

Planning and Regulatory Committee

Tuesday, 9 July 2019, County Hall, Worcester - 10.00 am

Present:

Minutes

Mr R C Adams (Chairman), Ms P Agar, Mr G R Brookes, Mr P Denham, Mr A Fry, Mr I D Hardiman, Mr P B Harrison, Mrs A T Hingley, Dr C Hotham (attended for items 6 - 11), Mrs J A Potter, Prof J W Raine (attended for items 1 - 8) and Mr C Rogers

Also attended:

Mr A A J Adams, Mrs E B Tucker and Mr S J Mackay attended as local councilors for items 7, 5 and 6 respectively.

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); and
- C. The Minutes of the meeting held on 26 March 2019 (previously circulated).

1016 Named Substitutes (Agenda item 1)

None.

1017 Apologies/ Declarations of Interest (Agenda item 2)

Apologies were received from Mr R M Bennett and Mr J A D O'Donnell.

1018 Public Participation (Agenda item 3)

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

1019 Confirmation of Minutes (Agenda item 4)

RESOLVED that the Minutes of the meeting held on 26 March 2019 be confirmed as a correct record and signed by the Chairman.

1020 Proposed Pershore Northern Link

The Committee considered an application under Regulation 3 of the Town and Country Planning Regulations 1992 for proposed Pershore Northern Link Road comprising the construction of a new highway and

Road comprising the construction of a new highway and road bridge to the north of Pershore in Worcestershire. The scheme would provide a direct link between the existing A44 / B4083 Roundabout (north of the Oxford - Worcester - Wolverhampton (OWW) Railway Line) and the B4083 Roundabout (south of the OWW Railway Line) to provide a critical connection between the A44 and B4083 Wyre Road and access to the Pershore Trading Estate. as part of the Northern Link Road a new road bridge would be constructed which would cross the OWW

road bridge to the north of Pershore in Worcestershire. The scheme would provide a direct link between the existing A44 / B4083 roundabout (north of the Oxford - Worcester - Wolverhampton (OWW) railway line) and the B4083 roundabout (south of the OWW railway line) to provide a critical connection between the A44 and B4083 Wyre Road and access to the Pershore Trading Estate. As part of the northern link road a new road bridge would be constructed which would cross the OWW railway line to the east of Pershore railway station on land between the A44 / B4083 roundabout and the Wyre Road / Ascot Road roundabout, Pershore, 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 Development Management Team Manager's comments in relation to: the Principle of the Development, Alternatives, Traffic, Highway Safety and Public Rights of Way, Landscape Character and Visual Impact, Residential Amenity (Air Quality, Dust, Noise and Vibrations Impacts), Water Environment, Ecology and Biodiversity, Historic Environment, Other Matters (Safety and Integrity of the Railway, Contaminated Land, Utilities, Cumulative Effects and EIA Team and Expertise).

The Development Management Team Manager concluded that the proposed development gained policy support from Policies SWDP 4 and SWDP 47 of the South Worcestershire Development Plan. The route of the Pershore Northern Link Road was safeguarded for transport infrastructure under Policy SWDP 4. The Reasoned Justification to Policy SWDP 47 stated that "*in directing development to the north of the town it is important that infrastructure improvements are secured. These include provision of the Northern Link Road from the A44 / Wyre Piddle bypass roundabout to Keytec 7 Business Park.*"

The applicant had confirmed that option development had been undertaken throughout the design process. This included a number of rail overbridge bridge options. In view of this, the Development Management Team Manager considered that the applicant's approach to the consideration of alternatives was acceptable in this instance.

The application was accompanied by a Transport Assessment, which stated that the proposal was not expected to generate trips, however the additional

Railway Line to the east of Pershore Railway Station on land between the A44 / B4083 Roundabout and the Wyre Road / Ascot Road Roundabout, Pershore, Worcestershire (Agenda item 5)

capacity the proposal would provide made it a more attractive route compared to other busier alternatives. The wider area net trip impact would be zero, and the scheme would not only benefit the local area, but the wider highway network by taking trips from other congested routes / junctions.

The Public Right of Way of Footpath PS-565 crossed the application site and adjoined Footpath WP-508. The applicant proposed to close these two Public Rights of Way for health and safety reasons throughout the duration of the construction works and reopen them on completion of the development. Based on the advice of the County Footpath Officer and Ramblers Association, the Development Management Team Manager was satisfied that the proposal would not have an unacceptable impact upon Public Rights of Way, traffic or highway safety, subject to the imposition of an appropriate condition, requiring a CEMP for highway.

Based on the advice of Wychavon District Council and the County Landscape Officer, it was considered that, subject to the imposition of an appropriate conditions, the proposal would not have an unacceptable adverse or detrimental impact upon the character and appearance of the local area, including views to and from the Cotswolds AONB.

Based upon the advice of Worcestershire Regulatory Services, it was considered that, on balance, subject to the imposition of appropriate conditions, the proposal would not have an unacceptable adverse or detrimental impact upon residential amenity, in terms of air quality and noise impacts or that of human health.

The Lead Local Flood Authority had raised no objections to the proposal, subject to the imposition of appropriate conditions, and the Environment Agency had also raised no objections. In view of this, the Development Management Team Manager considered that there would be no adverse effects on the water environment, subject to the imposition of appropriate conditions regarding mitigation measures to protect the water environment during the construction phase and as recommended by the Lead Local Flood Authority (detailed drainage scheme and management plan).

Based on the advice of Natural England, Worcestershire Wildlife Trust and the County Ecologist, it was considered that subject to the imposition of appropriate conditions that the proposed development would have no adverse

impacts on the ecology and biodiversity at the site or in the surrounding area and would enhance the application site's value for biodiversity.

Based on the advice of the District and County Archaeologists and Historic England it was considered that the proposal would not have an unacceptable impact upon the historic environment, in accordance with Policies SWDP 6 and SWDP 24 of the South Worcestershire Development Plan.

Taking into account the provisions of the Development Plan and in particular Policy WCS 17 of the Adopted Worcestershire Waste Core Strategy and Policies SWDP 1, SWDP 2, SWDP 4, SWDP 5, SWDP 6, SWDP 7, SWDP 21, SWDP 22, SWDP 24, SWDP 25, SWDP 28, SWDP 29, SWDP 30, SWDP 31, SWDP 32 and SWDP 47 of the adopted South Worcestershire Development Plan, it was considered the proposal would not cause demonstrable harm to the interests intended to be protected by these policies or highway safety.

The Development Management Team Manager introduced the report and commented that members had visited the site and noted the proximity of the nearest residential properties and commercial units and visited both ends of the proposed route.

Mr Robinson, a supporter of the proposal addressed the Committee. He welcomed the proposal in conjunction with the Pinvin Junction/re-designed traffic lights. This project was long overdue resulting in many years of frustration and causing chaos to the local infrastructure, not helped by Wychavon District Council allowing hundreds of houses to be built in this part of Northern Pershore. Representatives of the applicant had updated him and he was confident that the project would be completed successfully and hopefully on time, weather-permitting. Local residents had suffered for years with the current house building projects and assurances were needed that any more house building projects would be balanced by the right infrastructure, especially greenfield sites. He noted the Strategic Economic Plan and the 3 objectives namely world class business locations, special skills and developing competitive creativity. Positive comments had been received from the local county councillor, Pershore Town Council and Wychavon District Council.

Mark Mills, County Highways did not address the Committee on behalf of the applicant but was available to

answer questions. The following query was raised with him:

- Would the slow worms be moved from the site before any work on site commenced? Mark Mills indicated that a relocation Strategy had been agreed with the County Ecologist which applied to all forms of wildlife in the vicinity of the site. The relocation of wildlife from the site would be undertaken during the summer months up to October before the hibernation period. Construction work would only start after that period when the whole site was assessed as sterile.

In the ensuing debate the following points were raised:

- The local councillor strongly commended the proposals which had taken a long time to get to this stage. The only solution to the access issues experienced to the north of Pershore was to utilise this short route over the railway line. There were only two access points to Pershore from the north either via Wyre Hill or Terrace Road both of which were narrow and inappropriate. There was strong local support for the scheme and the parish and town councils had worked hard to get the scheme to this point
- The proposal was welcomed and local councillors should be congratulated for their efforts
- The plans to safeguard the biodiversity of the area were welcomed. The only negative aspect of the proposal was the impact on the emerging Minerals Local Plan as this site had been included as a strategic corridor for minerals. However, the sustainability arguments for this application outweighed this concern. In addition, assurances had been received about the provision for pedestrians along Wyre Road
- The representative of the County Highways Officer commented that contributions had been received from surrounding residential developments to improve the walking/cycling infrastructure along Wyre Road. This was being agreed outside the planning application but there was a clear relationship between housing provision and employment land in the area. The intention was to provide at least a new footway and hopefully cycling provision but that would be subject to detailed design when the necessary funding became available

- Although this Link Road was a welcome addition to the local road network, it was ironic that a further road would be built at a time when the Council was trying to increase investment in public transport
- This project would improve the transport infrastructure in the locality and therefore be a major boost to the Council's Open for Business Policy.

RESOLVED that, having taken the environmental information into account, planning permission be granted for proposed Pershore Northern Link Road comprising the construction of a new highway and road bridge to the north of Pershore in Worcestershire. The scheme would provide a direct link between the existing A44 / B4083 roundabout (north of the Oxford - Worcester - Wolverhampton (OWW) railway line) and the B4083 roundabout (south of the OWW railway line) to provide a critical connection between the A44 and B4083 Wyre Road and access to the Pershore Trading Estate. As part of the northern link road a new road bridge would be constructed which would cross the OWW railway line to the east of Pershore railway station on land between the A44 / B4083 roundabout and the Wyre Road / Ascot Road roundabout, Pershore, Worcestershire, subject to the following conditions:

Commencement

- a) The development must be begun not later than the expiration of three years beginning with the date of this permission;
- b) The developer shall notify the County Planning Authority of the start date of commencement of the development in writing within 5 working days following the commencement of the development;

Approved Drawings

- c) The development hereby approved shall be carried out in accordance with the details shown on the submitted drawings, except where otherwise stipulated by conditions attached to this permission:
 - PNLR-BUR-ALL-HWY-DR-CH-0000, Rev P6.0 – Series 0000 – General Site Plan;
 - PNLR-BUR-ALL-HWY-DR-CH-0100, Rev

**P5 – Series 0100 – Preliminary Site
General Arrangement – ES3.4;**

- **PNLR-BUR-ALL-HWY-DR-CH-0101, Rev
P5.0 – Series 0100 – Preliminary Site
Location;**
- **PNLR-BUR-ALL-HWY-DR-CH-0300, Rev
P4.0 – Series 0300 – Fencing General
Arrangement;**
- **PNLR-BUR-ALL-HWY-DR-CH-0305, Rev
P2.0 – Series 0300 – Fencing Standard
Details;**
- **PNLR-BUR-ALL-HWY-DR-CH-0400, Rev
P4.0 – Series 0400 – Vehicle Restraint
General Arrangement;**
- **PNLR-BUR-ALL-HWY-DR-CH-0500, Rev
P4.0 – Series 0500 – Drainage General
Arrangement;**
- **PNLR-BUR-ALL-HWY-DR-CH-0505, Rev
P1.0 – Series 0500 – Drainage Standard
Details;**
- **PNLR-BUR-ALL-HWY-DR-CH-0600, Rev
P4.0 – Series 0600 – Earthworks General
Arrangement;**
- **PNLR-BUR-ALL-HWY-DR-CH-0700, Rev
P5.0 – Series 0700 – Road Geometry –
Road Geometry and Pavement General
Arrangement;**
- **PNLR-BUR-ALL-HWY-DR-CH-0701, Rev
P2.0 – Series 0700 – Road Geometry –
Road Geometry Longsection;**
- **PNLR-BUR-ALL-HWY-DR-CH-0702, Rev
P2.0 – Series 0700 – Road Geometry –
Road Geometry Cross Sections Sheet 1;**
- **PNLR-BUR-ALL-HWY-DR-CH-0703, Rev
P2.0 – Series 0700 – Road Geometry –
Road Geometry Cross Sections Sheet 2;**
- **PNLR-BUR-ALL-HWY-DR-C-1005, Rev
P2.0 – Series 0100 – Road Pavements
Bridge Elevations;**
- **PNLR-BUR-ALL-HWY-DR-CH-1100, Rev**

P5.0 – Series 1100 – Kerbs, Footways & Paved Areas General Arrangement;

- **PNLR-BUR-ALL-HWY-DR-CH-1105, Rev P2.0 – Series 1100 – Kerbs, Footways & Paved Areas Standard Details;**
- **PNLR-BUR-ALL-HWY-DR-CH-1200, Rev P5.0 – Series 1200 – Road Markings General Arrangement;**
- **PNLR-BUR-ALL-HWY-DR-CH-1300, Rev P4.0 – Series 1300 – Street Lighting General Arrangement;**
- **A066326-PER-SK-001, Rev P0.0 – Rail Overbridge Preferred Option for Planning;**
- **Figure ES 1.1, Rev P01 – Scheme Location Plan; and**
- **Figure ES 8.4, Rev 0 – Landscape Proposals;**

d) Notwithstanding the submitted details, prior to commencement of development hereby approved, a Construction Environmental Management Plan (CEMP) in accordance with Worcestershire Regulatory Services "*Code of Best Practice for Demolition and Construction Sites*" shall be submitted to the County Planning Authority for approval in writing. The approved CEMP shall be implemented for the duration of the construction works. The CEMP shall address the following:

Hours of Working

- i. A scheme providing the days and hours of construction operations;

Biodiversity

- ii. Risk assessment of potentially damaging construction activities;
- iii. Identification of "biodiversity protection zones";
- iv. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction to be provided as a set of Method Statements for nesting birds,

- roosting bats, badgers, hedgehog and any other wildlife considered to be at risk;
- v. The location and timing of sensitive works to avoid harm to biodiversity features;
 - vi. The times during construction when specialist ecologists need to be present on site to oversee works;
 - vii. Responsible persons and lines of communication;
 - viii. The role and responsibilities on site of a suitably competent Ecological Clerk of Works (ECoW);
 - ix. Use of protective fences, exclusion barriers and warning signs;

Lighting

- x. Details of the proposed construction lighting;

Dust and Air Quality

- xi. A scheme to minimise and mitigate the impacts of dust emissions and impacts to air quality;

Noise and Vibration

- xii. A scheme to minimise and mitigate the impacts of noise and vibration;

Contamination

- xiii. A Method Statement for the control of unexpected contamination;

Water Environment

- xiv. Measures to be undertaken to ensure that any pollution and silt generated by the construction works shall not adversely affect groundwater and surface waterbodies;

Highways

- xv. Measures to ensure that vehicles leaving the site compounds do not deposit mud or other detritus onto the public highway; and
- xvi. Details of site operative parking areas, material storage areas and the location of site operatives facilities;

Ecology and Biodiversity

e) **Notwithstanding the submitted details, within 3 months of the commencement of the development hereby approved, a Landscape and Ecological Management Plan (LEMP) shall be submitted to the County Planning Authority for approval in writing. Thereafter, the LEMP shall be implemented in accordance with the approved details. The LEMP shall include the following:**

- i. Description and evaluation of features to be managed;**
- ii. Ecological trends and constraints on site that might influence management;**
- iii. Aims and objectives of management;**
- iv. Appropriate management options for achieving aims and objectives;**
- v. Prescriptions for establishment and aftercare management actions;**
- vi. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);**
- vii. Details of the body or organization responsible for implementation of the plan;**
- viii. Ongoing monitoring and remedial measures;**
- ix. Details of any legal and funding implementation of the LEMP will be secured by the applicant with the management bodies responsible for its delivery; and**
- x. An updated planting scheme to include native species of local provenance, locations, numbers, densities, spacing and planting sizes for the development hereby approved. The scheme shall be implemented within the first available planting season (the period between 31 October in any one year and 31 March in the following year) on 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 on an annual basis, in the next planting season with others of a similar size and the same species;

- f) Notwithstanding the submitted details, prior to the commencement of the development hereby approved, including any translocation of reptiles, a Reptile Mitigation Strategy shall be submitted to and approved in writing by the County Planning Authority. Thereafter the development shall be carried out in accordance with the approved details;
- g) Within 3 months of the commencement of the development hereby approved, a Biodiversity Monitoring Strategy shall be submitted to the County Planning Authority for approval in writing. A report describing the results of monitoring shall be submitted to the County Planning Authority at intervals identified in the Strategy. The report shall also set out (where the results from monitoring show that conservation aims and objectives are not being met) how contingencies and/or remedial action will be identified, agreed with the County Planning Authority, and then implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The Biodiversity Monitoring Strategy shall be implemented in accordance with the approved details;
- h) 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;
- i) All existing trees, shrubs and hedgerows indicated to be retained shall be protected by suitable fencing in accordance with BS5837:2012. No materials shall be stored, no

rubbish dumped, no fires lit and no buildings erected inside the fence. In the event of any trees, shrub or hedgerows being damaged or removed by the development, they shall be replaced in the next planting season;

Design

- j) Notwithstanding the submitted details, prior to the construction of the Rail Overbridge, detailed design of the Rail Overbridge, shall be submitted to the County Planning Authority for approval in writing. Thereafter, the development shall be carried out in accordance with the approved details;

Drainage

- k) Notwithstanding the submitted details, no development shall commence until detailed design drawings for surface water drainage have been submitted to, and approved in writing by the County Planning Authority. Thereafter the development shall be carried out in accordance with the approved details;
- l) No works in connection with site drainage shall commence until a Sustainable Drainage System (SuDS) management plan which shall include details on future management responsibilities, along with maintenance schedules for all SuDS features and associated pipework has been submitted to and approved in writing by the County Planning Authority. This plan shall detail the strategy that will be followed to facilitate the optimal functionality and performance of the SuDS scheme throughout its lifetime. The approved SuDS management plan shall be implemented in full in accordance with the agreed terms and conditions and the SuDS scheme shall be managed and maintained in accordance with the approved maintenance plan thereafter;

Pollution

- m) Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund 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 or vessels plus 10%. All filling points, associated pipework, vents, gauges and site glasses must be located within the bund or have separate 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;

Lighting

- n) Notwithstanding the submitted details, within 3 months of the commencement of the development hereby approved, a lighting scheme shall be submitted to the County Planning Authority for approval in writing. The scheme shall include details of the height of all lighting, the intensity of lighting (specified in Lux levels), spread of light, including approximate light spillage levels (in metres), the times when the lighting would be illuminated, any measures proposed to mitigate impact of the lighting or disturbance through glare and upon protected species and habitats, in particular bats. Thereafter, the development shall be carried out in accordance with the approved details; and

Soil Resource Plan and Waste Management Plan

- o) Within 1 month of the commencement of the development hereby approved, a Site Waste Management Plan, and Soils Resource Plan, shall be submitted to the County Planning Authority for approval in writing. Thereafter, the development shall be carried out in accordance with the approved details.

1021 Proposed new cycle / footbridge to span Broomhall Way (Southern Link Road A4440) between

The Committee considered an application under Regulation 3 of the Town and Country Planning Regulations 1992 for proposed new cycle / footbridge to span Broomhall Way (Southern Link Road A4440) between the Ketch Roundabout and Norton Roundabout to provide a direct link between the existing housing and amenities at St Peters and a new development south of Broomhall Way (Part of Worcester South Urban Extension) at Broomhall Way (Southern Link Road

the Ketch Roundabout and Norton Roundabout to provide a direct link between the existing housing and amenities at St Peters and a new development south of Broomhall Way (part of Worcester South Urban Extension) at Broomhall Way (Southern Link Road A4440), Worcester, Worcestershire (Agenda item 6)

A4440), Worcester, 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 Development Management Team Manager's comments in relation to: the Need and Principle of the Development, Traffic, Highway Safety and Public Rights of Way, Visual Impact and Residential Amenity, Water Environment, Ecology and Biodiversity, Other Matters (Contaminated land, Utilities, Historic Environment, Power Park, and Crime and Safety).

The Development Management Team Manager concluded that Policy SWDP 45/1: 'Broomhall Community and Norton Barracks Community (Worcester South Urban Extension) (247.1 hectare)' of the South Worcestershire Development Plan, which related to the developments referenced above, allocated approximately 20 hectares of employment land and 2,600 dwellings. It also required measuring including proportionate contributions directly related to the development, to support and safeguard the implementation of relevant schemes set out in the Worcestershire Local Transport Plan 3, including cycle and walking infrastructure and services which should include at least two grade-separated pedestrian / cycle crossings. The accompanying Diagram 1 – SWDP 45/1 showed the indicative location for a grade separated pedestrian and cycle crossing. In view of the policy support for this proposal, the Development Management Team Manager considered that the need for and the principle of the scheme had been established.

Overall the proposal would result in an improvement for public access to the area and provide a sustainable connection between the areas north and south of the Southern Link Road (A4440). Based upon the advice of the County Highways Officer, County Footpath Officer, and Malvern Hills District Footpath Society, it was considered that the proposal would not have an unacceptable impact upon traffic, highway safety or Public Rights of Way, subject to the imposition of an appropriate conditions regarding a CEMP and details of the joint pedestrian / cycle route to be provided to the south of Broomhall Way connecting to the public highway.

Objections had been received from both Malvern Hills District Council and Worcester City Council on design

grounds. It was considered that the proposal would appear flatter and heavier in appearance when compared to the approved bridges at Crookbarrow Way and Hams Way. Notwithstanding this, the Development Management Team Manager welcomed the amended design, which incorporated a 'butterflying' effect, which enhanced the aesthetics of the bridge, and it was recognised the height of the bridge needed to be balanced against any visual impacts upon neighbouring residential properties and its wider landscape impact. In view of this, on balance, it was considered that the proposal was acceptable and the design of the bridge would result in a minor local landmark feature, whilst not resulting in a bridge that was unduly prominent or overbearing in the landscape. Notwithstanding this, the Development Management Team Manager recommended the imposition of conditions regarding its detailed design and colour palate so that opportunities could be explored regarding the size and proportions of each element of the bridge in order to maximise its elegance and design quality, and to accentuate the bow arch.

Based on the advice of the County Landscape Officer and Worcestershire Regulatory Services, it was considered that subject to the imposition of appropriate conditions, the proposed development would not have an unacceptable impact upon the character and appearance of the local area, or upon the amenity of local residents.

Based on the advice of South Worcestershire Land Drainage Partnership, Environment Agency, Lead Local Flood Authority and Severn Trent Water Limited, it was considered that the proposal would have no adverse effects on the water environment, subject to the imposition of appropriate conditions.

Based on the advice of Natural England, the County Ecologist and Worcestershire Wildlife Trust, it was considered that subject to the imposition of appropriate conditions, the proposed development would not have any adverse impacts on ecology and biodiversity at the site or on the surrounding area and would enhance the application site's value for biodiversity.

It was considered that the proposal would not have an unacceptable adverse impact upon Power Park, subject to the imposition of an appropriate condition, requiring the reposition of the existing football pitch prior to the opening of the bridge.

The Development Management Team Manager considered that the proposal would not unduly exacerbate the risk of crime and antisocial behaviour in the local area.

Taking into account the provisions of the Development Plan and in particular Policy WCS 17 of the Adopted Worcestershire Waste Core Strategy, Policies SWDP 1, SWDP 2, SWDP 4, SWDP 5, SWDP 6, SWDP 7, SWDP 21, SWDP 22, SWDP 24, SWDP 25, SWDP 28, SWDP 29, SWDP 30, SWDP 31, SWDP 32 and SWDP 45 of the adopted South Worcestershire Development Plan, and Policies K12 and K15 of the adopted Neighbourhood Plan for Kempsey, it was considered the proposal would not cause demonstrable harm to the interests intended to be protected by these policies or highway safety.

The Development Management Team Manager introduced the report and commented that members had visited the site and observed the location of the nearest residential properties and the football pitch. Members had also visited the south side of the proposed development along Taylor's Lane. Mr Mackie, an objector to the proposal had been invited to address the Committee but was unable to attend. He had made comments in respect of concerns over the impact of flooding and the length of the ramp.

In the ensuing debate, the following points were raised:

- The local councillor commented that although he understood the need for the bridge, he had a number of concerns. The stretch of descent into Power Park was unsightly compared to the present vista and he would ask that the planting scheme be sympathetic to this concern. The parish council believed that compensatory land would be given by the County Council in lieu of the land taken for this development. Fields in Trust were aware of the situation but had not asked for compensation. Was it possible for the County Council to provide compensatory land, perhaps Broomhall Green to be given to the City Council for upkeep by the Parish Council? He was concerned about the loss of foliage as a result of the creation of the access road to the construction compound in Power Park as this would increase the noise from the SLR for local residents. He asked that the route of this access road from Broomhall Way be kept as close as possible to the location of the bridge to avoid the removal of

foliage near houses next to the SLR. Local residents were concerned about the loss of privacy as a result of the location of the bridge and asked that any lighting on the bridge not be intrusive. He understood that at the conclusion of the works in Power Park, the football field would be levelled and kept to a good standard, including the raising of the footpaths and the movement of earth to ensure that flooding was kept to a minimum

- In response to the comments by the local councillor, the Development Management Team Manager indicated that these issues could be incorporated as part of proposed condition e) part ix which related to the landscaping and ecology management plan which required an updated planting scheme. The issue of compensatory land and Fields in Trust was a separate landowner matter rather than a planning matter. It was proposed that the lighting would be down-light and directional not only because of the amenity impact but also the ecological impact. The potential use of solar lights or hand-rail lighting was being examined. Condition s) required that the development not be brought into use until the works to reposition the existing football pitch had been completed. Additionally, Sport England would be consulted. Condition m) required the reprofiling and raising of the footpaths in Power Park. Andy Maginnis, on behalf of the applicant added that if approached by Fields in Trust, compensatory land could be released
- The local councillor added that notwithstanding that Fields in Trust had not asked for compensatory land, he wondered if a gentlemen's agreement could be reached for a plot of land given in lieu, bearing in mind the amount of land taken by the County Council. Andy Maginnis responded that there was already a piece of land in the park in the ownership of the City Council which was not Fields in Trust which was an option. It was not a planning matter but he could look at the possibility of the transfer of land at Broomhall Green to the City Council. The Development Management Team Manager added that the Fields in Trust issue was not a planning matter but Policy SWDP 38 could require alternative green space to be released to the community at a suitable location. However, officers did not think it necessary in this case because the proposal did not compromise the

- quality of the existing green space
- The need for the bridge had been well-established with the connectivity to major housing developments to the south however there were public safety concerns about the height of the parapets and potential for stone-throwing and jumping off the bridge. In addition, the design of the bridge was very utilitarian and could be improved. Perhaps consideration should be deferred until these matters were resolved. Victoria Edge, on behalf of the applicant responded that the 1.4 metres height of the parapets had been designed in line with current standards for combined pedestrian/cyclist use. This was considered sufficient to reduce the risk of bridge jumping and objects being thrown from the bridge. The bridge step would be 6 metres from the carriageway which was felt to be excessively high and therefore not a risk. The bridge had been designed in a way that was sensitive to its location in a residential area and to lessen the visual impact on the Malvern Hills and to local residents and users of the park. After consultation, the design was modified to create a butterfly effect with a more open feeling for users of the bridge
 - The receipt of S106 funding from the housing developers to help fund the bridge was welcomed. Ideally there should be compensatory land provided for the land lost as a result of the flood alleviation measures
 - Deferral of consideration of this application was unnecessary as all the necessary information was available in the report. The design of the bridge was very practical and allowed disabled access. It was impossible to entirely prevent people throwing stones or attempting suicide
 - The loss of green space was a serious consideration and compensatory land would be welcomed
 - The applicant should have taken into account the known and unknown housing developments to the south of the City. It was also disappointing that West Mercia Police had not commented given the potential for anti-social behaviour. In response it was commented that the Committee should only take into account the factors before it in the consideration of this application
 - The bridge design was acceptable and the openness of the design was preferable to the introduction of side-panels. Given the height of the

bridge it was unlikely to be used for suicide attempts

- Had a circular ramp ever been considered in the design of the bridge? Andy Magginis responded that he had not received any negative feedback on the design of the bridge from a well-attended pre-planning engagement session held in St Peters. However, following comments received from Malvern Hills District Council, a butterfly effect design was adopted. A spiral design had been considered but to get the radius necessary for cyclists would mean that the structure would dominate and overlook nearby housing
- The representative of the Head of Legal and Democratic Services advised that where a proposal to grant permission was not carried, it would automatically represent a refusal of planning permission and there would not be a further opportunity for the Committee to consider deferment. The established practice where members had concerns about an application would be to defer consideration to give officers time to look at their concerns.

RESOLVED that planning permission be granted for proposed new cycle / footbridge to span Broomhall Way (Southern Link Road A4440) between the Ketch Roundabout and Norton Roundabout to provide a direct link between the existing housing and amenities at St Peters and a new development south of Broomhall Way (Part of Worcester South Urban Extension) at Broomhall Way (Southern Link Road A4440), Worcester, Worcestershire, subject to the following conditions:

Commencement

- a) The development must be begun not later than the expiration of three years beginning with the date of this permission;
- b) The developer shall notify the County Planning Authority of the start date of commencement of the development hereby approved in writing within 5 working days following the commencement of the development;

Approved Drawings

- c) The development hereby approved shall be carried out in accordance with the details shown on submitted Drawing, except where otherwise stipulated by conditions attached to

this permission:

- 03.GD.0004, Rev P04 – Broomhall Way Footbridge Location Plan;
- 20-04-DG-0001, Rev P02 – General Arrangement and Site Constraints for Planning Sheet 1 of 4;
- 20-04-DG-0002, Rev P02 – General Arrangement and Site Constraints for Planning Sheet 2 of 4;
- 20-04-DG-0003, Rev P02 – General Arrangement and Site Constraints for Planning Sheet 3 of 4;
- 20-04-DG-0004, Rev P02 – General Arrangement and Site Constraints for Planning Sheet 4 of 4;
- 01.DG.0002, Rev P02 – Outline Landscape Proposals;
- 20-DR-D-2001, Rev P01 – Non-Motorised User Route Options Between Broomhall Way Footbridge and the Public Highway;
- 694944CH/BW/Topo/2d, Rev 3.0 – 2d Topographical Survey;
- 20-DR-D-1001, Rev P01 – Existing Modelled Flooding;
- 20-DR-D-1002, Rev P01 – Proposed Flood Alleviation and Drainage Strategy'

Construction Environmental Management Plan

- d) Notwithstanding the submitted details, prior to commencement of development hereby approved, a Construction Environmental Management Plan (CEMP), in accordance with Worcestershire Regulatory Services "*Code of Best Practice for Demolition and Construction Sites*" shall be submitted to and approved in writing by the County Planning Authority. The approved CEMP shall be implemented for the duration of the construction works. The CEMP shall address the following:

Hours of Working

- i. A scheme providing the days and hours of construction operations;
- Biodiversity**
- ii. Risk assessment of potentially damaging construction activities;
- iii. Identification of "biodiversity protection zones";
- iv. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction to be provided as a set of Method Statements;
- v. The location and timing of sensitive works to avoid harm to biodiversity features.
- vi. The times during construction when specialist ecologists need to be present on site to oversee works;
- vii. Responsible persons and lines of communication;
- viii. The role and responsibilities on site of a suitably competent Ecological Clerk of Works (ECoW);
- ix. Use of protective fences, exclusion barriers and warning signs;
- x. A procedure to ensure that during the construction phase all trenches / excavations / pipes are closed off overnight, or if unavailable, are fitted with wood or earth escape ramps to allow trapped wildlife to escape;
- Lighting**
- xi. Details of the proposed construction lighting;
- Dust and Air Quality**
- xii. A scheme to minimise and mitigate the impacts of dust emissions and impacts to air quality;
- Noise and Vibration**
- xiii. A scheme to minimise and mitigate the impacts of noise and vibration;
- Water Environment**
- xiv. Measures to be undertaken to ensure that any pollution and silt generated by the construction works

shall not adversely affect groundwater and surface waterbodies;

Highways

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

Landscape and Biodiversity

e) Notwithstanding the submitted details, within 3 months of the commencement of the development hereby approved, a Landscape and Ecological Management Plan (LEMP) shall be submitted to the County Planning Authority for approval in writing. Thereafter, the LEMP shall be implemented in accordance with the approved details. The LEMP shall include the following:

- i. Description and evaluation of features to be managed;
- ii. Ecological trends and constraints on site that might influence management;
- iii. Aims and objectives of management;
- iv. Appropriate management options for achieving aims and objectives;
- v. Prescriptions for management actions;
- vi. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
- vii. Details of the body or organization responsible for implementation of

- viii. the plan;**
- viii. Ongoing monitoring and remedial measures; and**
- ix. An updated planting scheme to include native species of local provenance, locations, numbers, densities, spacing and planting sizes for the development hereby approved. The scheme shall be implemented within the first available planting season (the period between 31 October in any one year and 31 March in the following year) on 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 on an annual basis, in the next planting season with others of a similar size and the same species;**

f) Notwithstanding the submitted details, within 3 month of the commencement of the development hereby approved, a Biodiversity Enhancement Strategy (BES) shall be submitted to the County Planning Authority for approval in writing. The BES shall include:

- i. Purpose and conservation objectives for the proposed works;**
- ii. Review of site potential and constraints;**
- iii. Detailed design(s) and/or working method(s) to achieve stated objectives;**
- iv. Extent and location/area of proposed works on appropriate scale maps and plans;**
- v. Type and source of materials to be used where appropriate, e.g. native species of local provenance;**
- vi. Timetable for implementation demonstrating that works are aligned with the proposed phasing of development;**
- vii. Persons responsible for implementing the works;**
- viii. Details of initial aftercare and long-term maintenance;**

- ix. Details for monitoring and remedial measures; and
- x. Details for disposal of any wastes arising from works;

Thereafter, the BES shall be implemented in accordance with the approved details;

- g) On implementation of the approved CEMP under condition d) and approved BES under condition f), a Statement of Conformity shall be submitted to the County Planning Authority by the applicant or their Ecological Clerk of Works confirming their successful implementation. A further report shall be submitted to the County Planning Authority providing monitoring information at the end of the approved LEMP Management Plan period;
 - h) 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;
 - i) All existing trees, shrubs and hedgerows indicated to be retained shall be protected by suitable fencing in accordance with BS5837:2012 No materials shall be stored, no rubbish dumped, no fires lit and no buildings erected inside the fence. In the event of any trees, shrub or hedgerows being damaged or removed by the development, it shall be replaced in the next planting season;
- Lighting**
- j) Notwithstanding the submitted details, within 3 months of the commencement of the development hereby approved, a lighting scheme shall be submitted to the County Planning Authority for approval in writing. The scheme shall include details of the height of all lighting, the intensity of lighting (specified in Lux levels), spread of light, including

approximate light spillage levels (in metres), the times when the lighting would be illuminated, any measures proposed to mitigate impact of the lighting or disturbance through glare and upon protected species and habitats, in particular bats. Thereafter, the development shall be carried out in accordance with the approved details;

Design

- k) Prior to the commencement of the development hereby approved, drawings of the detailed design of the bridge, ramps, landings, and steps including materials, colour, finishes, size, and cross section of the parapets shall be submitted to the County Planning Authority for approval in writing. Thereafter, the development shall be carried out in accordance with the approved details;
- l) Notwithstanding the submitted details, within 1 month of commencement of the development hereby approved, a schedule and / or samples of all surfacing materials shall be submitted to the County Planning Authority for approval in writing. Thereafter, the development shall be carried out in accordance with the approved details;

Drainage

- m) Notwithstanding the submitted details, no development shall commence until detailed design for surface water drainage, including Power Park re-profiling and raising of footpaths within Power Park have been submitted to, and approved in writing by the County Planning Authority. Thereafter the development shall be carried out in accordance with the approved details;
- n) No development shall commence until a management plan for the drainage on site, as detailed in drawing numbered: 20-DR-D-1002, Rev P01, has been submitted to and approved in writing by the County Planning Authority. The management plan shall include details on future management responsibilities including details on the funding mechanism, along with maintenance schedules for all drainage features and associated pipework. This plan shall detail the strategy that will be followed to facilitate the optimal functionality and

performance of the drainage scheme throughout its lifetime. The approved management plan shall be implemented in full in accordance with the agreed terms and conditions and shall be managed and maintained in accordance with the approved maintenance plan and thereafter;

Archaeology

- o) Notwithstanding the submitted details, prior to the commencement of the development hereby approved, a programme of archaeological work, including a Written Scheme of Investigation shall be submitted to the County Planning Authority for approval in writing. The scheme shall include an assessment of significance and research questions; and:
- i. The programme and methodology of site investigation and recording;
 - ii. The programme for post investigation assessment;
 - iii. Provision to be made for analysis of the site investigation and recording;
 - iv. Provision to be made for publication and dissemination of the analysis and records of the site investigation;
 - v. Provision to be made for archive deposition of the analysis and records of the site investigation; and
 - vi. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation;
- p) The development hereby approved shall not be brought into use until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under conditions o) above and the provision made for analysis, publication and dissemination of results and archive deposition has been secured;

Contamination

- q) No development shall commence, other than that required to be carried out as part of an

approved scheme of remediation, until Parts i) to v) below have been complied with:

- i. A preliminary risk assessment (a Phase I desk study) submitted to the County Planning Authority in support of the application has identified unacceptable risk(s) exist on the site as represented in the Conceptual Site Model. A scheme for detailed site investigation must be submitted to and approved in writing by the County Planning Authority prior to being undertaken to address those unacceptable risks identified. The scheme must be designed to assess the nature and extent of any contamination and must be led by the findings of the preliminary risk assessment. The investigation and risk assessment scheme must be compiled by competent persons and must be designed in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Contaminated Land, CLR11";
- ii. The detailed site investigation and risk assessment must be undertaken in accordance with the approved Scheme and a written report of the findings produced. This report must be approved by the County Planning Authority prior to any development taking place;
- iii. Where the site investigation identified remediation is required, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to identified receptors must be prepared and is subject to the approval of the County Planning Authority in advance of undertaking. The remediation scheme must ensure that the site will not qualify as Contaminated Land under Part 2A Environmental Protection Act 1990 in relation to the intended use of the land after remediation;
- iv. The approved remediation scheme must be carried out in accordance with its

terms prior to the commencement of development, other than that required to carry out remediation, unless otherwise agreed in writing by the County Planning Authority; and

- v. Following the completion of the measures identified in the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval of the County Planning Authority prior to the use of the development hereby approved;
- r) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the County Planning Authority. An investigation and risk assessment must be undertaken and where necessary a remediation scheme must be prepared, these will be subject to the approval of the County Planning Authority. Following the completion of any measures identified in the approved remediation scheme a validation report must be prepared, which is subject to the approval in writing of the County Planning Authority prior to the use of the development hereby approved;

Playing Pitch

- s) The development hereby approved shall not be brought into use until the works to reposition the existing football pitch have been completed, the works shall be in accordance with the details outlined at Section 4.4.4 'Sport England' in the 'Planning Statement and Design and Access Statement', dated May 2019 and drawing numbered: 01.DG.0002, Rev P02, and shall be laid out in accordance with the standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England, 2011); and

Highways

- t) Notwithstanding the submitted details, prior to the development being brought into use,

1022 Proposed extension to an existing waste recycling facility incorporating additional buildings to serve separate metals and mixed waste areas at Long Marston Works, Long Marston Road, Long Marston, near Stratford-on-Avon (Agenda item 7)

details of a joint pedestrian / cycle route shall be provided from the bridge to the public highway, south of Broomhall Way (A4440), as shown on Drawing Number: 20-DR-D-2001, Rev P01 and shall be submitted to the County Planning Authority for approval in writing. Thereafter the development shall be carried out in accordance with the approved details.

The Committee considered a County Matter planning application for a proposed extension to an existing waste recycling facility incorporating additional buildings to serve separate metals and mixed waste areas at Long Marston Works, Long Marston Road, Long Marston, near Stratford-on-Avon.

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 (Noise, Dust and Odour Impacts), Traffic and Highway Safety, Water Environment, Ecology and Biodiversity and Other Matters (Contaminated Land and Renewable Energy).

The Head of Strategic Infrastructure and Economy concluded that as the proposed development would involve the bulking up of various sources of waste in preparation for transfer and subsequent recycling by specialist operators it would comply with the objectives of the waste hierarchy.

Although the development site was sited within Level 5 'All other areas' of the Geographic Hierarchy, it was considered that the proposal would be ancillary to existing MRW waste management site in that it improved the working conditions by providing new buildings, secure compounds and more space for the management of waste, thereby improving staff welfare and enabling greater working efficiency. In view of this, it was considered that the proposal would comply with Policy WCS 3 of the Worcestershire Waste Core Strategy. As the proposed development would be located on existing industrial land, it was considered the proposal complies with Policy WCS 6 of the Waste Core Strategy.

Based on the advice of Historic England and the County Landscape Officer, it was considered that the proposed

development would not have an unacceptable impact upon the character and appearance of the local area or the historic environment, subject to the imposition of an appropriate conditions regarding details of the colour of the proposed buildings, height and location of external stockpiles and lighting scheme.

Based on the advice of Worcestershire Regulatory Service, Stratford-on-Avon District Council and the Environment Agency, it was considered that the proposal would have no adverse noise, dust or air quality impacts upon residential amenity or that of human health, subject to the imposition of appropriate conditions.

The County Highways Officer had raised no objections to the proposal, subject to the imposition of appropriate conditions requiring details of sheltered and secure cycle parking, accessible parking, electric vehicles charging point, employment travel plan, restricting the throughput of the facility and a HGV Management Plan. In view of this, the Head of Strategic Infrastructure and Economy was satisfied that the proposal would not have an unacceptable impact upon traffic or highway safety, subject to the imposition of appropriate conditions as recommended by the County Highways Officer and requiring all HGVs carrying waste to be enclosed or covered.

Based on the advice of the Lead Local Flood Authority, the Head of Strategic Infrastructure and Economy considered that there would be no adverse effects on the water environment, subject to the imposition of appropriate conditions.

The Head of Strategic Infrastructure and Economy considered that subject to the imposition of appropriate conditions as recommended by the County Ecologist, the proposal would not have an unacceptable adverse impact on ecology and biodiversity at the site or on the surrounding area.

Taking into account the provisions of the Development Plan and in particular Policies WCS 1, WCS 2, WCS 3, WCS 6, WCS 8, WCS 9, WCS 10, WCS 11, WCS 12, WCS 14 and WCS 15 of the Adopted Worcestershire Waste Core Strategy and Policies SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 6, SWDP 8, SWDP 11, SWDP 12, SWDP 21, SWDP 22, SWDP 23, SWDP 24, SWDP 25, SWDP 27, SWDP 28, SWDP 29, SWDP 30 and SWDP 31 of the Adopted South Worcestershire Development Plan, it was considered 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 introduced the report and commented that members had visited the site and observed the location of the nearest existing and planned residential properties, the proposed 5 metre high retaining wall surrounding the site, views of Meon Hill and the Cotswold Area of Outstanding Natural Beauty and the existing MRW facility. Members had also travelled along Long Marston Road and noted the condition and width of the road.

Mr Beck an objector of the proposal addressed the Committee. He commented that the roads approaching the site were unsuitable for heavy traffic. They were too narrow and the speed limits too high causing potential dangers to other users. There had already been incidents with debris falling from lorry loads causing danger to other users. Gloucestershire and Worcestershire Highway Authorities had indicated that there was nothing they could do to reduce road speed and increase signage. The number of vehicle movements appeared to be vastly underestimated.

He added that noise was likely to increase significantly as evident from the applicant's Noise Assessment. Even though mitigation factors were now recommended, there was still a significant noise increase (16 dba) and this was without a detailed measurement against the Council's own policy. This was unacceptable and a report by an acoustic engineer should be commissioned to ensure that the Council's policy on noise was adhered to.

He suggested that if permission was granted It was likely to significantly increase dust pollution with resultant harm to health. It would also spoil the semi-rural nature of the area. There was a minimal water supply on site so damping the dust down needed to be subject to a Risk Assessment and a mitigation report. He indicated that there had been no assessment of the fire risk. Given the site would involve scrap cars and there was little water on site, any fire would require water to be brought to site along narrow and unsuitable roads.

He argued that the application should be refused. If permission was granted, it should be subject to conditions relating to noise levels in line with Council policy, a Full Fire Risk, an Assessment and Mitigation report by an independent Fire protection engineer or the Organisation of International Fire Engineers, the

containment of waste product such as petrol, oil, diesel and lithium batteries from scrap cars, and planning consent should not be transferrable to any third-party companies. If these conditions were fully implemented then they would help control the traffic and create a single point of contact.

Ms Steele, an agent accompanied by Mr Bishton acting on behalf of the applicant addressed the Committee. She commented that this site formed part of a large area of land that had a long-established planning use for waste management operations going back to the early 1960s. Planning permission was not being sought for a change of land use but for the building operations to be extended for an existing waste management use on the adjoining land. This area of land was required to enhance the sorting and recycling of metals, as well as to provide a building to sort mixed waste. These activities were consistent with waste management policies at a national level, and within the Core Strategy, to reduce the amount of waste to landfill by increasing recycling.

She indicated that there were no objections from expert consultees including the County Highways Authority, the County Council Public Health Department, Worcestershire Regulatory Services, the Environment agency, Wychavon District Council, parish councils or consultees which indicated the suitability of the site for this proposal. Policy WCS6 of the Waste Core Strategy specifically directed waste management facilities to allocated industrial land. There was clearly an operational synergy with this proposal and the adjacent Sims Metal operation.

She argued that objections to waste management facilities needed to be considered in the context of: The operational controls by the EA through the Environmental Permit; and the effectiveness of the proposed planning conditions on a grant of planning permission. In the context of noise emissions, the nearest noise receptors (which did not include Mr Beck's property) would not experience adverse noise emissions. This conclusion was reached even without the proposed mitigation – including a substantial noise fence on the site boundary. The existing Environmental Permit for MRW allowed for up to 25,000 tonnes per annum. This proposal did not result in an increase in the operational capacity of the site.

She commented that in terms of traffic impacts, Mr Beck's comments appeared to be more directed at the

operations of Sims Metals, not MRW. The conclusion from the Transport Statement was that the traffic levels associated with the proposed use were acceptable – as agreed with the Highway Authority. She concluded that this proposal accorded with the Waste Management Strategy and the National Policy for Waste and should be granted planning permission.

In response to Ms Steele's presentation, the following queries were raised with her:

- Concerns had been expressed about damping down and the water supply on site. Mr Bishton responded that there was an enormous water lagoon on site which could be used for fire extinguishment and damping down purposes but even without that access, there was sufficient water on site for damping down. He argued that the problems associated with dust related to the Sims operations not the MRW site
- How was the applicant monitoring the existing throughput at the site? Did the applicant use its own weighbridge or that of Sims? At the site visit there were vehicles queued up to use the weighbridge on the Sims site which seemed inefficient, what impact would the proposed extra vehicles have on these arrangements? David Bishton responded that all the vehicles queuing up on site belonged to Sims not MRW. MRW vehicles did not need to use a weighbridge. A ticketing system was in operation which was monitored by the EA so that they had a running total of the tonnage throughput
- How could the number of vehicle movements be lower leaving the site than entering? David Bishton explained that a number of vehicles from Sims entered the site full but left empty and those lorries would be used to remove metal from the MRW site i.e reusing empty lorry capacity. The metal would be reduced in size and then transferred to these lorries on the Sims site.

In the ensuing debate, the following points were raised:

- A concern was expressed about noise impacts and it was queried whether noise levels would be monitored and controlled. The representative of the Head of Strategic Planning and Infrastructure responded that conditions were proposed in line with the recommendations of the noise assessment including a 5 metre high retaining wall

surrounding the site and the swivelling of the Trommel building. The EA had confirmed that this development would require a permit which would control noise. Government Guidance advised that where other regulatory regimes were in place, it should be assumed that they would work effectively. In this case the EA and Worcestershire Regulatory Authority had been consulted and not objected

- The local councillor commented that there had not been any concerns locally about the MRW skip hire arrangements expanding. However, he observed a shearing machine used for crushing whole end of life vehicles on the site visit which was not an activity associated with the application. There was a lack of transparency concerning what would be taking place on site. The County Highways Officer had reported that apart from the staff vehicles there would be no extra vehicle movements which would seem strange given the proposed operations on site. Local residents had concerns about the operations of Sims regarding: major fires, noise complaints, the entrance and narrow roads not fit for purpose. He was concerned about how the extra 10,000 tonnes of scrap metal and vehicles for crushing would be brought to the site
- In response to a question, David Bishton indicated that members of the public would not be allowed to access the site. The shearing machine used on the site was the least noisy of the machines used in the vicinity and noise mitigation measures had been proposed in the noise assessment. The fire issues experienced had all been associated with the Sims site, which was totally independent from this application site
- The representative of the County Highways Officer commented that the applicant processed 15,000 tonnes of material pa at present but the Environmental Permit permitted a throughput of 25,000 tonnes pa which provided an effective fall-back position. An important factor to consider was the impact on the number of vehicle movements if the increase in throughput took place in an uncontrolled manner rather than the controlled approach proposed by the applicant
- Steve Williams on behalf of Worcestershire Regulatory Services was requested to explain the noise assessment. In response, he said that it was a relative assessment based on the low-level background noise levels in the area. This

assessment concluded that at some times, the operations might be heard but in general terms noise levels should not significantly increase at all. The reference by the objectors to the 16db increase was based on WRS general guidance relating to the type of area. The argument being that the area was rural in nature and therefore the rules applied more stringently but based on the noise assessment data, the area had been classed as semi-rural. The EA permit should ensure that the best available technologies were used to control/mitigate noise levels on site. He was satisfied that the operations would not produce an adverse impact on the nearest noise receptors

- The Committee was being asked to consider a new business activity, car-crushing, being introduced on this site. The car-crushing activity could have an impact on the number and size of vehicles entering and exiting the site. Peter Bishton responded that the machine on site was not a vehicle-crusher but rather a metal-shearer. There would be a small number of traders bringing in vehicles to be dismantled. There was an existing end of use vehicles permission on the site dating back to the 1960s which had no throughput limit. This application was not for a change of use. There was no legal restriction on what could be brought onto the site with the exception of the EA permit that limited throughput to 25,000 tonnes pa for the application site
- The representative of the Head of Strategic Infrastructure and Economy confirmed that there was an extant permission on the site which applied to part of the site but not the whole site
- Was permission for the dismantling of cars covered by the extant permission on the site? The representative of the Head of Strategic Infrastructure and Economy commented that whatever the history of planning permissions granted by Wychavon District Council, officers had considered this planning application based on its own merits
- Given the existing permission for a throughput of 25,000 tonnes pa and that most of the waste for recycling came from the local area, this application was appropriate in terms of planning policy for moving waste up the waste hierarchy
- The report indicated that a new weighbridge would be built. How did the control of throughput through a ticketing process relate to the scrap metal being

brought in? David Bishton explained that all material was monitored as it came on site and the applicant did use an existing weighbridge but would also use the new weighbridge. The site was monitored quarterly by the EA and there was no way that the applicant could exceed the limit. He emphasised that there were not two separate businesses operating at the site

- In response to a question, Louis Steele confirmed that 5 additional jobs would be created if permission was granted
- The local councillor commented that the traffic survey was not transparent or accurate. If the Committee was minded to grant planning permission, he would request an additional condition related to traffic, bearing mind the local roads were far too narrow and used by both Sims and MRW vehicles
- The representative of the Head of Strategic Infrastructure and Economy explained that the Council's Monitoring Officer would monitor this permission. The EA would monitor the Environmental Permit for the site. Given the different operations on the site with Sims metals and MRW, it would be difficult to count the number of vehicles. Vehicle movements would be controlled through condition d) which related to control of combined annual throughput of the development at the existing and proposed site. In relation to traffic and highway safety, conditions aa), a Travel Plan and cc) an HGV management plan had been recommended.

RESOLVED that planning permission be granted for the proposed extension to an existing waste recycling facility incorporating additional buildings to serve separate metals and mixed waste areas at Long Marston Works, Long Marston Road, Long Marston, near Stratford-on-Avon, subject to the following conditions:

Commencement

- a) The development must be begun not later than the expiration of three years beginning with the date of this permission;
- b) The developer shall notify the County Planning Authority of the start date of commencement of the development in writing within 5 working days following the commencement of the

development;

Approved Plans

- c) The development hereby permitted shall be carried out in accordance with the details shown on submitted Drawings Numbered: 2037/02; 2037/03; 2037/04, Rev C; 2037/05; 2037/07, Rev A; 2037/08; 2037/09; and 2037/10 Rev A, except where otherwise stipulated by conditions attached to this permission;

Throughput

- d) The combined annual throughput of materials handled by the development hereby approved, together with the existing site as outlined in blue on Drawing Numbered: 2037/02, Titled: 'Location Plan' shall be limited to a maximum of 25,000 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;

Waste Acceptance

- e) No wastes other than those defined in the application, namely commercial and industrial, construction, demolition and excavation wastes, scrap metal and End of Life Vehicles shall be brought onto the site;

Construction and Working Hours

- f) 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, Bank or Public Holidays;
- g) Operations, including any repair and maintenance of vehicles, plant and equipment within the development hereby approved, shall only take place between the hours of 08:00 hours and 18:00 hours Mondays to Fridays inclusive, and between 08:00 to 14:00 hours on Saturdays with no operations on Sundays, Bank or Public Holidays. No machinery or equipment shall operate on the site outside these hours;

Materials

- h) Notwithstanding any indication of the materials, which may have been given in the

application, within 1 month of commencement of the development hereby approved, a schedule and/or samples of the materials and finishes for the new buildings shall be submitted to the County Planning Authority in writing for approval. Thereafter the development shall be carried out in accordance with the approved details;

Renewable Energy

- i) Prior to the use of the development hereby approved, details of renewable or low carbon energy generating facilities to be incorporated as part of the approved development shall be submitted to and approved in writing by the County Planning Authority. The details shall demonstrate that at least 10% of the predicted energy requirements of the development will be met through the use of renewable/low carbon energy generating facilities. The approved facilities shall be provided prior to the use of the development hereby approved;

Noise

- j) The development hereby approved shall be carried out in accordance with Section 6 'Mitigation', Paragraphs 6.8, 6.10 and 6.11 in 'A Noise Assessment for a Proposed Extension to Existing Waste Recycling Facility, Long Marston', dated May 2019;
- k) The vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturer's specification at all times, this shall include the fitting and use of effective silencers;

Lighting

- l) Details of any new lighting to be installed at the site shall be submitted to the County Planning Authority for approval in writing prior to being erected. These details shall include:
- i. Height of the lighting posts;
 - ii. Intensity of the lights;
 - iii. Spread of light (in metres);
 - iv. Any measure proposed to minimise the impact of the lighting or disturbance through glare;
 - v. Any measures to minimise the impact of lighting upon protected species and

- habitats, in particular the adjacent woodland; and
- vi. Times when the lighting would be illuminated;

Thereafter, the development shall be carried out in accordance with the approved details;

External Storage Heights and Locations

- m) The height of any external stockpiles of material, stored skips and containers shall not exceed 10 metres and a scheme for the setting up of a permanent marker that allows operatives and officers from the County Planning Authority a means of visually checking this height shall be submitted to and agreed in writing by the County Planning Authority prior to the operation of the development hereby approved. The agreed height marker shall be erected and maintained on site for the duration of the development hereby approved;
- n) Notwithstanding the submitted details, within 3 months of the commencement of this permission, a scheme shall be submitted to the County Planning Authority for approval in writing, showing the locations of the storage and height of all materials and skips associated with the operations hereby approved;

Pollution

- o) Any facilities for the storage of oils, fuels, or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund;

p) No materials shall be burnt on the site;

Drainage

q) Notwithstanding the submitted Drainage Strategy, no development shall commence until detailed design drawings for surface water drainage has been submitted to, and approved in writing by the County Planning Authority. The drainage scheme should be informed by an updated Ecological Assessment addressing the full zone of influence of the proposed drainage scheme. Thereafter the development shall be carried out in accordance with the approved details;

r) No works in connection with site drainage shall commence until a Sustainable Drainage System (SuDS) management plan which shall include details on future management responsibilities, along with maintenance schedules for all SuDS features and associated pipework has been submitted to and approved in writing by the County Planning Authority. This plan shall detail the strategy that shall be followed to facilitate the optimal functionality and performance of the SuDS scheme throughout its lifetime. The approved SuDS management plan shall be implemented in full in accordance with the agreed terms and conditions and shall be managed and maintained in accordance with the approved maintenance plan thereafter;

Biodiversity

s) 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;

t) All existing trees, shrubs and hedgerows indicated to be retained shall be protected by suitable fencing in accordance with

BS5837:2012. No materials shall be stored, no rubbish dumped, no fires lit and no buildings erected inside the fence. In the event of any trees, shrub or hedgerow being damaged or removed by the development, it shall be replaced with like species and equivalent size, which in the case of a mature tree may entail multiple plantings, in the next planting season;

- u) All trenches/excavations/pipes to be closed-off overnight, or if unavoidable, they must be fitted with wood or earth escape ramps to allow any trapped wildlife to escape;**
- v) Within 3 months of the commencement of the development hereby approved, an Ecological Design Strategy (EDS) addressing biodiversity enhancement measures shall be submitted to the County Planning Authority for approval in writing. The EDS shall include the following:**
 - i. Bird and bat boxes to be installed;**
 - ii. Seeding of new verges and bunds with a native and pollinator-friendly wildflower mixture;**
 - iii. Provision of features such as refuges for invertebrates within suitable site margins/verges or bunds;**
 - iv. Landscaped buffers along the northern fence line to provide functional light and litter screens for the adjacent woodland. This may comprise twin staggered hedgerow using native shrubs, selected for their value to wildlife.**

The EDS shall include the type and source of materials to be used; appropriately scaled maps and plans; timetables for implementation and persons responsible together with the initial aftercare and long-term maintenance proposals. The EDS will be implemented in accordance with the approved details and all features shall be retained in that manner thereafter;

Highways

- w) All loads of waste materials carried on HGV into and out of the development hereby approved shall be enclosed or covered so as to prevent spillage or loss of material at the site or on to the public highway;**

- x) No mud, dust, dirt, or debris shall be deposited on the public highway;**
- y) The development hereby approved shall not be brought into use until sheltered and secure cycle parking to comply with Worcestershire County Council's Streetscape Design Guide has been provided in accordance with details which shall first be submitted to and approved in writing by the County Planning Authority. Thereafter the approved cycle parking shall be kept available for the parking of bicycles only;**
- z) The development hereby approved shall not be brought into use until accessible car parking spaces to comply with Worcestershire County Council's Streetscape Design Guide has been provided in accordance with details which shall first be submitted to and approved in writing by the County Planning Authority, and thereafter shall be kept available for disabled users as approved;**
- aa) The development hereby approved shall not be brought into use, until a Travel Plan has been submitted to the County Planning Authority for approval in writing. The Travel Plan shall promote sustainable forms of travel to the development site, and include mechanisms for monitoring and review over the life of the development and timescales for implementation. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the approved details;**
- bb) The development hereby approved shall not be brought into use, until electric vehicle charging spaces to comply with Worcestershire County Council's Streetscape Design Guide, has been provided in accordance with details which shall first be submitted to and approved in writing by the County Planning Authority. Thereafter, such spaces and power points shall be kept available and maintained for the use of electric vehicles as approved;**
- cc) The development hereby approved shall not be brought into use, until a HGV Management Plan for the development, has been submitted**

to the County Planning Authority for approval in writing. The Plan shall include but not be limited to measures to ensure that the local highway network surrounding the site is kept free of stationary / waiting HGVs. Thereafter the development shall be carried out in accordance with the approved details;

Boundary Treatment

dd) Notwithstanding the submitted details, details of all new boundary fences, walls and other means of enclosure shall be submitted to the County Planning Authority for approval in writing within 3 months of the commencement of the development hereby approved. Thereafter the development shall be carried out in accordance with the approved details;

Contamination

ee) No development shall commence, other than that required to be carried out as part of an approved scheme of remediation, until Parts i) to v) below have been complied with:

- i. A preliminary risk assessment (a Phase I desk study) submitted to the County Planning Authority in support of the application has identified unacceptable risk(s) exist on the site as represented in the Conceptual Site Model. A scheme for detailed site investigation must be submitted to and approved in writing by the County Planning Authority prior to being undertaken to address those unacceptable risks identified. The scheme must be designed to assess the nature and extent of any contamination and must be led by the findings of the preliminary risk assessment. The investigation and risk assessment scheme must be compiled by competent persons and must be designed in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Contaminated Land, CLR11";
- ii. The detailed site investigation and risk assessment must be undertaken in accordance with the approved Scheme and a written report of the findings

produced. This report must be approved by the County Planning Authority prior to any development taking place;

- iii. Where the site investigation identified remediation is required, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to identified receptors must be prepared and is subject to the approval of the County Planning Authority in advance of undertaking. The remediation scheme must ensure that the site will not qualify as Contaminated Land under Part 2A Environmental Protection Act 1990 in relation to the intended use of the land after remediation;
 - iv. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation, unless otherwise agreed in writing by the County Planning Authority; and
 - v. Following the completion of the measures identified in the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval of the County Planning Authority prior to the occupation of any buildings;
- ff) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the County Planning Authority. An investigation and risk assessment must be undertaken and where necessary a remediation scheme must be prepared, these will be subject to the approval of the County Planning Authority. Following the completion of any measures identified in the approved remediation scheme a validation report must be prepared, which is subject to the approval in writing of the County Planning Authority prior to the use of any buildings; and

1023 Planning application made under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary condition 1 of planning permission: 13/000054/CM to allow for continued use of the site for recycling of soils by screening for off-site distribution until the completion of the landfill site in 15 years time at Summerway Landfill Site, Hillary Road, Stourport-on-Severn, Worcestershire (Agenda item 8)

Planning Permission

gg)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 a County Matter planning application made under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary condition 1 of planning permission: 13/000054/CM to allow for continued use of the site for recycling of soils by screening for off-site distribution until the completion of the landfill site in 15 years-time at Summerway Landfill site, Hillary Road, Stourport-on-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: Waste Hierarchy, Location of the Development, Landscape Character and Visual Impacts, Residential Amenity (Noise, Dust and Air Quality Impacts), Traffic and Highway Safety, Water Environment, and Ecology and Biodiversity.

The Head of Strategic Infrastructure and Economy concluded that it was expected that the landfilling operations would have been completed by now, but changes to the regulations relating to landfilling, the introduction of the Landfill Tax and changes in the way waste material was managed to ensure as much as possible was recycled and reused before any residue was disposed of by landfill had significantly reduced landfilling operations. Consequently, the site had previously not received any significant volumes of waste and the applicant had diversified his business to include operations involving the storage and recycling of waste materials. Landfilling and restoration operations continued on the site.

The recycling of soils could be considered ancillary to the landfill operations. The applicant had put forward very special circumstances for allowing the proposal to remain in this Green Belt location. However, the Head of

Strategic Infrastructure and Economy considered it would be prudent to impose a condition limiting the period of time of operations for a further 5 years after which time the position with regard to the landfill operations and compatibility of ancillary uses such as the soil recycling operations could be reassessed.

The Head of Strategic Infrastructure and Economy considered that the proposal would comply with the locational Policies WCS 3, WCS 6 and WCS 7 of the Waste Core Strategy.

It was considered that as the proposed development would involve collecting, recycling and reusing waste soils, it would comply with the objectives of the waste hierarchy.

Based on the advice of the County Landscape Officer, it was considered that the proposed development would not have an adverse or detrimental impact upon the character and appearance of the local area, subject to the imposition of appropriate extant planning conditions regarding restricting stockpile heights and locations to prevent visual harm, maintenance of landscaping scheme, and retention of horseshoe shaped bund for the duration of the operations.

Based on the advice of Worcestershire Regulatory Services and the Environment Agency, it was considered that the proposal would have no adverse noise, dust or air quality impacts upon residential amenity or that of human health, subject to the imposition of the relevant extant conditions.

The Head of Strategic Infrastructure and Economy was satisfied that the proposal would not have an unacceptable impact upon traffic or highway safety, subject to the imposition of appropriate conditions as imposed on the extant planning permission and as recommended by the County Highways Officer.

Based on the advice of North Worcestershire Water Management and Severn Trent Water Limited, the Head of Strategic Infrastructure and Economy considered that there would be no adverse effects on the water environment, subject to the imposition of appropriate conditions, as imposed on the extant planning permission

The Head of Strategic Infrastructure and Economy considered that the proposal would not have an unacceptable adverse impact on ecology and biodiversity

at the site or on the surrounding area.

On balance, taking into account the provisions of the Development Plan and in particular Policies WCS 1, WCS 2, WCS 3, WCS 6, WCS 7, WCS 8, WCS 9, WCS 10, WCS 11, WCS 12, WCS 13, WCS 14 and WCS 15 of the Adopted Worcestershire Waste Core Strategy and Policies DS01, CP01, CP02, CP03, CP11, CP12, CP13 and CP14 of the Adopted Wyre Forest District Council Core Strategy and Policies SAL.PFSD1, SAL.GPB1, SAL.CC1, SAL.CC2, SAL.CC4, SAL.CC7, SAL.UP1, SAL.UP5 and SAL.UP9 of the Adopted Wyre Forest District Council Site Allocations and Policies Local Plan, it was considered the proposal would not cause demonstrable harm to the interests intended to be protected by these policies or highway safety.

Two other applications for this site were considered at Minute numbers 1024 and 1025.

The representative of the Head of Strategic Infrastructure and Economy introduced the report and commented that Mr Copley, an objector to all three proposals had been invited to address the Committee but was unable to attend. Mr Copley had expressed concerns over high levels of noise and air pollution generated by the trucks that use the site, high level of mud deposited on Hillary Road, mud, noise and diesel fumes along with the poor road surface, and the noise and disruption of the cleaning of the road.

Mr Morris, the agent acting on behalf of the applicant addressed the Committee with regard to all 3 applications before the Committee. He set out the Government Guidance and Planning Policies that he argued would support the waste recycling and landfill operations at the site.

He requested that planning permission be granted for fifteen years for the following reasons: The applicant had a successful track record in recycling. It was considered important for both long-term investment from the banks so that any right off periods were covered and there was longevity in potential employment for upcoming apprentices. The landfill site had an open-ended planning permission and a Permit renewed every year by way of a subsistence charge. The applicant had been operating from this site for over 20 years.

He indicated that the applicant had two Directors all employed on a full-time basis who both worked for the

applicant, in addition to 25 full time staff. It was the intention with the new offices to seek for at least two apprentices which would be both for office and fitting/servicing plant. The majority of the staff lived within 3 miles of the site.

The applicant took all of the road planings from all of the County Highways Depots in the area, stocked and recycled the material for re use on roads. 100% of this material was recycled and the majority re-used by the County Council. This site accepted and recycled all of the rejected bricks from Baggeridge Brick and accepted block pavers from District Council developments. These products were crushed and re-used. The site played a major part in helping to achieve local and national recycling targets for construction and demolition waste. Sub and top soils were all being recycled. The site played a major part in recycling soils and the County Highways Department had been happy with the service provided by the applicant and the location was useful for delivery and return of materials from around the County and had a good road infrastructure. The site also provided for local disposal of inert wastes that were not suitable for recycling.

The applicant had a proven and sound track record with no enforcement notices served on them and no environmental or transport legal cases brought against them. The applicant had an excellent working relationship with the Minerals Planning Authority, the District Environmental Health Department, the Environment Agency and VOSA

He therefore asked that the application for an increase in the time limits from 5 years to 15 years be approved for continued economic development in the area and to continue to provide local employment and a long-term base in Worcestershire and to support the County Council's as open for business policy.

In response to Mr Morris' presentation, the following query was raised:

- Mr Morris responded to a query relating to concerns about pollution from vehicles on the highway. He commented that the site was visited at least 4 times a year by the EA. Noise and dust monitoring was carried out and reported 4 times a year to the EA, and the district and county councils monitored noise and dust. No notices of concern had been received from them or from

VOSA who had recently renewed the applicant's operating license for the site. The site was fully compliant with planning and transport legislation. He disputed the accusation that the highway had been contaminated as a new wheel washing facility had been introduced as well as a road sweeper with a traction brush to sweep debris off the road. He could not guarantee that the road would be completely clear all of the time but every effort was made to keep it clean. The road had never been impassable and he was not aware of any complaints being made to the district council, County Council or EA.

In the ensuing debate, the following points were raised:

- A local councillor commented that the county needed a recycling facility of this nature. The applicant was not intending to expand the facility but to improve facilities to allow them to operate more efficiently. The road was clean and well looked after by the applicant. He argued that considering the level of investment on site, 5 years was insufficient and he recommended granting permission for 15 years
- It was queried why officers were recommending permission be granted for only 5 years. The representative of the Head of Strategic Infrastructure and Economy responded that 5 years was being recommended on the basis of the site's location in the Green Belt. The operations were inappropriate development in the Green Belt unless special circumstances were demonstrated. The proposed developments were considered ancillary and officers were concerned about the amount of landfilling taking place. The temporary permission for 5 years would allow a degree of planning control on the site however members might wish to give more weight to the economic impact on the operator
- In terms of planning control, given the rate of landfilling at the site, it was argued that a 5 or 10 year permission would not give any further element of planning control on the site and 15 years would seem more appropriate
- Having regard to officers' concerns, a 10 year permission would seem reasonable. An amendment was moved and seconded that condition a) be amended so that permission be granted for a 10 year period

RESOLVED that planning permission be granted for the carrying-out of development pursuant to planning permission reference number **13/000054/CM**, without complying with condition 1 of that permission to allow for continued use of the site for recycling of soils by screening for off-site distribution until the completion of the landfill site in **15 years-time** at **Summerway Landfill Site, Hillary Road, Stourport-on-Severn, Worcestershire**, subject to the following conditions:

- a) The development hereby approved shall cease **10 years** from the date of this permission or on the restoration of the landfill site whichever is the sooner;
- b) The development hereby permitted shall be carried out in accordance with the details shown on submitted Drawing Numbered: **13/082_02, Rev 1A**, except where otherwise stipulated by conditions attached to this permission;
- c) Within **3 months** of the date of this permission, an updated scheme shall be submitted to the County Planning Authority for approval in writing showing how the position of the screening plant and associated stockpiles shall be marked out on the ground. Thereafter, no waste or screened materials associated with the screening operations shall be stored outside of the approved / marked areas. The approved scheme shall then be implemented for the duration of the operations hereby approved;
- d) The operator shall retain copies of all records associated with the import and export of all soils to and from the site associated with the operations hereby approved. The records shall include the type, volume and destinations of all soils imported and exported from the site. All records shall be available for future inspection by authorised officers from Worcestershire County Council upon request;
- e) The operator shall retain records of all materials imported and disposed of on site to landfill. These records shall include the type and volume of all materials disposed of to landfill on the site. All records shall be made

available for future inspection by authorised officers from Worcestershire County Council upon request;

- f) The development hereby approved shall only be operated by D E Talbot Transport and shall not be let to, or operated by any other person or company;
- g) The soil screening facility shall only be available for use by the applicant ancillary to the surrounding landfill operation;
- h) All stockpiles associated with the soil recycling operations hereby approved shall be a maximum of 5 metres high. Within 3 months of the date of this permission an updated scheme providing a method of visually checking the stockpile height shall be submitted to the County Planning Authority for approval in writing and shall be implemented for the duration of the development hereby approved;
- i) There shall be no skips stored on the site;
- j) There shall be no burning of any materials on the site;
- k) There shall be no crushing of any material on the site;
- l) The screening operations hereby approved shall not be made open to the general public;
- m) Soil screening operations and movement of heavy vehicles to and from the site in connection with the development hereby approved, shall only take place between the hours of 08:00 to 16:00 hours Mondays to Fridays inclusive, with no operations being undertaken on Saturdays, Sundays, Bank or Public Holidays;
- n) The development hereby approved shall be carried out in accordance with the submitted Summerway Landfill Particulates Risk Assessment, Ref: ARM/DET/PRA/1.00/2018, the submitted Dust Management Plan, Revision 3.0 and submitted Noise and Vibration Management Plan, Revision 1.00,

dated 2018;

- o) Within 3 months of the date of this permission, an updated scheme for the prevention of mud and detritus being deposited on the public highway shall be submitted to the County Planning Authority for approval in writing. The approved scheme shall be implemented and complied with at all times for the duration of the development hereby approved;**
- p) All surface water runoff generated on the site will as far as reasonably practicable be dealt with on the site and not discharged onto the public highway;**
- q) The landscape scheme for the site shall be maintained in accordance with the approved scheme pursuant to condition 17 on permission reference: 13/000054/CM, dated 17 February 2014;**
- r) The horseshoe shaped bund referred to in condition 18 of planning permission reference: 13/000054/CM, dated 17 February 2014, shall be retained for the duration of operations hereby approved;**
- s) Within 3 months of the date of this permission, details of sheltered and secure bicycle parking to comply with Worcestershire County Council's Streetscape Design Guide shall be submitted to the County Planning Authority for approval in writing. Thereafter the development shall be carried out in accordance with the approved details, and the approved cycle parking shall be kept available for the parking of bicycles only; and**
- t) The Employment Travel Plan referenced in Chapter 6 of the submitted Enviroarm Ltd Transport Statement, dated December 2018 shall be implemented and monitored in accordance with the regime contained within the Plan for the duration of the operations hereby approved. These shall include:**

 - i. A travel welcome pack for all employees;**
 - ii. Details of a car sharing scheme for use in accessing the site;**

- iii. **Information on walk, cycle routes to and from the site and public transport maps and information;**
- iv. **Robust targets for achieving a mode shift from private vehicle use to sustainable modes of transport at the site; and**
- v. **The appointment of a Travel Plan Coordinator to implement, manage and monitor the Travel Plan and to report on its findings.**

In the event of failing to meet the targets within the Plan a revised Plan shall be submitted to and approved in writing by the County Planning Authority to address any shortfalls, and where necessary make provision for and promote improved sustainable forms of access to and from the site. The Plan thereafter shall be implemented and updated in agreement with the County Planning Authority and thereafter implemented as amended.

1024 Planning application made under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary condition 1 of Planning Permission: 13/000053/CM to allow continued use of the site for importation and stockpiling of hardcore and road planings for off-site distribution until the

The Committee considered a County Matter planning application made under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary condition 1 of planning permission: 13/000053/CM to allow for continued use of the site for importation and stockpiling of hardcore and road planings for off-site distribution until the completion of the landfill site in 15 years-time at Summerway Landfill site, Hillary Road, Stourport-on-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, Green Belt, Landscape Character and Visual Impacts, Residential Amenity (Noise, Dust and Air Quality Impacts), Traffic and Highway Safety, Water Environment and Ecology and Biodiversity.

The Head of Strategic Infrastructure and Economy concluded that it was expected that the landfilling operations would have been completed by now, but changes to the regulations relating to landfilling, the introduction of the Landfill Tax and changes in the way

**completion of
the landfill site
in 15 years time
at Summerway
Landfill Site,
Hillary Road,
Stourport-on-
Severn,
Worcestershire
(Agenda item 9)**

waste material was managed to ensure as much as possible was recycled and reused before any residue was disposed of by landfill had significantly reduced landfilling operations. Consequently, the site had previously not received any significant volumes of waste and the applicant had diversified his business to include operations involving the storage and recycling of waste materials. Landfilling and restoration operations continued on the site.

The recycling of hardcore and road planings could be considered ancillary to the landfill operations. The applicant had put forward very special circumstances for allowing the proposal to remain in this Green Belt location. However, the Head of Strategic Infrastructure and Economy considered it would be prudent to impose a condition limiting the period of time of operations for a further 5 years after which time the position with regard to the landfill operations and compatibility of ancillary uses such as the hardcore and road planings operations could be reassessed.

The Head of Strategic Infrastructure and Economy considered that the proposal would comply with the locational Policies WCS 3, WCS 6 and WCS 7 of the Waste Core Strategy.

It was considered that as the proposed development would involve collecting, recycling and reusing hardcore and road planings, it would comply with the objectives of the waste hierarchy.

Based on the advice of the County Landscape Officer, it was considered that the proposed development would not have an adverse or detrimental impact upon the character and appearance of the local area, subject to the imposition of appropriate extant planning conditions regarding restricting stockpile heights to prevent visual harm.

Based on the advice of Worcestershire Regulatory Services and the Environment Agency, it was considered that the proposal would have no adverse noise, dust or air quality impacts upon residential amenity or that of human health, subject to the imposition of the relevant extant conditions.

The Head of Strategic Infrastructure and Economy was satisfied that the proposal would not have an unacceptable impact upon traffic or highway safety, subject to the imposition of appropriate conditions as

imposed on the extant planning permission and as recommended by the County Highways Officer.

Based on the advice of North Worcestershire Water Management and Severn Trent Water Limited, the Head of Strategic Infrastructure and Economy considered that there would be no adverse effects on the water environment, subject to the imposition of appropriate conditions, as imposed on the extant planning permission

The Head of Strategic Infrastructure and Economy considered that the proposal would not have an unacceptable adverse impact on ecology and biodiversity at the site or on the surrounding area.

On balance, taking into account the provisions of the Development Plan and in particular Policies WCS 1, WCS 2, WCS 3, WCS 6, WCS 7, WCS 8, WCS 9, WCS 10, WCS 11, WCS 12, WCS 13, WCS 14 and WCS 15 of the Adopted Worcestershire Waste Core Strategy and Policies DS01, CP01, CP02, CP03, CP11, CP12, CP13 and CP14 of the Adopted Wyre Forest District Council Core Strategy and Policies SAL.PFSD1, SAL.GPB1, SAL.CC1, SAL.CC2, SAL.CC4, SAL.CC7, SAL.UP1, SAL.UP5 and SAL.UP9 of the Adopted Wyre Forest District Council Site Allocations and Policies Local Plan, it was considered the proposal would not cause demonstrable harm to the interests intended to be protected by these policies or highway safety.

Two other applications for this site were considered at Minute numbers 1023 and 1025.

The representative of the Head of Strategic Infrastructure and Economy introduced the report and reminded members that Mr Copley's comments stated under the previous application, also applied to this application.

In the ensuing debate, the following points were raised:

- The local councillor indicated that his comments on the previous application applied to this one. He could see no reason why permission could not be granted for 15 years
- It was argued that the Committee should be consistent in its decision-making and approve permission for 10 years
- An amendment to condition a) to grant permission for 15 years was lost.

RESOLVED that planning permission be granted for the carrying-out of development pursuant to planning permission reference number **13/000053/CM**, without complying with condition 1 of that permission to allow for continued use of the site for importation and stockpiling of hardcore and road planings for off-site distribution until the completion of the landfill site in 15 years-time at Summerway Landfill Site, Hillary Road, Stourport-on-Severn, Worcestershire, subject to the following conditions:

- a) The development hereby approved shall cease 10 years from the date of this permission or on the restoration of the landfill site whichever is the sooner;
- b) The development hereby permitted shall be carried out in accordance with the details shown on submitted Drawing Numbered: 19/082_01, Rev 1A, except where otherwise stipulated by conditions attached to this permission;
- c) The operator shall retain copies of all records associated with the import and export of all hardcore and road planings associated with the operations hereby approved. All records shall include the type, volume and destinations of all materials imported and exported from the site. All records shall be available for future inspection by authorised officers from Worcestershire County Council upon request;
- d) The operator shall retain records of all materials imported and disposed of on site to landfill. These records shall include the type and volume of all materials disposed of to landfill on the site. All records shall be made available for future inspection by authorised officers from Worcestershire County Council upon request;
- e) The development hereby approved shall only be operated by D E Talbot Transport and shall not be let to, or operated by any other person or company;
- f) No more than 4,000 tonnes of brick hardcore and road planings shall be stored at the site at any one time;

- g) No more than 30 loads per day of brick hardcore and road planings materials shall be imported to the site;**
- h) The importation, storage and off-site distribution of road planings and brick hardcore shall only be available for use by the applicant ancillary to the surrounding landfill operation;**
- i) Stockpiles of road planings and brick hardcore shall not exceed 5 metres in height. Within 3 months of the date of this permission an updated scheme providing a method of visually checking the stockpile height shall be submitted to and agreed in writing by the County Planning Authority and shall be implemented for the duration of the development hereby approved;**
- j) There shall be no skips stored on the site;**
- k) The operations hereby approved shall not be made open to the general public;**
- l) The brick hardcore and road planings operations and movement of heavy vehicles to and from the site in connection with the development hereby approved, shall only take place between 08:00 hours and 16:00 hours Mondays to Fridays inclusive, with no operations being undertaken on Saturdays, Sundays, Bank or Public Holidays;**
- m) Within 3 months of the date of this permission, an updated scheme for the prevention of mud and detritus being deposited on the public highway shall be submitted to the County Planning Authority for approval in writing. The approved scheme shall be implemented and complied with at all times for the duration of the development hereby approved;**
- n) There shall be no crushing of road planings or brick hardcore on the site;**
- o) The development hereby approved shall be carried out in accordance with the submitted Summerway Landfill Particulates Risk Assessment, Ref: ARM/DET/PRA/1.00/2018,**

the submitted Dust Management Plan, Revision 3.0 and submitted Noise and Vibration Management Plan, Revision 1.00, dated 2018;

- p) All surface water runoff generated on the site will as far as reasonably practicable be dealt with on the site and not discharged onto the public highway;**
- q) Within 3 months of the date of this permission, details of sheltered and secure bicycle parking to comply to comply with Worcestershire County Council's Streetscape Design Guide shall be submitted to the County Planning Authority for approval in writing. Thereafter the development shall be carried out in accordance with the approved details, and the approved cycle parking shall be kept available for the parking of bicycles only;**
- r) The Employment Travel Plan referenced in Chapter 6 of the submitted Enviroarm Ltd Transport Statement, dated December 2018 shall be implemented and monitored in accordance with the regime contained within the Plan for the duration of the operations hereby approved. These shall include:
 - i. A travel welcome pack for all employees;**
 - ii. Details of a car sharing scheme for use in accessing the site;**
 - iii. Information on walk, cycle routes to and from the site and public transport maps and information;**
 - iv. Robust targets for achieving a mode shift from private vehicle use to sustainable modes of transport at the site;**
 - v. The appointment of a Travel Plan Coordinator to implement, manage and monitor the Travel Plan and to report on its findings.****

In the event of failing to meet the targets within the Plan a revised Plan shall be submitted to and approved in writing by the County Planning Authority to address any shortfalls, and where necessary make provision for and promote improved

sustainable forms of access to and from the site. The Plan thereafter shall be implemented and updated in agreement with the County Planning Authority and thereafter implemented as amended;

- s) There shall be no burning of any materials on the site; and**
- t) The landscape scheme for the site shall be maintained in accordance with the approved scheme pursuant to condition 17 on permission reference: 13/000054/CM, dated 17 February 2014.**

Mr C Rogers asked that his vote against the decision be recorded in the Minutes.

1025 Proposed revised layout of buildings and offices to include the removal of existing office buildings and construction of replacement industrial storage building, amendment to existing workshop to include new two storey office inside the existing building (mezzanine floor), cladding and installation of new windows. existing and

The Committee considered a County Matter planning application for the revised layout of buildings and offices to include the removal of existing office buildings and construction of replacement industrial storage building, amendment to existing workshop to include new two storey office inside the existing building (mezzanine floor), cladding and installation of new windows. Existing and replaced buildings to be retained until the completion of the landfill site in 15 years-time at Summerway Landfill site, Hillary Road, Stourport-on-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 Location of the Development, Green Belt, Landscape Character and Visual Impacts, Residential Amenity (Noise, Dust and Air Quality Impacts), Traffic and Highway Safety, Water Environment, and Ecology and Biodiversity.

The Head of Strategic Infrastructure and Economy concluded that planning permission had been previously granted for a temporary period for the existing workshop and lean-to building because it was considered that this was not an appropriate location to allow permanent workshops once landfilling operations were complete and to comply with Green Belt policy.

It was expected that the landfilling operations would have been completed by now, but changes to the regulations relating to landfilling, the introduction of the Landfill Tax

replaced buildings to be retained until the completion of the landfill site in 15 years time at Summerway Landfill site, Hillary Road, Stourport-on-Severn, Worcestershire (Agenda item 10)

and changes in the way waste material was managed to ensure as much as possible is recycled and reused before any residue was disposed of by landfill had significantly reduced landfilling operations. Consequently, the site had previously not received any significant volumes of waste and the applicant had diversified his business to include operations involving the storage and recycling of waste materials. Landfilling and restoration operations continue on the site.

The existing and proposed buildings were considered ancillary to the landfill and recycling operations. The applicant had put forward very special circumstances for the installation of the new replacement industrial storage type building and allowing the existing workshop and lean-to buildings to remain in this Green Belt location. However, the Head of Strategic Infrastructure and Economy considered it would be prudent to impose a condition requiring the buildings to be retained on site for a further 5 years after which time their retention as a necessary ancillary facility to the operations taking place on the site could be reassessed.

Based on the advice of the County Landscape Officer, it was considered that the proposed development would not have an adverse or detrimental impact upon the character and appearance of the local area, subject to the imposition of an appropriate condition regarding the type and colour of the materials of the proposed new building.

Based on the advice of Worcestershire Regulatory Services and the Environment Agency, it was considered that the proposal would have no adverse noise, dust or air quality impacts upon residential amenity or that of human health, subject to the imposition of the relevant extant conditions.

The Head of Strategic Infrastructure and Economy was satisfied that the proposal would not have an unacceptable impact upon traffic or highway safety, subject to the imposition of appropriate conditions as recommended by the County Highways Officer.

Based on the advice of North Worcestershire Water Management and Severn Trent Water Limited, the Head of Strategic Infrastructure and Economy considered that there would be no adverse effects on the water environment.

The Head of Strategic Infrastructure and Economy

considered that subject to the imposition of appropriate conditions as recommended by the County Ecologist, the proposal would not have an unacceptable adverse impact on ecology and biodiversity at the site or on the surrounding area, and would enhance the site's value for biodiversity.

On balance, taking into account the provisions of the Development Plan and in particular Policies WCS 1, WCS 2, WCS 6, WCS 7, WCS 8, WCS 9, WCS 10, WCS 11, WCS 12, WCS 13, WCS 14 and WCS 15 of the Adopted Worcestershire Waste Core Strategy and Policies DS01, CP01, CP02, CP03, CP11, CP12, CP13 and CP14 of the Adopted Wyre Forest District Council Core Strategy and Policies SAL.PFSD1, SAL.GPB1, SAL.CC1, SAL.CC2, SAL.CC4, SAL.CC7, SAL.UP1, SAL.UP5, SAL.UP7 and SAL.UP9 of the Adopted Wyre Forest District Council Site Allocations and Policies Local Plan, it was considered the proposal would not cause demonstrable harm to the interests intended to be protected by these policies or highway safety.

Two other applications for this site were considered at Minute numbers 1023 and 1024.

The representative of the Head of Strategic Infrastructure and Economy introduced the report and reminded members that Mr Copley's comments made under the previous applications, also applied to this application.

In the ensuing debate, the following points were raised:

- A local councillor commented that the applicant had made considerable investment in replacing these buildings on site. Granting a 15 year permission would provide the applicant with more leverage to fund the proposals
- This application was different from the previous permissions as it involved the construction of new buildings and 15 years would help the applicant find the necessary funding
- In the interests of consistency it was suggested that permission be granted for 10 years
- The representative of the Head of Strategic Infrastructure and Economy explained that not only were these buildings ancillary to the approved development but they were also ancillary to the permissions previously granted by the Committee at this meeting. Therefore if the previous applications had been refused then the weight in favour of this development would have

diminished hence the order in which the applications were being considered.

RESOLVED that planning permission be granted for the revised layout of buildings and offices to include the removal of existing office buildings and construction of replacement industrial storage building, amendment to existing workshop to include new two storey office inside the existing building (mezzanine floor), cladding and installation of new windows. Existing and replaced buildings to be retained until the completion of the landfill site in 15 years-time at Summerway Landfill Site, Hillary Road, Stourport-on-Severn, Worcestershire, subject to the following conditions:

- a) The development hereby approved shall be removed 15 years from the date of this permission, or on the restoration of the landfill site whichever is the sooner, and the site restored in accordance with a scheme to be submitted to and approved in writing by the County Planning Authority;
- b) The development hereby approved shall be carried out in accordance with the details shown on submitted Drawings Numbered: 19/165_03, Rev 1A; 18:33:SURV; 18:33:01; 18:33:02; 18:33:03; and 18:33:04, except where otherwise stipulated by conditions attached to this permission;
- c) The permission hereby approved shall only be operated by D E Talbot Transport and shall not be let to, or operated by any other person or company;
- d) 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, Bank or Public Holidays;
- e) No machinery shall be operated within the buildings hereby approved before 08:00 hours and after 17:00 hours on Mondays to Fridays, and not at any time on Saturdays, Sundays, Bank or Public Holidays;

- f) The buildings hereby approved shall be used exclusively for maintenance and repair of Summerway Landfill Site vehicles plant and machinery and for offices ancillary to the surrounding landfill operation, and for no other purposes whatsoever whether within use class B1 or B2 of the schedule to the Town and County Planning (use classes) Order 1987 or not, including any subsequent amendments. The provision of Article 3 (1) of the Town and Country Planning (Use Classes) Order 1987 shall not apply in this case;**
- g) Notwithstanding any indication of the materials, which may have been given in this application, within 3 months of the date of this permission, a schedule and / or samples of the materials and finishes for the industrial storage building shall be submitted to the County Planning Authority for approval in writing. Thereafter the development shall not be carried out other than in accordance with the approved details;**
- h) There shall be no skips stored on the site;**
- i) There shall be no burning of any materials on the site;**
- j) Within 3 months of the date of this permission, details of sheltered and secure bicycle parking to comply to comply with Worcestershire County Council's Streetscape Design Guide shall be submitted to the County Planning Authority for approval in writing. Thereafter the development shall be carried out in accordance with the approved details, and the approved cycle parking shall be kept available for the parking of bicycles only;**
- k) The Employment Travel Plan referenced in Chapter 6 of the submitted Enviroarm Ltd Transport Statement, dated December 2018 shall be implemented and monitored in accordance with the regime contained within the Plan for the duration of the operations hereby approved. These shall include:**

 - i. A travel welcome pack for all employees;**
 - ii. Details of a car sharing scheme for use**

- iii. **Information on walk, cycle routes to and from the site and public transport maps and information;**
- iv. **Robust targets for achieving a mode shift from private vehicle use to sustainable modes of transport at the site; and**
- v. **The appointment of a Travel Plan Coordinator to implement, manage and monitor the Travel Plan and to report on its findings.**

In the event of failing to meet the targets within the Plan a revised Plan shall be submitted to and approved in writing by the County Planning Authority to address any shortfalls, and where necessary make provision for and promote improved sustainable forms of access to and from the site. The Plan thereafter shall be implemented and updated in agreement with the County Planning Authority and thereafter implemented as amended; and

- i) Within 6 months of the date of this permission, two open fronted bird boxes, at least one bat box or bat brick, and one log-based invertebrate habitat pile shall be installed and / or created on the site to the satisfaction of the County Planning Authority. Thereafter, these features shall to be maintained in good condition for a period of no less than five years.**

1026 Safety of Sports Grounds Annual Review 2018/19 (Agenda item 11)

The Committee considered the annual review of activities carried out by Worcestershire County Council (WCC) Directorate of Public Health (Emergency Planning) to discharge statutory duties under the Safety at Sports Grounds (SatSGs) and related legislation during 2018/2019.

The report set out details of the Safety Certificates, Safety Advisory Groups, findings for Sixways Stadium - Worcester Warriors RFC, Aggborough Stadium – Kidderminster Harriers FC, The Grandstand Worcester Racecourse, Victoria Ground – Bromsgrove Sporting FC and Worcester City FC, Other Event Safety Management Advice, and the Regulatory Reform (Fire Safety) Order.

In the ensuing debate, the following points were raised:

- In response to a query about the system used at the Victoria Ground to ensure that overcrowding was not an issue, Charlie Heritage commented that the capacity of the crowd was assessed by either making the match all ticket or stewards using a counter
- How did Aggborough Stadium and the Victoria Ground differ from Redditch Football Club's stadium? Charlie Heritage explained that the definition of stands under the Safety of Sports Grounds Act 1975 and various Fire Safety Regulations applied to stands with accommodation for 500 or more. Redditch FC had seating in a number of stands but did not have a single stand of that size and therefore fell outside the legislation
- In response to a query about crowd safety and control of crowd flows within exiting stadia, Charlie Heritage indicated that in consultation with colleagues from the fire service, all of the premises to which the legislation applied were required to undertake fire evacuation practices which involved the timed evacuation of these stands. All of the qualifying stands had met the target of 8 minutes.

RESOLVED: that

- a) The 2018/19 Annual Review of activities carried out by the Council to manage and implement the Safety at Sports Grounds legislation be noted; and**
- b) It be noted that the Council has successfully met its statutory duty in respect of Safety at Sports Grounds legislation during 2018/19.**

The meeting ended at 12.42pm.

Chairman