated by conditions attached to this permission;
- c) The annual throughput of material through the

site shall be limited to a maximum of 5000 tonnes per annum and records shall be kept and made available to the County Planning Authority on written request for the duration of the operations on the site;

- d) Prior to the erection of any lighting at the site details of the external lighting proposed to be erected at the site shall be submitted to and approved in writing by the County Planning Authority;
- e) Construction works shall only be carried out on the site between 08:00 to 18:00 hours on Mondays to Fridays, 08:00 to 13:00 hours on Saturdays and there shall be no construction work on Sundays, or public and bank holidays;
- f) Operations within the development hereby approved shall only take place between the hours of 08:00 hours and 18:00 hours Mondays to Fridays inclusive, between 08:00 hours and 13:00 hours on Saturdays with no operations on Sundays, or public and bank holidays;
- g) No crushing or shredding of materials shall take place on the site;
- h) There shall be no fires lit and no wastes burnt on the site;
- i) The turning area and parking facilities as shown on the scheme approved by the County Planning authority on 19/01/2015 shall be retained and kept available for those users at all times;
- j) The scheme for the setting up of a 4 metre high permanent marker that allows operatives and officers from the County Planning Authority a means of visually checking the height of the stored skips approved by the County Planning Authority on 14/01/2015 shall be maintained on site for the duration of the development;
- k) The stockpiling of material shall only take place within the yard area and yard storage shown on drawing referenced number WTS 02-250. The scheme for the means of demarcating

909 Proposed construction of a 3 classroom extension to existing first school to accommodate 1 form entry, together with construction of external timber store, hard play space and car parking area and relocation of existing temporary classrooms at Blackwell First

this area on the ground, approved by the County Planning Authority on 14/01/2015 shall be demarked on the ground for the duration of the development;

- l) The scheme for the setting up of a 2 metre high permanent marker that allows operatives and officers from the County Planning Authority a means of visually checking the height of stockpiling of material approved by the County Planning Authority on 14/01/2015 shall be maintained on site for the duration of the development hereby approved;**
- m) The boundary fence approved by the County Planning Authority on 24/02/2015 shall be constructed in accordance with the approved details; and**
- n) A copy of this decision notice, together with all approved plans and documents required under the conditions of this permission shall be maintained at the site office at all times throughout the period of the development and shall be made known to any person(s) given responsibility for management or control of activities/operations on the site.**

The Committee considered an application under Regulation 3 of the Town and County Planning General Regulations 1992 for planning permission for the proposed construction of a 3 classroom extension to existing first school to accommodate 1 form entry, together with construction of external timber store, hard play space and car parking area and relocation of existing temporary classrooms at Blackwell First School, St. Catherine's Road, Blackwell, Bromsgrove, Worcestershire.

The report set out the background of the proposal, the proposal itself, the relevant planning policy and details of the site consultations and representations.

The report set out the Head of Strategic Infrastructure and Economy's comments in relation to the Green Belt, landscape character and appearance of the area, residential amenity, water environment, traffic and highway safety, ecology and playing field.

The Head of Strategic Infrastructure and Economy concluded that the car park proposal was considered to

**School, St
Catherine's
Road,
Blackwell,
Bromsgrove,
Worcestershire
(Agenda item 7)**

be an engineering operation and preserved the openness of the Green Belt, therefore, was not inappropriate development within the Green Belt and, therefore, the Head of Strategic Infrastructure and Economy considered the proposal acceptable in accordance with the National Planning Policy Framework.

Subject to the imposition of conditions in relation to the surfacing materials of the proposed car park, provision of replacement hedgerows and facing materials of the proposed extension, the Head of Strategic Infrastructure and Economy was satisfied that the proposed development would have no adverse impact on the landscape character of the area.

The Head of Strategic Infrastructure and Economy recognised the importance of preserving open play space and was not satisfied that the proposed car parking area was acceptable.

Subject to the imposition of conditions relating to materials and hours of construction, the Head of Strategic Infrastructure and Economy was satisfied that the proposed development was acceptable on residential amenity grounds.

Subject to the imposition of a condition relating to drainage, the Head of Strategic Infrastructure and Economy was satisfied that the proposed development would have no adverse impact on the water environment.

Subject to the imposition of conditions the Head of Strategic Infrastructure and Economy was satisfied that the proposed development would have no adverse impact on highways safety.

Subject to the imposition of conditions relating to, breeding birds; the protection of trees and hedgerows; protection of protected species; lighting; installation of bat and bird boxes and a planting scheme, the Head of Economic Development and Planning did not consider that the proposal would have a detrimental impact on ecology and biodiversity at the site or on the surrounding area.

On balance, taking into account the comments received from statutory consultees; members of the public and the provisions of the development plan in particular, Policy DS13; Policy S31; Policy S32; Policy S33; Policy C17; Policy BG3; Policy BG4 of the Bromsgrove District Local Plan, it was considered that the proposal would not

cause demonstrable harm to the interests intended to be protected by these policies or highway safety.

The representative of the Head of Strategic Infrastructure and Economy commented that members had visited the site. Bromsgrove District Council had commented that it had no objection to the proposal subject to the proposed car park being adequately landscaped, surfaced and light. A further letter of representation had been received from a Lickey and Blackwell parish councillor which stated that she was in favour of Sport England's request to formalise the status of the playing field as a community play area. She proposed that the disabled parking spaces be nearer the school and that an alternative parking area be considered for parents and staff.

Mrs King, an objector to the application addressed the Committee. She commented that she was speaking on behalf of Mrs Aggarwal (who had been invited to speak but had passed her right to speak over to her) and Lickey and Blackwell Parish Council. She had no objection to the extension to the school but objected to the site of the proposed staff car park on Green Belt land.

Consideration was being given to the submission of an application to make the whole of the St Catherine's area into a Conservation Area and this needed to be taken into account. Historically, the land had been bequeathed by the Cadbury family to the children of the school and village for recreational purposes. She agreed with the views of Sport England that it should be used for that purpose. She argued that there was other available land in the village where the car park could be sited. There was a danger that the car park would be built before other alternative locations had been given serious consideration. She had a proposal for an alternative location which she circulated to members of the Committee. The alternative location was not adjacent to the school but was unused and she requested that discussions be held with the landowners regarding its potential use. She therefore requested deferment of consideration of the proposed car park (not the school extension) to allow consideration of an alternative site.

Mr Thatcher from Property Services addressed the Committee on behalf of the applicant. He commented that alternative sites for the car park had been considered but it was felt that they did not meet the needs of the school in comparison with the application site. The site suggested by Mrs King had been put forward during the consultation process. However the Head teacher of the school felt that it was unsuitable and

unsafe for use by staff given the distance away from the school and the lack of lighting.

In the ensuing debate, the following principal points were raised:

- If members felt there was any merit in the suggested alternative site for the car park then consideration of the application should be deferred
- What was the distance from the school to the alternative site proposed by Mrs King? Mr Thatcher estimated that it was approximately 400 yards from the school to the alternative site
- This application was reasonable and should be supported. The alternative site for the car park as suggested by the public participant was too far away and inconvenient for use by the school
- Concern was expressed about the proposed car park surface treatment especially the proposed use of tarmac. Had any consideration been given to a softer/greener surface treatment? Mr Galvin from Jacobs, the representative acting on behalf of the application commented that concern had been expressed about the surface treatment however it had been decided to provide a tarmac surface for the parking area to allow the demarcation of car parking spaces. The access area to the car park would be a gravel surface to allow better drainage. A number of other alternative surface dressings had been rejected on the basis that they were considered to be unsatisfactory. There would be additional screening of the car park. The representative of the Head of Strategic Infrastructure and Economy added that a condition was proposed that would require the schedule and/or sample of all surface materials for the car park to be submitted to the County Planning Authority
- It would be preferable for the site to be developed as a woodland and garden area for the school instead of a car park.

RESOLVED that planning permission be granted for the proposed construction of a 3 classroom extension to existing first school to accommodate 1 form entry, together with construction of external timber store, hard play space and car parking area and relocation of existing temporary classrooms at Blackwell First School, St. Catherine's Road, Blackwell, Bromsgrove, Worcestershire, subject to

the following conditions:

- a) The permission enures for the benefit of Worcestershire County Council only;**
- b) The development must be begun not later than the expiration of three years beginning with the date of this permission;**
- c) The development hereby permitted shall be carried out in accordance with the details shown on submitted Drawing Numbers: P01 Rev A; P02; P03; P04; P05 and P06 Rev B, except where otherwise stipulated by conditions attached to this permission;**

Highways

- d) The development authorised by this permission shall not be brought into use until the following details and works have been completed in accordance with the County Planning Authority's written approval:**
 - (i) a scheme for the provision of a visibility splay at the new access to the proposed car park of 2.4 metres by 43 metres in both directions;**
 - (ii) construction details of the proposed access to the proposed car park;**
 - (iii) details of the provision of a pedestrian crossing point to be provided to cross St Catherine's Road to the school.**

Details

- e) Notwithstanding any indication of the materials, which may have been given in this application, prior to the construction of the extension hereby approved, a schedule and/or samples of the materials and finishes for the development shall be submitted to and agreed in writing by the County Planning Authority. Thereafter the development shall not be carried out other than in accordance with the approved details;**
- f) No development shall take place until a schedule and or samples of all surfacing**

materials, including the proposed car park, has been submitted and agreed in writing by the County Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details;

- g) No development shall take place until full details of the boundary walls and fences and other means of enclosure have been submitted and agreed in writing by the County Planning Authority. This shall include the method of construction for any fencing that falls within 5 metres of any protected tree. The development shall be carried out strictly in accordance with the approved details;**
- h) No development shall commence until a Community Use Agreement prepared in consultation with Sport England has been submitted to and approved in writing by the County Planning Authority, and a copy of the completed approved agreement has been provided to the County Planning Authority. The agreement shall apply to the playing field and car park hereby permitted and includes details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.**

Drainage

- i) The development hereby permitted shall not commence until drainage plans for the disposal of foul sewage have been submitted to and approved by the County Planning Authority. Thereafter the scheme shall be implemented in accordance with the approved details before the development is first brought into use;**
- j) Prior to building work commencing a full surface water drainage plan should be submitted and approved in writing by the County Planning Authority;**

Ecology & Biodiversity

- k) The removal or destruction of suitable breeding habitat should occur outside the bird breeding season. Should any area of hedgerow, shrub or trees be removed during late February to late August then a suitably qualified ecologist must be engaged prior to commencement in order to check for nesting birds. Where active nests are discovered they should be protected by a stand-off zone of no less than 5 metres until the young have fledged;**
- l) Trees and hedgerows to be retained throughout the scheme should be given adequate protection as per BS5837:2012;**
- m) In the unlikely event that any protected species are found on the site during the works then all works must cease immediately and the advice of a suitably qualified ecologist must be sought prior to works re-commencing;**
- n) A scheme shall be submitted for the approval of the County Planning Authority in writing which demonstrates retention and protection of features identified as valuable for bats (these are principally restricted to the northern, southern and eastern school boundaries). In these areas no new strong lighting should be imposed other than as required for health, safety and security; in which case details of appropriate mitigation (timers/shielding or cowls) should be provided for the written approval of the County Planning Authority;**
- o) One bat and one bird box shall be installed on site in accordance with a specification and location to be approved in writing by the County Planning Authority;**

Landscaping

- p) Notwithstanding the submitted details, prior to the commencement of the development hereby approved a landscaping scheme, which shall include the retention of any existing trees and hedgerows and details of all walls, fences, surface treatments , new trees, shrubs and other planting, and details of the proposed**

planting species, sizes, spacing densities, locations, planting methods and details of provision of adequate growing medium and drainage shall be submitted to and approved in writing by the County Planning Authority. The scheme shall be implemented in accordance with the approved details within 6 months of the completion of the development. Any new trees or shrubs, which within a period of 5 years from the completion of the planting die, are removed, or become damaged or diseased, shall be replaced in the next planting season with others of a similar size and species;

- q) Before the development is brought into use details of a replacement hedgerow, to replace the hedgerow to be removed to accommodate the visibility splay for the proposed access into the car park, shall be submitted to and approved in writing by the County Planning Authority. The hedgerow shall be planted in accordance with the approved details;
- r) A hedgerow shall be planted in between the sports field and the proposed car park in accordance with details to be submitted and approved in writing by the County Planning Authority. The hedgerow shall be planted in accordance with the approved details;
- s) Construction works shall only be carried out on the site between 08:00 to 18:00 hours on Mondays to Fridays inclusive, and 08:00 to 13:00 hours on Saturdays, with no construction work on Sundays or Bank Holidays; and
- t) The double mobile classroom shall be removed from the site together with all associated infrastructure and the land restored to the satisfaction of the County Planning Authority on completion of the extension hereby approved, or by 31st March 2017, whichever is the earlier.

910 Proposed construction of a 2 classroom extension,

The Committee considered an application under Regulation 3 of the Town and County Planning General Regulations 1992 for planning permission for the proposed construction of a 2 classroom extension, together with a new hard play area, new car parking area

together with a new hard play area, new parking area and reinstatement of pedestrian access at Millfields First School, Swift Close, Bromsgrove, Worcestershire (Agenda item 8)

and reinstatement of pedestrian access at Millfields First School, Swift Close, Bromsgrove, Worcestershire.

The report set out the background of the proposal, the proposal itself, the relevant planning policy and details of the site consultations and representations.

The report set out the Head of Strategic Infrastructure and Economy's comments in relation to landscape character and appearance of the area, residential amenity, water environment, traffic and highway safety, ecology and biodiversity and playing field.

The Head of Strategic Infrastructure and Economy concluded that on balance, taking into account the comments received from statutory consultees; members of the public and the provisions of the development plan in particular, Policies DS13; S31; C17 and BG3 of the Bromsgrove District Local Plan, the proposal would not cause demonstrable harm to the interests intended to be protected by these policies or highway safety.

Given the size, siting and design of the proposed development the Head of Strategic Infrastructure and Economy was satisfied that the proposal would have no adverse impact on the landscape character of the surrounding area, subject to the imposition of conditions relating to a landscaping scheme and a scheme to protect the existing larch and pine trees, located to the north-west of the school site in accordance with Policy C17 of the Bromsgrove District Local Plan and conditions relating to facing brick of the proposed extension and surfacing of the proposed car park.

The Head of Strategic Infrastructure and Economy was, therefore, satisfied that the proposed development was acceptable on residential amenity grounds.

The Head of Strategic Infrastructure and Economy was satisfied that the proposed development would have no adverse impact on the water environment.

Subject to the imposition of a condition relating to the provision of a travel plan, the Head of Strategic Infrastructure and Economy was satisfied that the proposal would have no adverse impact on highways safety.

The Head of Strategic Infrastructure and Economy was satisfied that the proposed development would have no detrimental impact on the biodiversity of the site and the

surrounding area.

The representative of the Head of Strategic Infrastructure and Economy commented that members had visited the site. She added that the local councillor had commented further that he had received additional letters from local residents expressing concerns about the proposal and on this basis he could not support the application without further discussions being held with local residents.

In the ensuing debate, the following principal points were raised:

- The concerns of the local councillor about the use of the pedestrian access were shared, particularly regarding the materials to be used for the surface dressing and the security arrangements for the pedestrian access. Mr Galvin of Jacobs, the representative acting on behalf of the applicant explained that the pedestrian access would be fenced off and gated at both ends. The school would be responsible for managing the pedestrian access. The surface dressing of the pedestrian access would be tarmacadam
- It was important that the original pedestrian access from Millfield Road was reinstated. The School was situated in a large residential area and this proposal would improve the access arrangements to the school site and therefore the proposal should be supported. Mr Thatcher from Property Services added that the opening of the pedestrian access resulted from suggestions made during the consultation process
- In response to a query, Mr Thatcher confirmed that the school would be responsible for gritting the pedestrian access to the school
- This school suffered from congestion caused by children being dropped off outside the school. It was hoped that the proposed travel plan along with the pedestrian access would improve the congestion at the school.

RESOLVED that planning permission be granted for the proposed construction of a 2 classroom extension, together with a new hard play area, new car parking area and reinstatement of pedestrian access at Millfields First School, Swift Close, Bromsgrove, Worcestershire, subject to the following conditions:

- a) The permission enures for the benefit of

Worcestershire County Council only;

- b) The development must be begun not later than the expiration of three years beginning with the date of this permission;**
- c) The development hereby permitted shall be carried out in accordance with the details shown on submitted Drawing Numbers: P01; P02; P03 Rev A and P04, except where otherwise stipulated by conditions attached to this permission;**

Details

- d) Notwithstanding any indication of the materials, which may have been given in this application, prior to the construction of the extension hereby approved, a schedule and/or samples of the materials and finishes for the development shall be submitted to and agreed in writing by the County Planning Authority. Thereafter the development shall not be carried out other than in accordance with the approved details;**
- e) No development shall take place until a schedule and or samples of all surfacing materials has been submitted and agreed in writing by the County Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details;**
- f) No development shall take place until full details of the boundary walls and fences and other means of enclosure have been submitted to and agreed in writing by the County Planning Authority. This shall include the method of construction for any fencing that falls within 5 metres of any protected tree. The development shall be carried out strictly in accordance with the approved details;**

Drainage

- g) The development hereby permitted shall not commence until drainage plans for the disposal of foul sewage have been submitted to and approved by the County Planning Authority. Thereafter the scheme shall be implemented in accordance with the approved details before the development is first brought into use;**

- h) No development shall take place until a full surface water drainage scheme has been submitted to and approved in writing by the County Planning Authority. Thereafter the approved surface water drainage scheme shall be implemented in accordance with the approved details;**

Landscaping

- i) Notwithstanding the submitted details, prior to the commencement of the development hereby approved a landscaping scheme, which shall include the retention of any existing trees and hedgerows and details of all walls, fences, surface treatments, new trees, shrubs and other planting, and details of the proposed planting species, sizes, spacing, densities, locations, planting methods and details of the provision of adequate growing medium and drainage shall be submitted to and approved in writing by the County Planning Authority. The scheme shall be implemented in accordance with the approved details within 6 months of the completion of the development. Any new trees or shrubs, which within a period of five years from the completion of the planting die, are removed, or become damaged or diseased, shall be replaced in the next planting season with others of a similar size and species;**
- j) A scheme to protect the existing larch and pine trees, located to the north-west of the school site shall be submitted to and approved in writing by the County Planning Authority. This scheme shall be carried out in accordance with the approved details;**

Ecology & Biodiversity

- k) Within 3 months from the date of this planning permission, details of one nest box and one hedgehog dome, including the location and specifications shall be submitted to and approved in writing by the County Planning Authority; The nest box and the hedgehog dome shall be installed in accordance with approved details before the development first comes into use.**
- l) In the unlikely event that any protected**

species are found on the site during the works then all works must cease immediately and the advice of a suitably qualified ecologist must be sought prior to works re-commencing;

- m) All vegetation clearance at the site shall be undertaken outside the bird nesting season which generally extends between March and September inclusive. If this is not possible then any vegetation that is to be removed or disturbed should be checked by an experienced Ecologist for nesting birds immediately prior to works commencing. If birds are found to be nesting any works which may affect them would have to be delayed until the young have fledged and the nest has been abandoned naturally.

Highways

- n) The development hereby permitted shall not be brought into use until the applicant has submitted to and had approved in writing by the County Planning Authority a travel plan that promotes sustainable forms of access to the site. The approved plan shall be implemented and updated in agreement with Worcestershire County Council's Travel plan co-ordinator; and

Construction

- (o) Construction works shall only be carried out on the site between 08:00 to 18:00 hours on Mondays to Fridays inclusive, and 08:00 to 13:00 hours on Saturdays, with no construction work on Sundays or Bank Holidays.

**911 Safety of Sports
Grounds
Annual Review
2014/15
(Agenda item 9)**

The Committee considered the annual review of activities carried out by the County Council to discharge its duties under the Safety at Sports Grounds (SatSGs) and related legislation during 2014/2015.

The report set out the background to the SatSGs legislation, including reference to Safety Certificates, Safety Advisory Groups. It set out details of the annual review of Sixways Stadium - Worcester Warriors, Aggborough Stadium – Kidderminster Harriers and Worcester City Football Clubs, the Grandstand – Worcester Racecourse, and the Victoria Ground – Bromsgrove Sporting Football Club.

In the ensuing debate, the following principal points were raised:

- The Emergency Planning Officer offered an open invitation to members of the Committee to attend a site visit to see the safety of sports grounds arrangements in operation. He specifically suggested Worcester Racecourse as a venue to visit although this would require an evening visit
- In response to a query, the Emergency Planning Officer explained that the Worcestershire County Cricket Club ground fell outside the Safety of Sports Grounds legislation because it did not have any stands that accommodated more than 500 people.

RESOLVED that the 2014/15 Annual Review of activities carried out by the Council to manage and implement the Safety at Sports Grounds legislation be noted.

The meeting ended at 12.03pm

Chairman